



TRANSPORT ASSESSMENT

ADDENDUM

Carisbrook Road,
Mitcheldean, Gloucestershire

Client: Gladman Developments Ltd



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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This report supplements a Transport Assessment (TA) prepared to consider the highways and transportation implications associated with Gladman Developments Ltd's (Gladman) proposal for a residential development comprising up to 180 dwellings, 40% of which will be classed as affordable, located on land off Carisbrook Road, Mitcheldean, Gloucestershire.
- 1.1.2 The TA, dated May 2025, was prepared by Prime Transport Planning (Prime) on behalf of the applicant. An Interim Travel Plan (TP), also prepared by Prime and dated May 2025, supplemented the TA.
- 1.1.3 The planning application was validated by Forest of Dean District Council (FDDC) on 18th June 2025.
- 1.1.4 Gloucestershire County Council (GCC) in its role as local highway authority (LHA) was consulted on the application and provided formal comments dated 18th December 2025. Further correspondence took place between Prime and GCC to clarify the LHA's requirements in January 2026.
- 1.1.5 This Transport Assessment Addendum (TAA) provides an updated capacity assessment following comments and suggestions in GCC's response.
- 1.1.6 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.8 Third-party rights are excluded for the use of information contained within this report.

1.2 Matters Agreed with GCC

- 1.2.1 GCC's response confirms that matters related to vehicular access, pedestrian/cycle access, gateway features and an active travel audit presented in the TA are agreed.

1.3 Requested Contributions

- 1.3.1 GCC's response requests two contributions as follows:
- £210,033.60 towards home to school transport; and
 - Public transport at an amount to be confirmed.
- 1.3.2 The applicant will discuss these potential contributions with GCC and FDDC once GCC has reviewed this TAA.

- 1.3.3 GCC has presented the applicant with two options to secure the Travel Plan. The applicant would prefer Option 1, with the developer taking the responsibility for the funding an implementation of incentives to encourage sustainable travel.

1.4 Scope of Report

- 1.4.1 Following this introduction, the remainder of this report is structured as follows:

- **Section 2** explains updated trip generation surveys and how they have been used in the traffic forecasting process;
- **Section 3** presents the results of an updated traffic impact assessment; and
- **Section 4** concludes the findings of this TAA.

2 TRAFFIC FORECASTING

2.1 Introduction

- 2.1.1 The main matter that GCC expressed concerns with in its consultation response was headed 'Trip Generation/Distribution/Modal Share' which has knock-on consequences to the traffic impact assessment.
- 2.1.2 The trip rates presented in the TA were based on a survey on Thursday 6th June 2024 of the Hollywell Road cul-de-sac, which also comprises Glebe Close and Ash Grove, serving a total of 127 dwellings. Prime felt that it would be appropriate to apply the local trip rates from this road, also referred to as the donor survey, to the proposed development rather than the commonly used alternative, the TRICS database, which contains sites from across the country and is therefore much less localised. The methodology followed that which was used in the assessment provided to support the previous planning application by Gladman on the site in 2018 (P1994/18/OUT).
- 2.1.3 GCC's concern was that the resultant AM peak hour trip rates were much lower than those used in the 2018 application, with the PM peak hour trip rates being comparable. GCC has therefore asked for a comparison using the TRICS database and for the donor survey to be extended to a 7-day period. It was further requested that multimodal trip rates should be presented using 2011 census data or similar.
- 2.1.4 The trip distribution being based on observed turning counts was accepted.

2.2 Updated Trip Rates

Local Trip Rates

- 2.2.1 GCC requested that the donor survey be extended to cover a 7-day period. However, a continuous 7-day survey would also include weekends, a Monday and a Friday, with such days typically not being considered to be suitable or neutral days for impact assessments for residential developments. As such, it was agreed with GCC that a survey that encompassed a Tuesday, Wednesday and Thursday over two weeks i.e. 6 neutral days, would be acceptable.
- 2.2.2 The independent traffic survey company, Paul Castle Associates, repeated the turning count surveys at the Ross Road/Hollywell Road junction from Tuesday 27th January – Thursday 29th January 2026 and from Tuesday 3rd February – Thursday 5th February 2026. The surveys covered the hours of 0700-1000 and 1600-1900. The survey data is provided in Appendix I.
- 2.2.3 In order to calculate robust trip rates, the peak hour arrivals and departures were calculated for each day as also shown in Appendix I.

- 2.2.4 Table 2.1 provides a summary of the recorded peak hour arrivals and departures at the junction for both the 2026 and 2024 surveys. It presents the average trip rates across the six 2026 surveyed days and the trip generation associated with 180 dwellings, then compares them to the 2024 trip rates and trip generation.

Table 2.1: Local Trip Rate Calculation and Comparison

2026	AM Peak			PM Peak		
Day	Arrivals	Departures	Total	Arrivals	Departures	Total
Tue 27 Jan	29	39	68	41	18	59
Wed 28 Jan	18	41	59	47	21	68
Thu 29 Jan	12	34	46	30	20	50
Tue 3 Feb	21	40	61	39	21	60
Wed 4 Feb	18	30	48	43	24	67
Thu 5 Feb	14	38	52	46	30	76
Average	19	37	56	41	22	63
Trip Rate	0.150	0.291	0.441	0.323	0.173	0.496
Trip Gen	27	52	79	58	31	89
2024	AM Peak			PM Peak		
Day	Arrivals	Departures	Total	Arrivals	Departures	Total
Thu 6 Jun	11	30	41	36	21	57
Trip Rate	0.087	0.236	0.323	0.283	0.165	0.449
Trip Gen	16	43	58	51	30	81
Difference	-11	-9	-21	-7	-1	-8

- 2.2.5 The average AM peak trip rates from the 2026 surveys are notably higher than the equivalents in 2024, resulting in 21 more trips. The 2026 PM peak trip rates are slightly higher than the 2024 trip rates, resulting in 8 more trips.
- 2.2.6 It is not clear why there is a notable difference between the two sets of AM peak data. We suspect that it could be associated with activity at Mitcheldean Community Centre that is accessed off Old Dean Road, but as the trip rates are comparable with TRICS, as will be detailed below, albeit more locally centric, Prime will use the 2026 trip rates in an update of the traffic impact assessment.

TRICS Trip Rates

- 2.2.7 The TRICS database has been interrogated to derive a sample of residential sites consisting predominantly of open market houses (privately owned). The full TRICS report which contains details of the sample selection process is provided in Appendix II. A summary of the TRICS trip rates and associated trip generation for the proposed 180 dwellings is provided in Table 2.2.

Table 2.2: TRICS Trip Rates and Generation

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.147	0.349	0.496	26	63	89
17:00-18:00	0.314	0.154	0.468	57	28	85

- 2.2.8 The TRICS based trip rates are closely comparable with the local trip rates. The TRICS rates forecast an additional 10 vehicles in the AM peak but 4 fewer in the PM peak.
- 2.2.9 We consider the use of the 2026 local trip rates to be valid and suitable for the basis of an updated impact assessment detailed in Section 3. It should also be noted that the 2026 trip rates are more recent than the survey in the TRICS database.

2.3 Trip Distribution

- 2.3.1 The use of observed turning proportions is agreeable to GCC, but as new survey data is available for the Ross Road/Hawker Hill junction, it is prudent to update the distribution at the proposed site access which was previously based on the 2024 survey at the junction.
- 2.3.2 Table 2.3 presents a summary of the observed peak hour turning proportions at the Ross Road/Hawker Hill junction and the average turning percentages which will be applied to the updated impact assessment compared to the 2024 equivalents.

Table 2.3: Observed Trip Proportions at Ross Road/Hawker Hill Junction

2026	AM Peak				PM Peak			
Time	Left In	Right In	Left Out	Right Out	Left In	Right In	Left Out	Right Out
Tue 27 Jan	26	3	6	33	34	7	2	16
Wed 28 Jan	16	2	4	37	32	15	2	19
Thu 29 Jan	11	1	4	30	26	4	1	19
Tue 3 Feb	18	3	6	34	33	6	1	20
Wed 4 Feb	16	2	1	29	35	8	2	22
Thu 5 Feb	12	0	6	32	32	10	3	21
Average	17	2	5	33	32	8	2	20
%	0.895	0.105	0.132	0.868	0.800	0.200	0.091	0.909
2024	0.545	0.455	0.133	0.867	0.889	0.111	0.286	0.714

- 2.3.3 The outbound movements in the AM peak and inbound movements in the PM peak are comparable with the 2024 observed proportions, though there is a notable difference in the inbound AM peak and outbound PM peak. The difference in the inbound AM peak trips is likely skewed by the low trips recorded in the 2024 survey.
- 2.3.4 Using the 2026 distribution, along with the 2026 trip rates, will add more development traffic to the key junctions in the study area.
- 2.3.5 The traffic flow diagrams for use in this revised assessment are provided in Appendix III. The revised distribution and assigned development trips are shown in Traffic Flow Diagrams 5-8.
- 2.3.6 To provide assurance with GCC that the low AM peak trip rates were isolated and not indicative of low traffic volumes on Ross Road on the day of the 2024 surveys, the average two-way flows on Ross Road passing through the junction have been compared. In the 2026 data there were 207 vehicles in

the AM peak and 200 vehicles in the PM peak, which compares to 242 and 241 vehicles in the respective peaks in the 2024 survey data. Use of the 2024 baseline flows at the study area junctions therefore remains valid.

2.4 Multimodal Trip Generation

- 2.4.1 GCC has requested a forecast of the multimodal trips to be generated by the development site and has suggested using 2011 census method of travel to work data. Prime agrees with this suggested data, noting that the 2021 census was undertaken during the Covid-19 pandemic, as such, far higher proportions of respondents were working from home at that time than they normally would.
- 2.4.2 The multimodal trip generation was presented in Section 6.2 of the TP but has been updated based on the revised local trip rates for driving a car or van. The five output areas that constitute the majority of the Mitcheldean built-up area have been selected with the trips for each mode of transportation downloaded from Nomis. These output areas are E00113156-59 and E00113162. Methods of travel with very low numbers of trips such as train, taxi and motorcycle have been removed from the dataset and the combined totals for the five output areas have been used to derive the modal split.
- 2.4.3 As the vehicular trips were calculated using the updated local trip rates, factors have been derived between them and the census car driver trips (513). The factors equate to 15.4% for the AM peak hour and 17.3% for the PM peak hour. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the development as shown in Table 2.4.

Table 2.4: Multimodal Trip Generation

Method of Travel to Work	Combined OA	Total Mode %	AM Trips	PM Trips
Bus, minibus or coach	31	4.2%	5	5
Driving a car or van	513	70.2%	79	89
Passenger in a car or van	50	6.8%	8	9
Bicycle	2	0.3%	0	0
On foot	135	18.5%	21	23
All Modes	731	100.0%	113	127
<i>Factor</i>			<i>15.4%</i>	<i>17.3%</i>

- 2.4.4 Following driving a car, the most popular method of travel is likely to be on foot with the 18.5% modal split accounting for 21 and 23 trips in the respective peak hours. The remainder is to be made up of car and bus passengers. Whilst the numbers of cyclists in the census data is low, the benefits of cycling to be promoted in the TP will hopefully encourage a greater number of cyclists.

2.5 Traffic Growth

- 2.5.1 In its consultation response, GCC questioned the suitability of the previously assessed forecast year of 2029. At the time the original assessment was undertaken, this forecast year was a reasonable, albeit somewhat aspirational, date for the full build-out of the proposed development. However,

given the passage of time since the original assessment, the forecast year has been revised to 2031, which aligns with build-out rates identified in the report *Start to Finish 3: How quickly do large-scale housing sites deliver?* by Lichfields (2024).

- 2.5.2 Table 2.5 presents the updated TEMPro and National Road Traffic Projections (NRTP) based growth using the same methodology as that presented in Section 7.2 of the TA.

Table 2.5: Traffic Growth Factors 2024-2031

Source	TEMPro (Lights)		NRTP (Heavies)
Peak	AM	PM	Both
Factor	1.0552	1.0564	1.0088

- 2.5.3 The planning assumptions in TEMPro have not been adjusted and will therefore serve as a suitable proxy for any local planning based growth. The applicant has reviewed the planning portal and has not found any large scale developments that would warrant being explicitly included in the assessment as committed developments. The linear NRTP calculation is provided in Appendix IV.
- 2.5.4 The growth factors have been applied to the observed traffic flows to form the 2031 Base Flows, also referred to as 2031 Without Development, as shown in Traffic Flow Diagrams 3 and 4. The development traffic flows have been added to the 2031 Without Development Flows to form the 2031 With Development flow shown in Traffic Flow Diagrams 9 and 10. All of the Traffic Flow Diagrams are provided in Appendix III.

3 IMPACT ASSESSMENT

3.1 Introduction

- 3.1.1 This section of the report details the updated methodology used to predict the demand associated with the development and provides an assessment of the potential impact of the development on the highway network.
- 3.1.2 Much of the following assessment has followed the same methodology as the TA but with updates to the traffic growth, trip generation and trip distribution, as detailed in the previous section.

3.2 Impact Assessment

- 3.2.1 Having derived estimated traffic flows for the forecast year in the 2031, both with and without the development, it is possible to compare the expected traffic flows within the study area.
- 3.2.2 Table 3.1 provides a comparison of flows in the forecast year for the Without (Base) and With Development scenarios summarising the difference. This exercise has been carried out for all off-site junctions surveyed with the exception of the Ross Road/Hollywell Road junction which was surveyed for trip rate and distribution purposes only. This table supersedes Table 7.4 in the TA.

Table 3.1: Comparison of Two-Way Traffic Flows through Study Area Junctions Without and With Development

Junction	2031 AM Peak				2031 PM Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
1. Carisbrook Road/Bradley Court Road	524	593	69	13.2%	508	583	75	14.8%
2. Hawker Hill/ Gloucester Road/ New Road	1508	1576	68	4.5%	1467	1538	71	4.8%
3. Abenhall Road/ Gloucester Road	1313	1351	38	2.9%	1178	1216	38	3.2%
4. A40/ A4136 Longhope Road	1091	1115	24	2.2%	1287	1318	31	2.4%

- 3.2.3 Based on the flow differences in Table 3.1, the greatest impact of the development will be on the Carisbrook Road/Bradley Court Road junction, which is expected to experience an increase of 69 and 75 two-way trips in the respective peak hours, equivalent to a 13.2% and 14.8% proportionate increase.
- 3.2.4 The increase in trips at the Hawker Hill/Gloucester Road/New Road mini-roundabout is forecast to be 68 and 71 trips in the peak hours, equivalent to fairly small percentage increases of 4.5% and 4.8% respectively or little more than 1 trip per minute in the peak hours. As a proportion of the traffic heads

to/from the west at this junction, the impact to the east reduces to 38 (2.9% and 3.2%) trips at the Abenhall Road junction with just 24 (2.2%) and 31 (2.4%) continuing east to the A40 signals.

- 3.2.5 The revised assessment adds more traffic to each of the study area junctions, both in terms of traffic growth and development traffic.

3.3 Junction Capacity Assessment

- 3.3.1 As all junctions are/will be priority-controlled and mini-roundabouts, the capacity assessment has been undertaken using the industry standard software Junctions 11, developed by TRL software. The previous version of the software, Junctions 10, was used in the TA, as such there may be some small differences as a result of the software update.
- 3.3.2 When interpreting the results, the capacity of each arm or movement is calculated as the Ratio of Flow to Capacity (RFC) with 0.85 representing the practical capacity threshold of the arm and 1.00 representing the theoretical capacity threshold. It is above the practical capacity threshold where capacity problems may begin to occur while exceeding the theoretical capacity means that arms are over capacity.
- 3.3.3 Modelled queues are shown in passenger car units (PCUs), this being equivalent to a distance of 5.75m which is the length of road space (car length plus gap length) that a typical car will occupy when queueing. In order to convert the traffic flows into PCUs, which is the requisite input flow unit required in the modelling software, a factor of 2.0 has been applied to the heavy vehicle user class, while cars effectively have a factor of 1.0. These factors are widely accepted in transport modelling.
- 3.3.4 The same models used in the TA have been updated with the revised forecast flows. The results of the capacity assessment are detailed below.
- 3.3.5 All model report outputs are included in Appendix V.

Proposed Site Access

- 3.3.6 Table 3.2 below provides a summary of the results of the capacity assessment.

Table 3.2: Capacity Assessment Results - Ross Road Site Access

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2031 With Development				
Proposed Site Access	0.10	0.1	0.06	0.1
B4224 Carisbrook Road (Eastern Arm)	0.05	0.1	0.09	0.1

- 3.3.7 The results show that the proposed site access will operate with a considerable level of spare capacity.

Carisbrook Road/Bradley Court Road

- 3.3.8 Whilst the existing junction could be modelled as one lane plus flare, it has been modelled with the minor arm being a single lane in all scenarios for robustness. The results of the capacity assessment are summarised in Table 3.3.

Table 3.3: Capacity Assessment Results - Carisbrook Road/Bradley Court Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2024 Observed				
B4224 Carisbrook Road	0.38	0.6	0.31	0.4
B4224 Bradley Court Road (Northern Arm)	0.00	0.0	0.01	0.0
2031 Without Development				
B4224 Carisbrook Road	0.40	0.7	0.32	0.5
B4224 Bradley Court Road (Northern Arm)	0.00	0.0	0.01	0.0
2031 With Development				
B4224 Carisbrook Road	0.51	1.0	0.39	0.6
B4224 Bradley Court Road (Northern Arm)	0.00	0.0	0.02	0.0

- 3.3.9 The results show that the junction will continue to operate with a considerable level of spare capacity with the development in place, with the highest RFC being 0.51 on the Carisbrook Road arm in the AM peak.

Hawker Hill/A4136 Gloucester Road/A4136 New Road

- 3.3.10 As discussed in the TA, GCC has held longstanding concern regarding the Hawker Hill mini-roundabout and the adjacent Gloucester Road/Abenhall Road priority junction. The concern centres on the interaction between the two closely spaced junctions, and the officer who reviewed the previous application requested that a microsimulation model be produced to assess the junction. Prime does however feel that microsimulation is unnecessary, and alternative tools were used in the TA to consider the traffic impact. Several of these tools have been updated below.
- 3.3.11 Firstly, comparisons can be made between the current modelling scenarios in support of this planning application and the previous modelling scenarios prepared in support of the 2018 planning application.
- 3.3.12 Table 3.4 below has been provided to show this comparison between the future assessment years.

Table 3.4: Comparison of Two-Way Traffic Flows for Hawker Hill Mini-roundabout Without and With Development (2024/2031)

Assessment Years	AM Peak		PM Peak	
	Without Dev	With Dev	Without Dev	With Dev
2024 (2018 assessment) Hawker Hill/ Gloucester Road/ New Road	1595	1655	1759	1803
2031 (2024 assessment) Hawker Hill/ Gloucester Road/ New Road	1508	1576	1467	1538
Difference (2024 - 2031)	-87	-79	-292	-265

- 3.3.1 It can be seen from Table 3.4 that there are notable differences between the previous 2024 future assessment year with the original application and the latest future assessment year of 2031. The most notable differences are in the PM peaks with a net difference of 265 to 292 fewer vehicles in 2031, both with and without the development in place. The AM scenario has a net difference of 79 to 87 fewer vehicles in 2031.
- 3.3.2 The Hawker Hill mini-roundabout could have been expected to accommodate circa 1,595 vehicles in the AM 2024 peak without the development in place and 1,759 vehicles in the PM 2024 peak without the development in place. So far as Prime are aware, no improvements were/are proposed for the mini-roundabout to be delivered by GCC or other parties. As such, it can be assumed that GCC were/are satisfied with the mini-roundabout's safe operation and capacity to accommodate the level of traffic which was highlighted with the original 2024 Without Development assessment i.e. five years of traffic growth from 2018 base levels.
- 3.3.3 It can be seen from Table 3.4 that the future 2031 traffic scenario, with the inclusion of the development traffic, is less than the 2024 Without Development flows (which we assume GCC were satisfied with). In addition to this, it can be seen from Table 3.4 that the development could only be expected to contribute little more than one additional vehicle per minute.
- 3.3.4 The TA presented snapshots of drone footage detailing the real-time operation of the two junctions. The survey footage has been shared with GCC and Prime await the LHA's comments. The commentary provided in the TA remains current.
- 3.3.5 The separate and linked models of the two junctions have been updated with the revised forecast flows.
- 3.3.6 Table 3.5 presents the results of the standalone model for the mini-roundabout.

Table 3.5: Capacity Assessment Results - Hawker Hill/A4136 Gloucester Road/A4136 New Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2024 Observed				
1 - B4224 Hawker Hill	0.48	1.0	0.41	0.7
2 - A4136 Gloucester Road	0.59	1.5	0.78	3.5
3 - A4136 New Road	0.65	1.9	0.40	0.7
2031 Without Development				
1 - B4224 Hawker Hill	0.52	1.1	0.44	0.8
2 - A4136 Gloucester Road	0.62	1.7	0.82	4.6
3 - A4136 New Road	0.68	2.1	0.42	0.8
2031 With Development				
1 - B4224 Hawker Hill	0.58	1.4	0.47	0.9
2 - A4136 Gloucester Road	0.64	1.9	0.86	6.1
3 - A4136 New Road	0.69	2.2	0.45	0.8

3.3.7 The results show that in the PM peak the A4136 Gloucester Road arm will operate 0.01 RFC above the practical capacity with the development in place, with an RFC of 0.86. In the AM peak, the A4136 Gloucester Road arm and all remaining arms in both peaks will operate with spare capacity.

3.3.8 The maximum increase in RFC as a result of the development traffic is just 0.05 on the Hawker Hill arm in the AM peak, with the RFC increase on the other two arms in this peak being just 0.01 and 0.02. In the PM peak, the maximum increase is just 0.04 on the Gloucester Road arm with 0.03 on the other two arms. It is however important to note that the modelled queue on the Gloucester Road arm in the PM peak observed scenario is 3.5 PCUs, which is longer than the average queue length 1 PCU recorded during the traffic surveys, so the RFC is perhaps higher than what it would be in reality.

Abenhall Road/A4136 Gloucester Road

3.3.9 Table 3.6 presents the updated results for the priority controlled junction.

Table 3.6: Capacity Assessment Results - Abenhall Road/A4136 Gloucester Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2024 Observed				
Abenhall Road	0.51	1.1	0.18	0.2
A4136 Gloucester Road (Western Arm)	0.56	2.0	0.32	0.7
2031 Without Development				
Abenhall Road	0.54	1.2	0.20	0.3
A4136 Gloucester Road (Western Arm)	0.60	2.4	0.34	0.8
2031 With Development				
Abenhall Road	0.55	1.3	0.21	0.3
A4136 Gloucester Road (Western Arm)	0.64	2.8	0.36	0.9

- 3.3.10 The results show that the junction will continue to operate with a considerable level of spare capacity with the development in place, with the highest RFC being 0.64 western arm in the AM peak. The RFCs on all arms are below the practical capacity threshold. The proposed development increases the RFC by just 0.04 in the AM peak and 0.02 in the PM peak, with both of which occurring on the Gloucester Road arm.

Linked Assessment - Hawker Hill/A4136 Gloucester Road/A4136 New Road/Abenhall Road

- 3.3.11 The linked model presented in the TA has been updated. At the time of the assessment, the Junctions 10 software was only able to calculate queue lengths, however, Junctions 11 is now able to present RFCs but not on the linked arms.
- 3.3.12 The results of the linked capacity assessment are shown in Table 3.8.

Table 3.8: Linked Capacity Assessment Results - Hawker Hill/A4136 Gloucester Road/A4136 New Road/Abenhall Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2024 Observed				
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 1 - B4224 Hawker Hill	0.51	1.7	0.43	1.0
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 2 - A4136 Gloucester Road	-	1.0	-	1.5
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 3 - A4136 New Road	0.66	3.8	0.41	0.9
2 - A4136 Gloucester Road/Abenhall Road - A - A4136 Gloucester Road (Eastern Arm)	-	0.2	-	1.2
2 - A4136 Gloucester Road/Abenhall Road - B - Abenhall Road	0.72	3.8	0.25	1.5
2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm)	-	0.9	-	0.6
2031 Without Development				
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 1 - B4224 Hawker Hill	0.57	2.4	0.45	1.1
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 2 - A4136 Gloucester Road	-	1.2	-	1.6
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 3 - A4136 New Road	0.72	4.4	0.42	1.1
2 - A4136 Gloucester Road/Abenhall Road - A - A4136 Gloucester Road (Eastern Arm)	-	0.2	-	1.4
2 - A4136 Gloucester Road/Abenhall Road - B - Abenhall Road	0.74	4.9	0.30	2.4
2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm)	-	1.0	-	0.6
2031 With Development				
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 1 - B4224 Hawker Hill	0.66	3.2	0.47	1.2
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 2 - A4136 Gloucester Road	-	1.1	-	1.7
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road - 3 - A4136 New Road	0.73	5.4	0.45	1.0
2 - A4136 Gloucester Road/Abenhall Road - A - A4136 Gloucester Road (Eastern Arm)	-	0.2	-	2.4
2 - A4136 Gloucester Road/Abenhall Road - B - Abenhall Road	0.75	6.0	0.32	4.5
2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm)	-	1.2	-	0.6

3.3.13 The linked model results suggest that the proposed development will increase the RFCs by up to 0.09 on Hawker Hill in the AM peak, with the RFC increases on all other arms in both peaks being between 0.01 and 0.03. It also suggests that queue length increases will be negligible, increasing by up to 2.1 PCUs on the Abenhall Road arm in the PM peak and 1.1 PCUs in the AM peak. The queue length increases on the other arms are less than 1 PCU.

3.3.14 Such minor increases should not be considered to be a severe impact.

3.4 Potential Highway Improvements

- 3.4.1 A number of improvements around the Hawker Hill mini-roundabout and the Abenhall Road priority controlled junction were offered in the TA. Whilst the impact of the proposed development is not severe, several observations were made during the site visit and following review of the drone footage. These observations have informed the improvements presented in the TA which offer the opportunity to enhance the operation of the two junctions. The applicant remains willing to provide these improvements subject to the views of GCC.
- 3.4.2 Prime welcome further discussions with GCC following its review of the updated information in this TAA.

4 SUMMARY AND CONCLUSION

4.1 Summary

- 4.1.1 This Transport Assessment Addendum (TAA) follows a consultation response from Gloucestershire County Council (GCC) dated 18th December, and subsequent email based discussions in January 2026.
- 4.1.2 Matters related to vehicular access, pedestrian/cycle access, gateway features and an active travel audit presented in the TA are agreeable to GCC.
- 4.1.3 GCC has requested a contribution to home to school transport and is considering the need for the applicant to contribute public transport. The applicant will discuss these matters with GCC and FDDC once GCC's views on this updated assessment are shared.
- 4.1.4 The applicant is happy to continue to take responsibility for the delivery of Travel Plan measures.
- 4.1.5 GCC has however expressed concerns with the use of local trip rates derived from Hollywell Road, which were based on a single survey day in June 2024, and has asked that this is supplemented by additional surveys and compared to TRICS.
- 4.1.6 Hollywell Road has been re-surveyed for six days in late January and early February 2026. The average trip rates of the 2026 survey results are notably higher than the AM peak trip rates from 2024, with the PM peak trip rates also being slightly higher. These 2026 local trip rates closely compare with TRICS based rates, but as TRICS is UK-wide, the use of the more recent 2026 local trip rates are considered to be more appropriate for use.
- 4.1.7 The distribution of development traffic has also been updated following the 2026 surveys.
- 4.1.8 The multimodal trip generation has been forecast using 2011 census method of travel to work data at GCC request. This information was provided in the submitted Travel Plan but has been updated following the revised vehicular trip rates.
- 4.1.9 Use of the 2026 trip rates and distribution, along with two additional years of background traffic growth, results in higher levels of traffic being added to the key junctions in the study area, resulting in a more robust assessment.
- 4.1.10 The traffic impact assessment and associated junction capacity assessments using the latest version of the software have been updated using the revised trip rates and distribution, along with increasing the forecast year to 2031.
- 4.1.11 Whilst this updated assessment adds more traffic to the study area, all junctions assessed have been shown to operate with spare capacity.

- 4.1.12 The applicant does however remain committed to delivering improvements to the Hawker Hill/A4136 Gloucester Road/A4136 New Road/Abenhall Road junctions as per the TA. These improvements have been informed by on-site observations and drone footage. The latter has been provided electronically to GCC to help guide discussions and provide strong evidence for the likely effectiveness of the suggested improvements.

4.2 Conclusion

- 4.2.1 The conclusion offered in the submitted Transport Assessment, repeated below, remains valid.
- 4.2.2 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network terms of capacity. The impact is best described as negligible.
- 4.2.3 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.
- 4.2.4 The applicant and Prime are happy to continue discussions with GCC to confirm the proposed improvements and consider the suggested contributions.

APPENDIX I

TRAFFIC SURVEY DATA

Mitcheldean, Tuesday 27th January 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	10	0	0	0	0	0
07:15 - 07:30	14	0	0	0	0	0
07:30 - 07:45	13	0	0	1	0	0
07:45 - 08:00	20	0	0	0	0	0
08:00 - 08:15	27	0	0	0	0	0
08:15 - 08:30	28	0	0	0	0	0
08:30 - 08:45	37	0	0	2	0	0
08:45 - 09:00	17	1	1	1	0	0
09:00 - 09:15	20	0	0	1	0	0
09:15 - 09:30	16	1	0	0	0	0
09:30 - 09:45	18	1	0	1	0	0
09:45 - 10:00	14	0	0	0	0	0

16:00 - 16:15	17	0	1	1	0	0
16:15 - 16:30	16	0	0	1	0	0
16:30 - 16:45	21	0	0	2	0	0
16:45 - 17:00	24	0	0	2	0	0
17:00 - 17:15	25	0	1	0	0	0
17:15 - 17:30	30	0	0	3	0	0
17:30 - 17:45	25	1	0	2	0	0
17:45 - 18:00	16	0	0	1	0	0
18:00 - 18:15	20	0	0	1	0	0
18:15 - 18:30	13	0	0	2	0	0
18:30 - 18:45	10	0	1	3	0	0
18:45 - 19:00	13	0	0	0	0	0

Mitcheldean, Tuesday 27th January 2026

Junction: 1

Approach: B4224 Ross Road South

	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	1	0	0	12	0	0
07:15 - 07:30	2	0	0	25	0	1
07:30 - 07:45	3	0	0	14	0	0
07:45 - 08:00	0	0	0	17	1	0
08:00 - 08:15	6	0	0	16	1	0
08:15 - 08:30	7	0	0	19	0	2
08:30 - 08:45	9	1	0	23	0	0
08:45 - 09:00	2	1	0	23	0	0
09:00 - 09:15	4	1	0	18	0	0
09:15 - 09:30	1	0	0	15	0	1
09:30 - 09:45	5	0	0	9	1	0
09:45 - 10:00	2	0	0	10	0	0

16:00 - 16:15	6	0	0	15	0	0
16:15 - 16:30	6	0	0	24	0	0
16:30 - 16:45	12	0	0	25	0	0
16:45 - 17:00	6	0	0	10	0	0
17:00 - 17:15	8	0	0	30	0	1
17:15 - 17:30	8	0	0	17	0	0
17:30 - 17:45	5	0	0	24	0	0
17:45 - 18:00	8	0	0	20	0	1
18:00 - 18:15	12	0	0	24	0	0
18:15 - 18:30	4	0	0	14	0	0
18:30 - 18:45	3	0	0	10	0	0
18:45 - 19:00	6	0	0	12	0	0

Mitcheldean, Tuesday 27th January 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	2	0	0	5	0	0
07:15 - 07:30	2	0	0	7	0	0
07:30 - 07:45	1	0	0	9	0	0
07:45 - 08:00	2	0	0	6	0	0
08:00 - 08:15	2	0	0	9	0	0
08:15 - 08:30	1	0	0	14	0	0
08:30 - 08:45	2	0	0	6	0	0
08:45 - 09:00	1	0	0	3	1	0
09:00 - 09:15	1	0	0	6	1	0
09:15 - 09:30	0	0	0	1	0	0
09:30 - 09:45	1	1	0	5	0	0
09:45 - 10:00	0	0	0	3	1	0

16:00 - 16:15	1	0	0	4	0	0
16:15 - 16:30	1	0	0	2	0	0
16:30 - 16:45	0	0	0	3	0	0
16:45 - 17:00	0	0	0	4	0	0
17:00 - 17:15	2	0	0	3	0	0
17:15 - 17:30	0	0	0	6	0	0
17:30 - 17:45	2	0	0	3	0	0
17:45 - 18:00	1	0	0	3	0	0
18:00 - 18:15	0	0	0	3	0	0
18:15 - 18:30	1	0	0	3	0	0
18:30 - 18:45	0	0	0	4	0	0
18:45 - 19:00	2	0	0	7	0	0

Mitcheldean, Tuesday 27th January 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total	RR 2-way	
07:00		6	1	7	27	7	34	41	127
07:15		11	1	7	31	12	38	50	149
07:30		16	1	6	38	17	44	61	158
07:45		23	2	7	35	25	42	67	191
08:00		26	3	6	33	29	39	68	195
08:15		25	4	5	31	29	36	65	189
08:30		19	4	4	18	23	22	45	173
08:45		14	3	4	17	17	21	38	142
09:00		13	2	3	17	15	20	35	124
							68		195
16:00		30	6	2	13	36	15	51	153
16:15		32	5	3	12	37	15	52	177
16:30		34	7	2	16	41	18	59	184
16:45		27	7	4	16	34	20	54	188
17:00		29	6	5	15	35	20	55	191
17:15		33	7	3	15	40	18	58	178
17:30		29	6	4	12	35	16	51	158
17:45		27	7	2	13	34	15	49	129
18:00		25	6	3	17	31	20	51	117
							59		191

Mitcheldean, Wednesday 28th January 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	14	0	0	0	0	0
07:15 - 07:30	15	0	1	0	0	0
07:30 - 07:45	14	0	0	0	0	0
07:45 - 08:00	30	0	0	0	0	0
08:00 - 08:15	27	0	0	0	0	0
08:15 - 08:30	31	0	0	0	0	0
08:30 - 08:45	17	1	0	2	0	0
08:45 - 09:00	24	0	1	1	0	0
09:00 - 09:15	17	0	0	1	1	0
09:15 - 09:30	16	0	1	1	0	0
09:30 - 09:45	13	0	0	1	0	0
09:45 - 10:00	13	0	0	0	0	0

16:00 - 16:15	22	0	1	1	0	0
16:15 - 16:30	20	0	0	1	0	0
16:30 - 16:45	37	0	0	2	0	0
16:45 - 17:00	22	0	0	4	0	0
17:00 - 17:15	28	0	1	3	0	0
17:15 - 17:30	30	0	0	1	0	0
17:30 - 17:45	27	0	0	7	0	0
17:45 - 18:00	13	0	0	0	0	0
18:00 - 18:15	9	0	0	0	0	0
18:15 - 18:30	18	0	0	4	0	0
18:30 - 18:45	10	0	0	4	0	0
18:45 - 19:00	13	0	1	1	0	0

Mitcheldean, Wednesday 28th January 2026

Junction: 1

Approach: B4224 Ross Road South

TIME	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	0	0	0	17	0	0
07:15 - 07:30	1	0	0	18	0	1
07:30 - 07:45	2	0	0	18	0	0
07:45 - 08:00	2	0	0	22	0	0
08:00 - 08:15	4	1	0	25	0	1
08:15 - 08:30	8	0	0	29	0	1
08:30 - 08:45	1	0	0	19	0	0
08:45 - 09:00	5	0	0	20	0	0
09:00 - 09:15	4	0	0	21	0	1
09:15 - 09:30	4	0	0	10	2	0
09:30 - 09:45	1	0	0	17	0	0
09:45 - 10:00	1	0	0	12	0	0

16:00 - 16:15	7	0	0	35	0	0
16:15 - 16:30	2	0	0	24	0	0
16:30 - 16:45	8	0	0	21	0	0
16:45 - 17:00	17	0	0	23	0	1
17:00 - 17:15	4	0	0	29	0	0
17:15 - 17:30	4	0	0	19	0	0
17:30 - 17:45	7	0	0	20	0	0
17:45 - 18:00	5	0	0	14	0	1
18:00 - 18:15	3	0	0	17	0	0
18:15 - 18:30	6	0	0	8	0	0
18:30 - 18:45	5	0	0	11	0	1
18:45 - 19:00	3	0	0	11	0	0

Mitcheldean, Wednesday 28th January 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	3	0	0	8	0	0
07:15 - 07:30	0	0	0	6	0	0
07:30 - 07:45	1	0	0	7	0	0
07:45 - 08:00	1	0	0	9	0	0
08:00 - 08:15	1	0	0	8	0	0
08:15 - 08:30	0	0	0	12	1	0
08:30 - 08:45	2	0	0	7	0	0
08:45 - 09:00	0	0	0	2	0	0
09:00 - 09:15	0	0	0	7	1	0
09:15 - 09:30	1	0	0	1	0	0
09:30 - 09:45	3	0	0	3	0	0
09:45 - 10:00	1	0	0	9	0	0

16:00 - 16:15	0	0	0	3	0	0
16:15 - 16:30	0	0	0	4	0	0
16:30 - 16:45	1	0	0	3	0	0
16:45 - 17:00	1	0	0	10	0	0
17:00 - 17:15	0	0	0	3	0	0
17:15 - 17:30	0	0	0	3	0	0
17:30 - 17:45	1	0	0	3	0	0
17:45 - 18:00	1	0	0	3	0	0
18:00 - 18:15	3	0	0	2	0	0
18:15 - 18:30	0	0	0	3	0	0
18:30 - 18:45	1	0	0	5	0	0
18:45 - 19:00	0	0	0	1	0	0

Mitcheldean, Wednesday 28th January 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total	RR 2-way
07:00		5	0	5	30	5	35	40
07:15		10	0	3	30	10	33	43
07:30		17	0	3	37	17	40	57
07:45		16	2	4	37	18	41	59
08:00		19	3	3	30	22	33	55
08:15		18	5	2	30	23	32	55
08:30		14	6	3	18	20	21	41
08:45		14	5	4	14	19	18	37
09:00		10	4	5	21	14	26	40
							59	203
16:00		34	8	2	20	42	22	64
16:15		31	10	2	20	41	22	63
16:30		33	10	2	19	43	21	64
16:45		32	15	2	19	47	21	68
17:00		20	11	2	12	31	14	45
17:15		19	8	5	11	27	16	43
17:30		21	11	5	11	32	16	48
17:45		19	8	5	13	27	18	45
18:00		17	9	4	11	26	15	41
							68	211

Mitcheldean, Thursday 29th January 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	10	0	0	0	0	0
07:15 - 07:30	12	0	0	2	0	0
07:30 - 07:45	17	0	1	0	0	0
07:45 - 08:00	23	0	0	0	0	0
08:00 - 08:15	31	0	0	0	0	0
08:15 - 08:30	25	0	0	0	0	0
08:30 - 08:45	21	0	0	1	0	0
08:45 - 09:00	21	0	2	0	0	0
09:00 - 09:15	15	0	0	2	0	0
09:15 - 09:30	19	0	0	0	0	0
09:30 - 09:45	17	0	0	0	0	0
09:45 - 10:00	15	0	0	0	0	0

16:00 - 16:15	17	1	1	2	0	0
16:15 - 16:30	30	1	0	2	0	0
16:30 - 16:45	29	0	0	3	0	0
16:45 - 17:00	19	0	0	0	0	0
17:00 - 17:15	33	0	1	2	0	0
17:15 - 17:30	28	0	0	0	0	0
17:30 - 17:45	22	0	0	2	0	0
17:45 - 18:00	17	0	0	1	0	0
18:00 - 18:15	18	0	0	1	0	0
18:15 - 18:30	17	0	1	2	0	0
18:30 - 18:45	9	0	1	1	0	0
18:45 - 19:00	7	0	0	0	0	0

Mitcheldean, Thursday 29th January 2026

Junction: 1

Approach: B4224 Ross Road South

TIME	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	1	0	0	12	0	1
07:15 - 07:30	0	0	0	19	0	1
07:30 - 07:45	1	0	0	19	0	0
07:45 - 08:00	2	0	0	17	1	0
08:00 - 08:15	3	0	0	27	0	1
08:15 - 08:30	1	0	0	33	2	1
08:30 - 08:45	4	1	0	22	0	0
08:45 - 09:00	5	0	0	22	0	0
09:00 - 09:15	3	0	0	15	0	1
09:15 - 09:30	2	0	0	13	0	0
09:30 - 09:45	3	0	0	12	0	0
09:45 - 10:00	4	0	0	9	0	0

16:00 - 16:15	8	0	0	25	0	0
16:15 - 16:30	6	0	0	18	0	0
16:30 - 16:45	3	1	0	20	0	0
16:45 - 17:00	10	0	0	27	0	0
17:00 - 17:15	5	0	0	19	0	1
17:15 - 17:30	4	0	0	24	0	0
17:30 - 17:45	7	0	0	22	0	0
17:45 - 18:00	6	0	0	19	0	1
18:00 - 18:15	5	0	0	13	0	0
18:15 - 18:30	7	0	0	16	0	0
18:30 - 18:45	6	0	0	11	0	1
18:45 - 19:00	7	0	0	17	0	0

Mitcheldean, Thursday 29th January 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	2	0	0	8	0	0
07:15 - 07:30	0	0	0	2	0	0
07:30 - 07:45	2	0	0	9	0	0
07:45 - 08:00	2	0	0	7	0	0
08:00 - 08:15	1	0	0	7	0	0
08:15 - 08:30	1	0	0	10	0	0
08:30 - 08:45	0	0	0	5	1	0
08:45 - 09:00	2	0	0	1	0	0
09:00 - 09:15	1	0	0	3	0	0
09:15 - 09:30	3	0	0	4	0	0
09:30 - 09:45	0	0	0	3	0	0
09:45 - 10:00	0	0	0	7	0	0

16:00 - 16:15	1	0	0	1	0	0
16:15 - 16:30	0	0	0	3	0	0
16:30 - 16:45	1	0	0	3	0	0
16:45 - 17:00	0	0	0	4	0	0
17:00 - 17:15	0	0	0	5	0	0
17:15 - 17:30	0	0	0	8	0	0
17:30 - 17:45	1	0	0	2	0	0
17:45 - 18:00	3	0	0	2	0	0
18:00 - 18:15	1	0	0	4	0	0
18:15 - 18:30	0	0	0	4	0	0
18:30 - 18:45	0	0	0	1	0	0
18:45 - 19:00	0	0	0	4	0	0

Mitcheldean, Thursday 29th January 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total	RR 2-way
07:00		4	2	6	26	6	32	38
07:15		6	2	5	25	8	30	38
07:30		7	0	6	33	7	39	46
07:45		11	1	4	30	12	34	46
08:00		14	1	4	24	15	28	43
08:15		14	3	4	20	17	24	41
08:30		15	3	6	14	18	20	38
08:45		13	2	6	11	15	17	32
09:00		12	2	4	17	14	21	35
							46	208
16:00		28	7	2	11	35	13	48
16:15		25	7	1	15	32	16	48
16:30		23	5	1	20	28	21	49
16:45		26	4	1	19	30	20	50
17:00		22	5	4	17	27	21	48
17:15		22	4	5	16	26	21	47
17:30		25	6	5	12	31	17	48
17:45		24	5	4	11	29	15	44
18:00		25	4	1	13	29	14	43
							50	201

Mitcheldean, Tuesday 3rd February 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	9	0	0	0	0	0
07:15 - 07:30	12	0	1	0	0	0
07:30 - 07:45	18	2	0	0	0	0
07:45 - 08:00	22	0	0	1	0	0
08:00 - 08:15	30	0	0	0	0	0
08:15 - 08:30	27	0	0	0	0	0
08:30 - 08:45	30	0	0	2	0	0
08:45 - 09:00	18	0	1	0	0	0
09:00 - 09:15	15	1	0	0	0	0
09:15 - 09:30	16	0	0	0	0	0
09:30 - 09:45	14	1	0	1	0	0
09:45 - 10:00	13	1	0	2	0	0

16:00 - 16:15	22	0	1	1	0	0
16:15 - 16:30	26	0	0	0	0	0
16:30 - 16:45	24	0	0	1	0	0
16:45 - 17:00	15	0	0	4	0	0
17:00 - 17:15	29	0	1	1	0	0
17:15 - 17:30	20	0	0	0	0	0
17:30 - 17:45	18	0	0	1	0	0
17:45 - 18:00	22	0	0	6	0	0
18:00 - 18:15	11	0	0	4	0	0
18:15 - 18:30	12	0	0	7	0	0
18:30 - 18:45	10	0	1	1	0	0
18:45 - 19:00	17	0	0	1	0	0

Mitcheldean, Tuesday 3rd February 2026

Junction: 1

Approach: B4224 Ross Road South

TIME	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	1	0	0	12	0	1
07:15 - 07:30	1	0	0	20	0	0
07:30 - 07:45	1	0	0	22	0	0
07:45 - 08:00	0	0	0	19	1	0
08:00 - 08:15	5	1	0	20	1	2
08:15 - 08:30	8	0	0	24	1	1
08:30 - 08:45	2	2	0	31	0	0
08:45 - 09:00	3	0	0	20	0	0
09:00 - 09:15	1	0	0	19	1	1
09:15 - 09:30	0	0	0	13	0	0
09:30 - 09:45	2	0	0	13	0	0
09:45 - 10:00	4	0	0	12	0	0

16:00 - 16:15	5	0	0	28	0	0
16:15 - 16:30	9	0	0	18	0	0
16:30 - 16:45	4	0	0	23	0	0
16:45 - 17:00	8	0	0	15	0	1
17:00 - 17:15	12	0	0	25	0	0
17:15 - 17:30	7	0	0	18	0	0
17:30 - 17:45	9	0	0	20	0	0
17:45 - 18:00	3	0	0	16	0	1
18:00 - 18:15	1	0	0	12	0	0
18:15 - 18:30	3	0	0	11	0	0
18:30 - 18:45	9	0	0	11	0	0
18:45 - 19:00	3	0	0	9	0	1

Mitcheldean, Tuesday 3rd February 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	4	0	0	6	1	0
07:15 - 07:30	2	0	0	4	0	0
07:30 - 07:45	1	0	0	11	0	0
07:45 - 08:00	0	0	0	5	0	0
08:00 - 08:15	1	0	0	8	0	0
08:15 - 08:30	3	0	0	10	1	0
08:30 - 08:45	2	0	0	10	0	0
08:45 - 09:00	1	0	0	2	0	0
09:00 - 09:15	1	1	0	3	0	0
09:15 - 09:30	2	1	0	1	0	0
09:30 - 09:45	2	0	0	3	0	0
09:45 - 10:00	0	0	0	5	0	0

16:00 - 16:15	1	0	0	4	0	0
16:15 - 16:30	0	0	0	3	0	0
16:30 - 16:45	0	0	0	9	0	0
16:45 - 17:00	1	0	0	3	0	0
17:00 - 17:15	0	0	0	5	0	0
17:15 - 17:30	0	0	0	3	0	0
17:30 - 17:45	1	0	0	1	0	0
17:45 - 18:00	2	0	0	6	0	0
18:00 - 18:15	2	0	0	2	0	0
18:15 - 18:30	0	0	0	3	0	0
18:30 - 18:45	1	0	0	2	0	0
18:45 - 19:00	2	0	0	1	0	0

Mitcheldean, Tuesday 3rd February 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total	RR 2-way
07:00		3	1	7	27	4	34	38
07:15		8	1	4	28	9	32	41
07:30		15	1	5	35	16	40	56
07:45		18	3	6	34	21	40	61
08:00		21	2	7	31	23	38	61
08:15		16	2	8	26	18	34	52
08:30		8	2	8	16	10	24	34
08:45		6	1	8	9	7	17	24
09:00		7	3	7	12	10	19	29
							61	209
16:00		26	6	2	19	32	21	53
16:15		33	6	1	20	39	21	60
16:30		31	6	1	20	37	21	58
16:45		36	6	2	12	42	14	56
17:00		31	8	3	15	39	18	57
17:15		20	11	5	12	31	17	48
17:30		16	18	5	12	34	17	51
17:45		16	18	5	13	34	18	52
18:00		16	13	5	8	29	13	42
							60	177

Mitcheldean, Wednesday 4th February 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	17	1	0	1	0	0
07:15 - 07:30	6	0	0	1	0	0
07:30 - 07:45	16	0	0	0	0	0
07:45 - 08:00	24	0	0	0	0	0
08:00 - 08:15	30	0	0	0	0	0
08:15 - 08:30	26	0	0	0	0	0
08:30 - 08:45	34	0	0	1	0	0
08:45 - 09:00	28	1	1	1	0	0
09:00 - 09:15	10	1	0	0	0	0
09:15 - 09:30	17	0	0	1	0	0
09:30 - 09:45	13	1	0	0	0	0
09:45 - 10:00	6	1	1	0	0	0

16:00 - 16:15	20	1	1	1	0	0
16:15 - 16:30	25	0	0	1	0	0
16:30 - 16:45	21	0	0	3	0	0
16:45 - 17:00	24	0	0	2	0	0
17:00 - 17:15	25	0	0	0	0	0
17:15 - 17:30	14	0	1	3	0	0
17:30 - 17:45	21	0	0	1	0	0
17:45 - 18:00	18	0	0	0	0	0
18:00 - 18:15	18	0	0	3	0	0
18:15 - 18:30	19	0	0	0	0	0
18:30 - 18:45	15	0	1	0	0	0
18:45 - 19:00	13	0	0	2	0	0

Mitcheldean, Wednesday 4th February 2026

Junction: 1

Approach: B4224 Ross Road South

TIME	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	3	0	0	11	0	1
07:15 - 07:30	3	0	0	15	0	0
07:30 - 07:45	1	0	0	18	0	0
07:45 - 08:00	1	0	0	24	0	0
08:00 - 08:15	3	0	0	23	1	0
08:15 - 08:30	8	0	0	28	0	2
08:30 - 08:45	1	0	0	22	0	0
08:45 - 09:00	3	1	0	27	0	0
09:00 - 09:15	1	0	0	11	0	0
09:15 - 09:30	1	0	0	13	0	1
09:30 - 09:45	2	0	0	12	0	0
09:45 - 10:00	3	0	0	12	0	0

16:00 - 16:15	2	0	0	25	0	0
16:15 - 16:30	3	0	0	24	1	0
16:30 - 16:45	10	0	0	22	0	0
16:45 - 17:00	9	0	0	22	0	0
17:00 - 17:15	8	0	0	35	0	1
17:15 - 17:30	8	0	0	29	0	0
17:30 - 17:45	8	0	0	21	0	0
17:45 - 18:00	6	0	0	11	0	1
18:00 - 18:15	4	0	0	18	0	0
18:15 - 18:30	4	0	0	19	0	0
18:30 - 18:45	6	0	0	13	0	1
18:45 - 19:00	5	0	0	12	0	0

Mitcheldean, Wednesday 4th February 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	5	0	0	8	0	0
07:15 - 07:30	3	0	0	3	0	0
07:30 - 07:45	1	0	0	8	0	0
07:45 - 08:00	0	0	0	6	0	0
08:00 - 08:15	0	0	0	6	0	0
08:15 - 08:30	0	0	0	13	0	0
08:30 - 08:45	0	0	0	6	0	0
08:45 - 09:00	1	0	0	4	0	0
09:00 - 09:15	2	0	0	1	0	0
09:15 - 09:30	0	0	0	4	0	0
09:30 - 09:45	0	0	0	4	0	0
09:45 - 10:00	0	0	0	4	0	0

16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	0
16:30 - 16:45	0	0	0	6	0	0
16:45 - 17:00	0	0	0	4	0	0
17:00 - 17:15	1	0	0	5	0	0
17:15 - 17:30	1	0	0	7	0	0
17:30 - 17:45	1	0	0	0	0	0
17:45 - 18:00	2	0	0	4	0	0
18:00 - 18:15	1	0	0	4	0	0
18:15 - 18:30	0	0	0	2	0	0
18:30 - 18:45	0	0	0	6	0	0
18:45 - 19:00	0	0	0	8	0	0

Mitcheldean, Wednesday 4th February 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total	RR 2-way	
07:00		8	2	9	25	10	34	44	133
07:15		8	1	4	23	9	27	36	157
07:30		13	0	1	33	13	34	47	192
07:45		13	1	0	31	14	31	45	214
08:00		16	2	1	29	18	30	48	223
08:15		14	2	3	24	16	27	43	191
08:30		7	3	3	15	10	18	28	166
08:45		8	2	3	13	10	16	26	136
09:00		7	1	2	13	8	15	23	99
							48		223
16:00		24	7	0	11	31	11	42	186
16:15		30	6	1	15	36	16	52	200
16:30		35	8	2	22	43	24	67	194
16:45		33	6	3	16	39	19	58	193
17:00		30	4	5	16	34	21	55	177
17:15		26	7	5	15	33	20	53	152
17:30		22	4	4	10	26	14	40	146
17:45		20	3	3	16	23	19	42	134
18:00		19	5	1	20	24	21	45	129
							67		200

Mitcheldean, Thursday 5th February 2026

Junction: 1

Approach: B4224 Ross Road North

	Ahead to B4224 Ross Road (South)			Right to Hollywell Road		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	11	0	0	0	0	0
07:15 - 07:30	11	1	0	1	0	0
07:30 - 07:45	20	0	1	0	0	0
07:45 - 08:00	28	0	0	0	0	0
08:00 - 08:15	27	0	0	0	0	0
08:15 - 08:30	21	0	0	0	0	0
08:30 - 08:45	36	0	0	0	0	0
08:45 - 09:00	21	0	1	0	0	0
09:00 - 09:15	24	0	0	1	0	0
09:15 - 09:30	11	0	0	0	0	0
09:30 - 09:45	19	0	0	0	0	0
09:45 - 10:00	12	0	0	1	0	0

16:00 - 16:15	19	0	1	1	0	0
16:15 - 16:30	21	0	0	1	0	0
16:30 - 16:45	24	0	0	6	0	0
16:45 - 17:00	26	0	0	3	0	0
17:00 - 17:15	31	0	1	0	0	0
17:15 - 17:30	22	0	0	0	0	0
17:30 - 17:45	17	0	0	0	0	0
17:45 - 18:00	19	0	0	2	0	0
18:00 - 18:15	11	0	0	1	0	0
18:15 - 18:30	19	0	0	2	0	0
18:30 - 18:45	13	0	1	3	0	0
18:45 - 19:00	8	0	0	1	0	0

Mitcheldean, Thursday 5th February 2026

Junction: 1

Approach: B4224 Ross Road South

TIME	Left to Hollywell Road			Ahead to B4224 Ross Road (North		
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	0	0	0	11	1	1
07:15 - 07:30	1	0	0	13	0	0
07:30 - 07:45	0	0	0	16	1	0
07:45 - 08:00	2	0	0	22	0	0
08:00 - 08:15	2	0	0	30	0	1
08:15 - 08:30	3	1	0	20	2	1
08:30 - 08:45	4	0	0	18	0	0
08:45 - 09:00	4	0	0	25	0	0
09:00 - 09:15	2	0	0	13	0	1
09:15 - 09:30	3	0	0	13	0	0
09:30 - 09:45	2	0	0	18	0	0
09:45 - 10:00	5	0	0	11	0	0

16:00 - 16:15	5	0	0	13	1	0
16:15 - 16:30	3	0	0	24	0	0
16:30 - 16:45	11	0	0	26	0	0
16:45 - 17:00	12	0	0	31	0	1
17:00 - 17:15	6	0	0	33	0	0
17:15 - 17:30	8	0	0	16	0	0
17:30 - 17:45	5	0	0	18	0	0
17:45 - 18:00	3	0	0	13	0	1
18:00 - 18:15	5	0	0	13	0	0
18:15 - 18:30	5	0	0	14	0	0
18:30 - 18:45	6	0	0	13	0	0
18:45 - 19:00	2	0	0	14	0	1

Mitcheldean, Thursday 5th February 2026

Junction: 1

Approach: Hollywell Road

	Left to B4224 Ross Road (North)			Right to B4224 Ross Road (South)		
TIME	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS
07:00 - 07:15	2	0	0	3	0	0
07:15 - 07:30	2	0	0	1	0	0
07:30 - 07:45	2	0	0	5	0	0
07:45 - 08:00	0	0	0	6	0	0
08:00 - 08:15	1	0	0	5	0	0
08:15 - 08:30	4	0	0	12	1	0
08:30 - 08:45	1	0	0	8	0	0
08:45 - 09:00	1	0	0	5	0	0
09:00 - 09:15	0	0	0	3	0	0
09:15 - 09:30	4	0	0	3	0	0
09:30 - 09:45	0	0	0	6	0	0
09:45 - 10:00	1	0	0	3	0	0

16:00 - 16:15	2	0	0	5	0	0
16:15 - 16:30	1	0	0	1	0	0
16:30 - 16:45	0	0	0	9	0	0
16:45 - 17:00	1	0	0	5	0	0
17:00 - 17:15	1	0	0	6	0	0
17:15 - 17:30	1	0	0	7	0	0
17:30 - 17:45	1	0	0	2	0	0
17:45 - 18:00	1	0	0	3	0	0
18:00 - 18:15	1	0	0	2	0	0
18:15 - 18:30	2	0	0	3	0	0
18:30 - 18:45	0	0	0	3	0	0
18:45 - 19:00	0	0	0	3	0	0

Mitcheldean, Thursday 5th February 2026

TIME	L In	R In	L Out	R Out	Arr	Dep	Total		RR 2-way
07:00		3	1	6	15	4	21	25	137
07:15		5	1	5	17	6	22	28	171
07:30		8	0	7	29	8	36	44	190
07:45		12	0	6	32	12	38	50	206
08:00		14	0	7	31	14	38	52	203
08:15		14	1	6	29	15	35	50	183
08:30		13	1	6	19	14	25	39	163
08:45		11	1	5	17	12	22	34	146
09:00		12	2	5	15	14	20	34	122
								52	206
16:00		31	11	4	20	42	24	66	187
16:15		32	10	3	21	42	24	66	218
16:30		37	9	3	27	46	30	76	211
16:45		31	3	4	20	34	24	58	196
17:00		22	2	4	18	24	22	46	171
17:15		21	3	4	14	24	18	42	130
17:30		18	5	5	10	23	15	38	125
17:45		19	8	4	11	27	15	42	117
18:00		18	7	3	11	25	14	39	107
								76	218

APPENDIX II

TRICS REPORT OUTPUT

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 day
02	SOUTH EAST		
	ES	EAST SUSSEX	6 days
	EX	ESSEX	1 day
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	SC	SURREY	5 days
	SP	SOUTHAMPTON	1 day
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	6 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	6 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
	YO	YORK	1 day
09	NORTH		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day

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

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	120 to 289 (units:DWELLS)
Range Selected by User:	120 to 290 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/07/15 to 30/06/25

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

Selected survey days:

Friday	1 days
Monday	9 days
Thursday	12 days
Tuesday	16 days
Wednesday	8 days

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

Selected survey types:

Manual count	46
Direction ATC Count	0

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

Selected Locations:

Edge of Town	35 days
Neighbourhood Centre	9 days
Suburban Area	2 days

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

Selected Location Sub Categories:

Out of Town	1 days
Residential Zone	38 days
Village	7 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	36 days

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Secondary Filtering Selection:

Use Class:

C3	46 surveys
----	------------

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

Population within 500m Range:

350 - 8961

Population within 1 mile:

1,001 to 5,000	9 surveys
10,001 to 15,000	13 surveys
15,001 to 20,000	6 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	12 surveys

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

Population within 5 miles:

100,001 to 125,000	4 surveys
125,001 to 250,000	12 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	7 surveys
50,001 to 75,000	5 surveys
500,001 or More	1 surveys
75,001 to 100,000	4 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	8 surveys
1.1 to 1.5	32 surveys
1.6 to 2.0	6 surveys

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

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Petrol filling station:

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

Travel Plan:

No	10 surveys
Yes	36 surveys

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

PTAL Rating:

2 - Poor	1 surveys
No PTAL Present	45 surveys

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

COVID-19 Restrictions:

No

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

1	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Number of dwellings: 131.00 DWELLS Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
2	BN-03-A-04	MIXED HOUSES & FLATS	BARNET
SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Number of dwellings: 231.00 DWELLS Survey date: Tuesday 21/09/2021			
			Survey Type: Manual
3	CA-03-A-10	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Number of dwellings: 128.00 DWELLS Survey date: Thursday 15/05/2025			
			Survey Type: Manual
4	DH-03-A-02	MIXED HOUSES	DURHAM
LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Number of dwellings: 125.00 DWELLS Survey date:			
			Survey Type: Manual
5	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
SHEPHAM LANE POLEGATE Edge of Town Residential Zone Number of dwellings: 212.00 DWELLS Survey date:			
			Survey Type: Manual
6	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX
WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Number of dwellings: 139.00 DWELLS Survey date: Thursday 28/09/2023			
			Survey Type: Manual
7	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX
HOREBEECH LANE HORAM Neighbourhood Centre Village Number of dwellings: 123.00 DWELLS Survey date: Tuesday 03/10/2023			
			Survey Type: Manual
8	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX
RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town			



Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Residential Zone

Number of dwellings: 120.00 DWELLS

Survey date: Tuesday 30/04/2024

Survey Type: Manual

9 WRESTWOOD ROAD BEXHILL-ON-SEA Edge of Town Residential Zone Number of dwellings: 190.00 DWELLS Survey date: Wednesday 09/10/2024	ES-03-A-19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
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10 PARK ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Number of dwellings: 160.00 DWELLS Survey date: Wednesday 26/03/2025	ES-03-A-21	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
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11 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Number of dwellings: 123.00 DWELLS Survey date:	EX-03-A-03	MIXED HOUSES	ESSEX	Survey Type: Manual
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12 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Number of dwellings: 125.00 DWELLS Survey date:	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
--	-------------------	---------------------------------	------------------	---------------------

13 STONEHAM LANE EASTLEIGH Edge of Town Residential Zone Number of dwellings: 243.00 DWELLS Survey date: Tuesday 14/11/2023	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
--	-------------------	---------------------------------	------------------	---------------------

14 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Number of dwellings: 289.00 DWELLS Survey date: Tuesday 31/10/2023	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
---	-------------------	---------------------------------	------------------	---------------------

15 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Number of dwellings: 145.00 DWELLS Survey date: Tuesday 12/09/2023	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
---	-------------------	---------------------------------	------------------	---------------------

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

16 KILN ROAD LIPHOOK Edge of Town Residential Zone Number of dwellings: 156.00 DWELLS Survey date: Thursday 14/11/2024	HC-03-A-39	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
17 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Number of dwellings: 195.00 DWELLS Survey date:	HC-03-A-41	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
18 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Number of dwellings: 160.00 DWELLS Survey date:	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
19 A505 ROYSTON Edge of Town Residential Zone Number of dwellings: 180.00 DWELLS Survey date: Tuesday 28/11/2023	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
20 MOORAGH PROMENADE RAMSEY Edge of Town Residential Zone Number of dwellings: 129.00 DWELLS Survey date: Thursday 23/05/2024	IM-03-A-06	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
21 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Number of dwellings: 288.00 DWELLS Survey date: Wednesday 27/09/2017	KC-03-A-07	MIXED HOUSES	KENT	Survey Type: Manual
22 MAIDSTONE ROAD CHARING Neighbourhood Centre Village Number of dwellings: 159.00 DWELLS Survey date: Tuesday 22/05/2018	KC-03-A-08	MIXED HOUSES	KENT	Survey Type: Manual
23 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone	KC-03-A-12	MIXED HOUSES & FLATS	KENT	

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Number of dwellings: 186.00 DWELLS
Survey date: Tuesday 19/09/2023

Survey Type: Manual

24	KC-03-A-14	MIXED HOUSES	KENT
HEADCORN ROAD			
STAPLEHURST			
Edge of Town			
Residential Zone			
Number of dwellings: 167.00 DWELLS			
Survey date: Thursday 22/05/2025			

Survey Type: Manual

25	NF-03-A-06	MIXED HOUSES	NORFOLK
BEAUFORT WAY			
GREAT YARMOUTH			
BRADWELL			
Edge of Town			
Residential Zone			
Number of dwellings: 275.00 DWELLS			
Survey date:			

Survey Type: Manual

26	NF-03-A-30	MIXED HOUSES	NORFOLK
BRANDON ROAD			
SWAFFHAM			
Edge of Town			
Residential Zone			
Number of dwellings: 266.00 DWELLS			
Survey date: Thursday 23/09/2021			

Survey Type: Manual

27	NF-03-A-33	MIXED HOUSES	NORFOLK
LONDON ROAD			
ATTLEBOROUGH			
Edge of Town			
Residential Zone			
Number of dwellings: 143.00 DWELLS			
Survey date: Thursday 29/09/2022			

Survey Type: Manual

28	NF-03-A-39	MIXED HOUSES	NORFOLK
HEATH DRIVE			
HOLT			
Edge of Town			
Residential Zone			
Number of dwellings: 212.00 DWELLS			
Survey date: Tuesday 27/09/2022			

Survey Type: Manual

29	NF-03-A-43	MIXED HOUSES	NORFOLK
MILL LANE			
NEAR NORWICH			
HORSFORD			
Neighbourhood Centre			
Village			
Number of dwellings: 125.00 DWELLS			
Survey date: Wednesday 15/09/2021			

Survey Type: Manual

30	NF-03-A-52	MIXED HOUSES	NORFOLK
LYNNSPORT WAY			
KING'S LYNN			
Suburban Area			
Residential Zone			
Number of dwellings: 130.00 DWELLS			
Survey date: Tuesday 07/11/2023			

Survey Type: Manual

31	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE
MILBY ROAD			



Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

BOROUGHBRIDGE MILBY Edge of Town Residential Zone Number of dwellings: 145.00 DWELLS Survey date: Thursday 19/09/2024				Survey Type: Manual
32	SC-03-A-05	MIXED HOUSES	SURREY	
REIGATE ROAD HORLEY Edge of Town Residential Zone Number of dwellings: 207.00 DWELLS Survey date:				Survey Type: Manual
33	SC-03-A-09	MIXED HOUSES & FLATS	SURREY	
AMLETS LANE CRANLEIGH Neighbourhood Centre Village Number of dwellings: 136.00 DWELLS Survey date: Tuesday 24/05/2022				Survey Type: Manual
34	SC-03-A-12	MIXED HOUSES & FLATS	SURREY	
AARONS HILL GODALMING Edge of Town Residential Zone Number of dwellings: 252.00 DWELLS Survey date: Wednesday 12/06/2024				Survey Type: Manual
35	SC-03-A-13	MIXED HOUSES & FLATS	SURREY	
GUILDFORD ROAD ASH Neighbourhood Centre Village Number of dwellings: 151.00 DWELLS Survey date: Thursday 05/09/2024				Survey Type: Manual
36	SC-03-A-14	MIXED HOUSES & FLATS	SURREY	
HOLLOWAY HILL CHERTSEY Edge of Town Residential Zone Number of dwellings: 186.00 DWELLS Survey date: Tuesday 22/10/2024				Survey Type: Manual
37	SP-03-A-03	MIXED HOUSES & FLATS	SOUTHAMPTON	
BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END Edge of Town Out of Town Number of dwellings: 250.00 DWELLS Survey date: Thursday 03/10/2024				Survey Type: Manual
38	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	
BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Number of dwellings: 248.00 DWELLS				



Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Survey date: Wednesday 22/11/2017		Survey Type: Manual	
39	WB-03-A-04	MIXED HOUSES	WEST BERKSHIRE
DORKING WAY READING CALCOT Edge of Town Residential Zone Number of dwellings: 199.00 DWELLS Survey date: Thursday 12/09/2024			
		Survey Type: Manual	
40	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Number of dwellings: 180.00 DWELLS Survey date: Thursday 19/04/2018			
		Survey Type: Manual	
41	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
LONDON ROAD HASOCKS Neighbourhood Centre Village Number of dwellings: 156.00 DWELLS Survey date:			
		Survey Type: Manual	
42	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Number of dwellings: 129.00 DWELLS Survey date: Tuesday 19/03/2024			
		Survey Type: Manual	
43	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Number of dwellings: 197.00 DWELLS Survey date: Tuesday 14/05/2024			
		Survey Type: Manual	
44	WS-03-A-26	MIXED HOUSES & FLATS	WEST SUSSEX
RUSPER ROAD HORSHAM NORTH HORSHAM Edge of Town Residential Zone Number of dwellings: 165.00 DWELLS Survey date: Tuesday 24/09/2024			
		Survey Type: Manual	
45	WS-03-A-27	MIXED HOUSES & FLATS	WEST SUSSEX
OCKLEY LANE HASOCKS Edge of Town Residential Zone Number of dwellings: 160.00 DWELLS Survey date: Friday 20/09/2024			
		Survey Type: Manual	
46	YO-03-A-02	MIXED HOUSES & FLATS	YORK
WATER LANE YORK			

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

CLIFTON MOOR
Suburban Area
Residential Zone
Number of dwellings: 212.00 DWELLS
Survey date: Wednesday 18/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HC-03-A-26 24-06-2021	24-06-2021	Covid-19 Survey
SF-03-A-09 24-06-2021	24-06-2021	Covid-19 Survey
SF-03-A-10 22-06-2021	22-06-2021	Covid-19 Survey
WS-03-A-12 16-06-2021	16-06-2021	Covid-19 Survey
WS-03-A-13 23-06-2021	23-06-2021	Covid-19 Survey

Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	46	179	0.072	0.279	0.351
08:00-09:00	46	179	0.147	0.349	0.496
09:00-10:00	46	179	0.123	0.160	0.283
10:00-11:00	46	179	0.105	0.138	0.243
11:00-12:00	46	179	0.124	0.130	0.254
12:00-13:00	46	179	0.140	0.128	0.268
13:00-14:00	46	179	0.145	0.134	0.279
14:00-15:00	46	179	0.143	0.164	0.307
15:00-16:00	46	179	0.252	0.158	0.410
16:00-17:00	46	179	0.252	0.155	0.407
17:00-18:00	46	179	0.314	0.154	0.468
18:00-19:00	46	179	0.249	0.134	0.383
19:00-20:00	1	231	0.091	0.091	0.182
20:00-21:00	1	231	0.108	0.065	0.173
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.265	2.239	4.504

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

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

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Audit Code: 198f195a-555f-4bd1-8d10-0ae13f67c35e

Parameter Summary:

Trip rate parameter range selected:	120 - 290 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	46
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

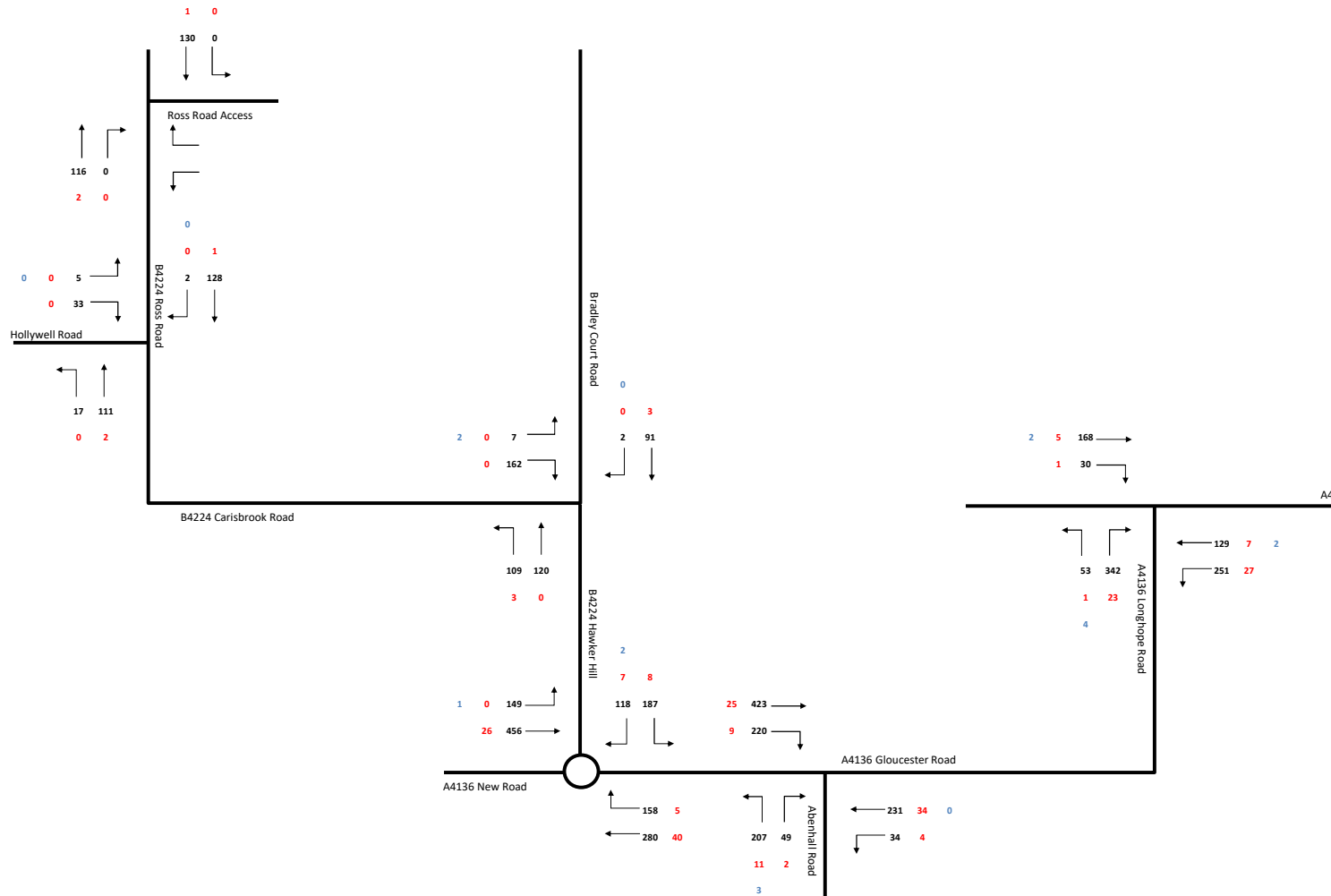
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 III

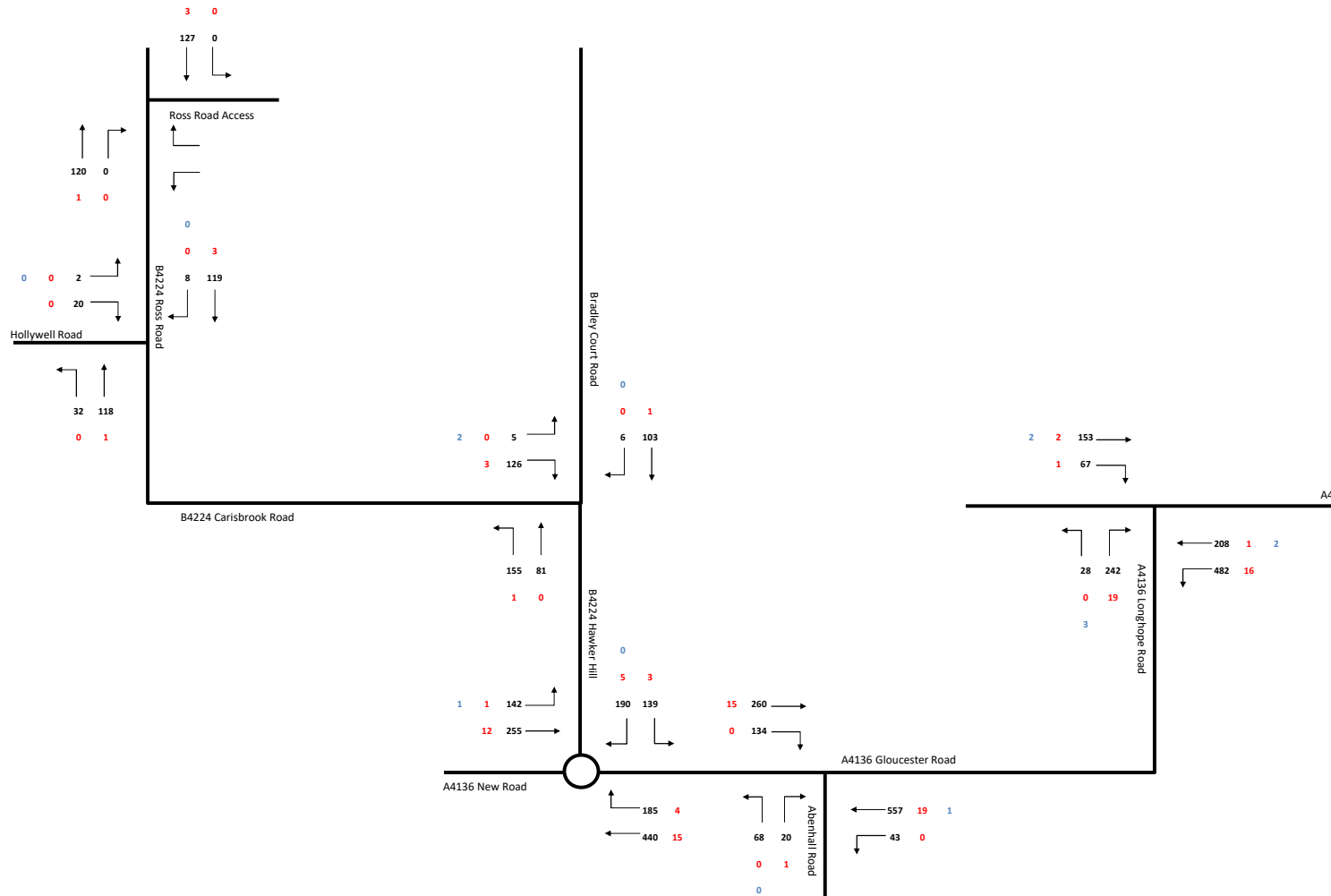
TRAFFIC FLOW DIAGRAMS

Traffic Flow Diagrams			
Reference	Scenario	Peak	Derivation
1	Traffic Flow Diagram 1 - 2024 Observed Flows - Hollywell Road Turnin	AM (0800-0900)	Raw data
2	Traffic Flow Diagram 2 - 2024 Observed Flows - Hollywell Road Turnin	PM (1630-1730)	Raw data
3	Traffic Flow Diagram 3 - 2031 Base Flows	AM (0800-0900)	1*TEMPro
4	Traffic Flow Diagram 4 - 2031 Base Flows	PM (1630-1730)	2*TEMPro
5	Traffic Flow Diagram 5 - Development Traffic Distribution	AM (0800-0900)	Observed Turning Proportions
6	Traffic Flow Diagram 6 - Development Traffic Distribution	PM (1630-1730)	Observed Turning Proportions
7	Traffic Flow Diagram 7 - Development Traffic Flows	AM (0800-0900)	5*Local Trip Rate
8	Traffic Flow Diagram 8 - Development Traffic Flows	PM (1630-1730)	6*Local Trip Rate
9	Traffic Flow Diagram 9 - 2031 With Development Flows	AM (0800-0900)	3+7
10	Traffic Flow Diagram 10 - 2031 With Development Flows	PM (1630-1730)	4+8

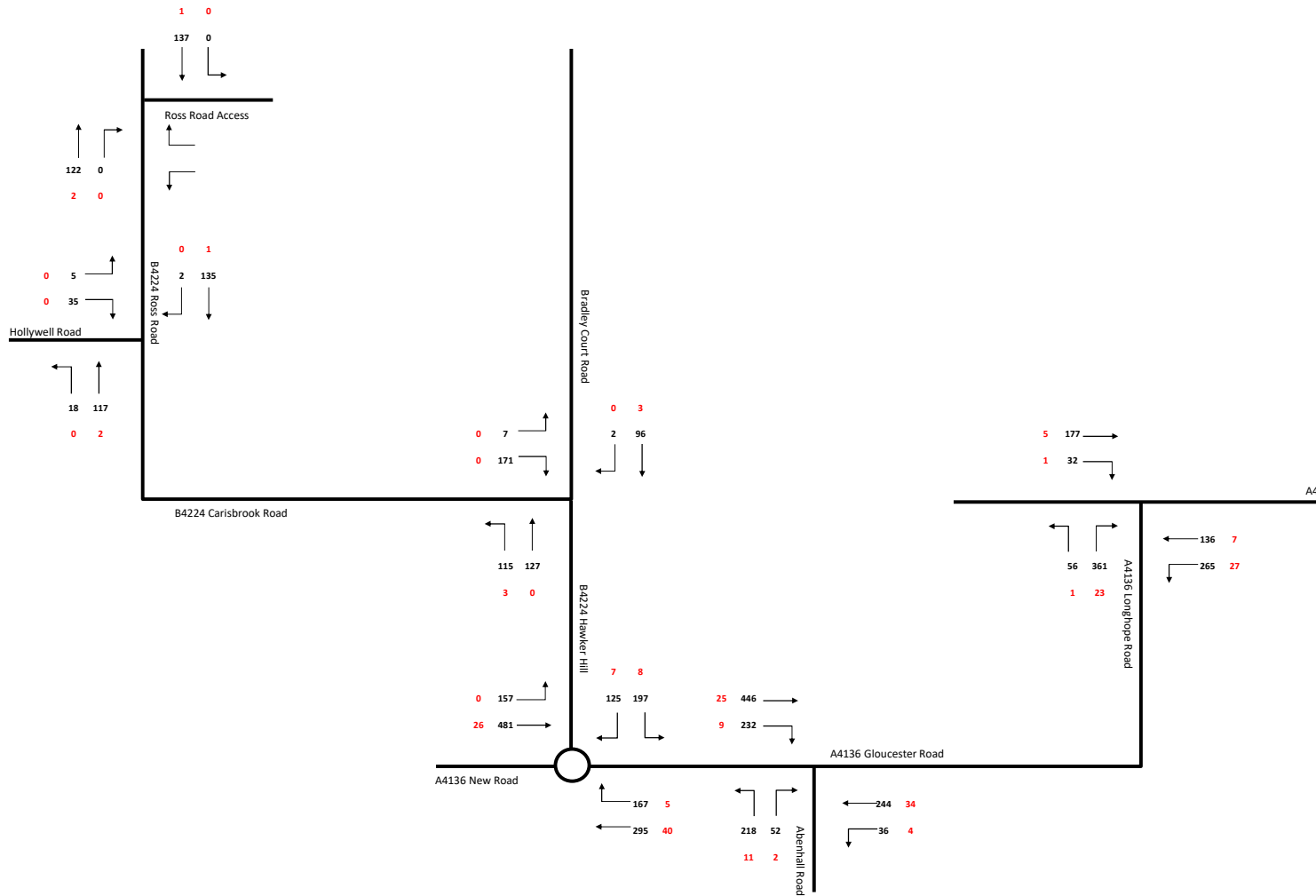
Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 1 - 2024 Observed Flows - Hollywell Road Turning Movements from 2026
Peak AM (0800-0900)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red
 Observed queues in blue
 Turning movements to/from Hollywell Road are based on 2026 averages



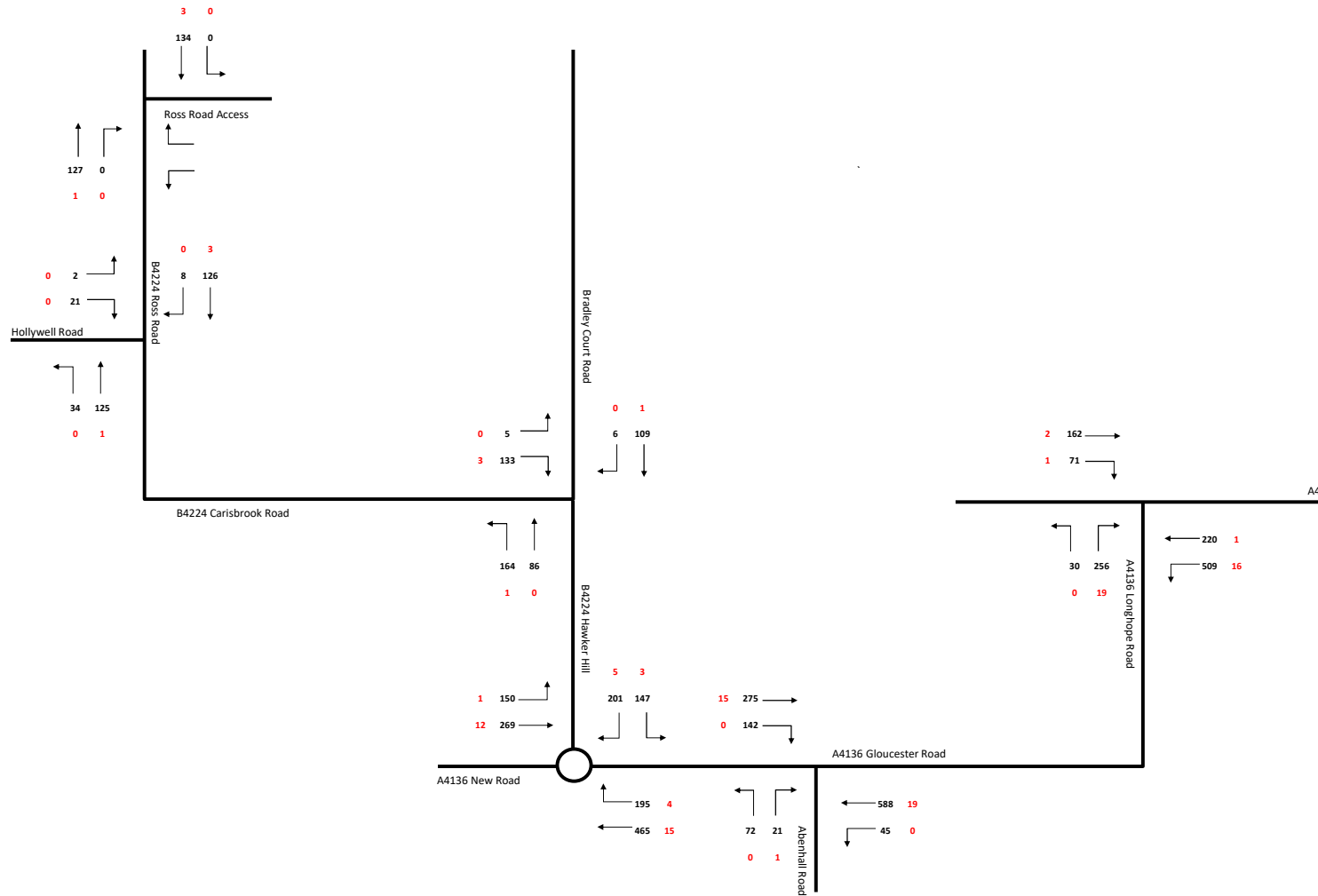
Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 2 - 2024 Observed Flows - Hollywell Road Turning Movements from 2026
Peak PM (1630-1730)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red
 Observed queues in blue
 Turning movements to/from Hollywell Road are based on 2026 averages



Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 3 - 2031 Base Flows
Peak: AM (0800-0900)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



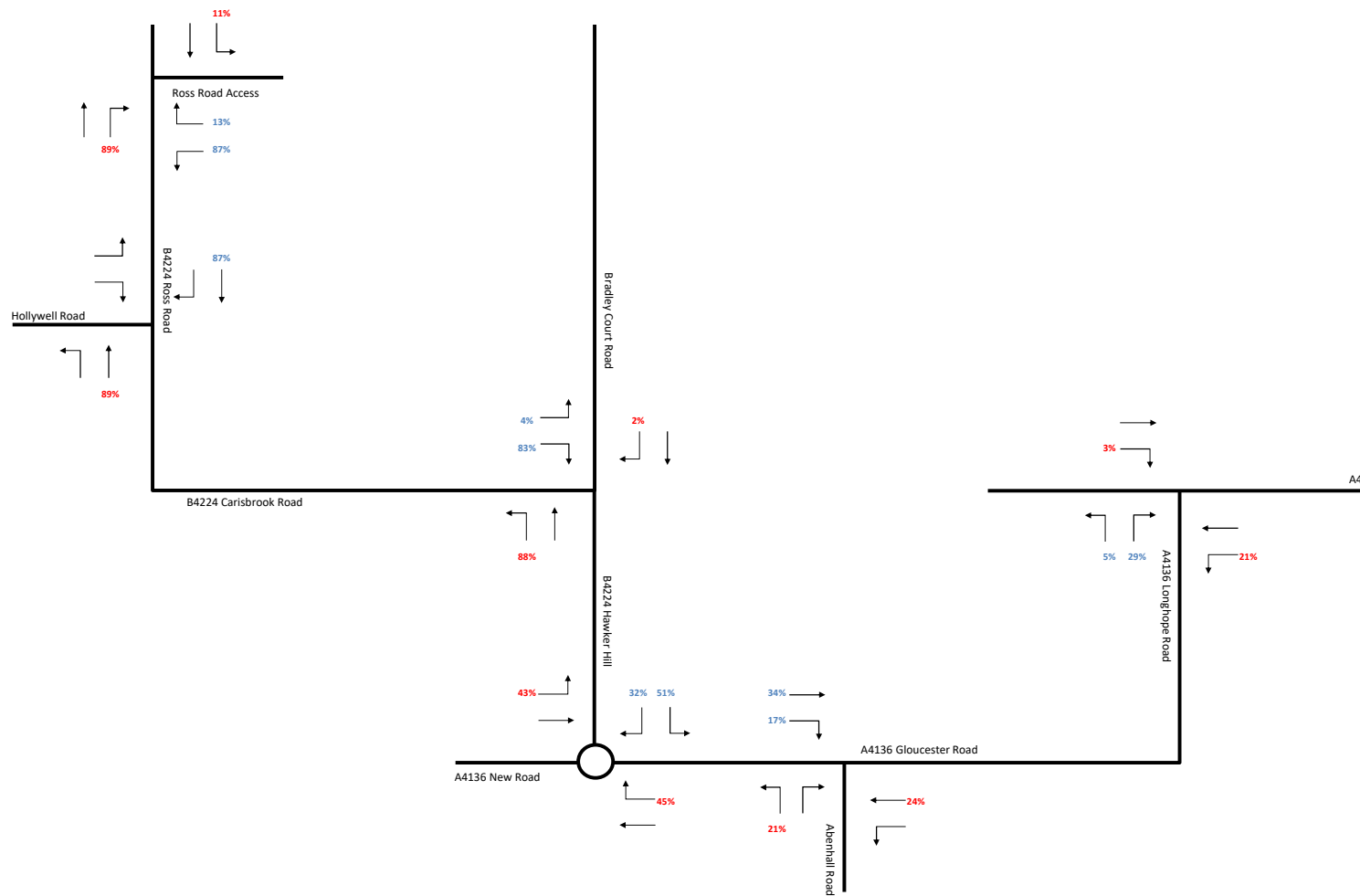
Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 4 - 2031 Base Flows
Peak PM (1630-1730)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 5 - Development Traffic Distribution
Peak AM (0800-0900)
Notes: Based on observed turning proportions with Hollywell Road/B4224 junction as the starting point

Arrivals in red

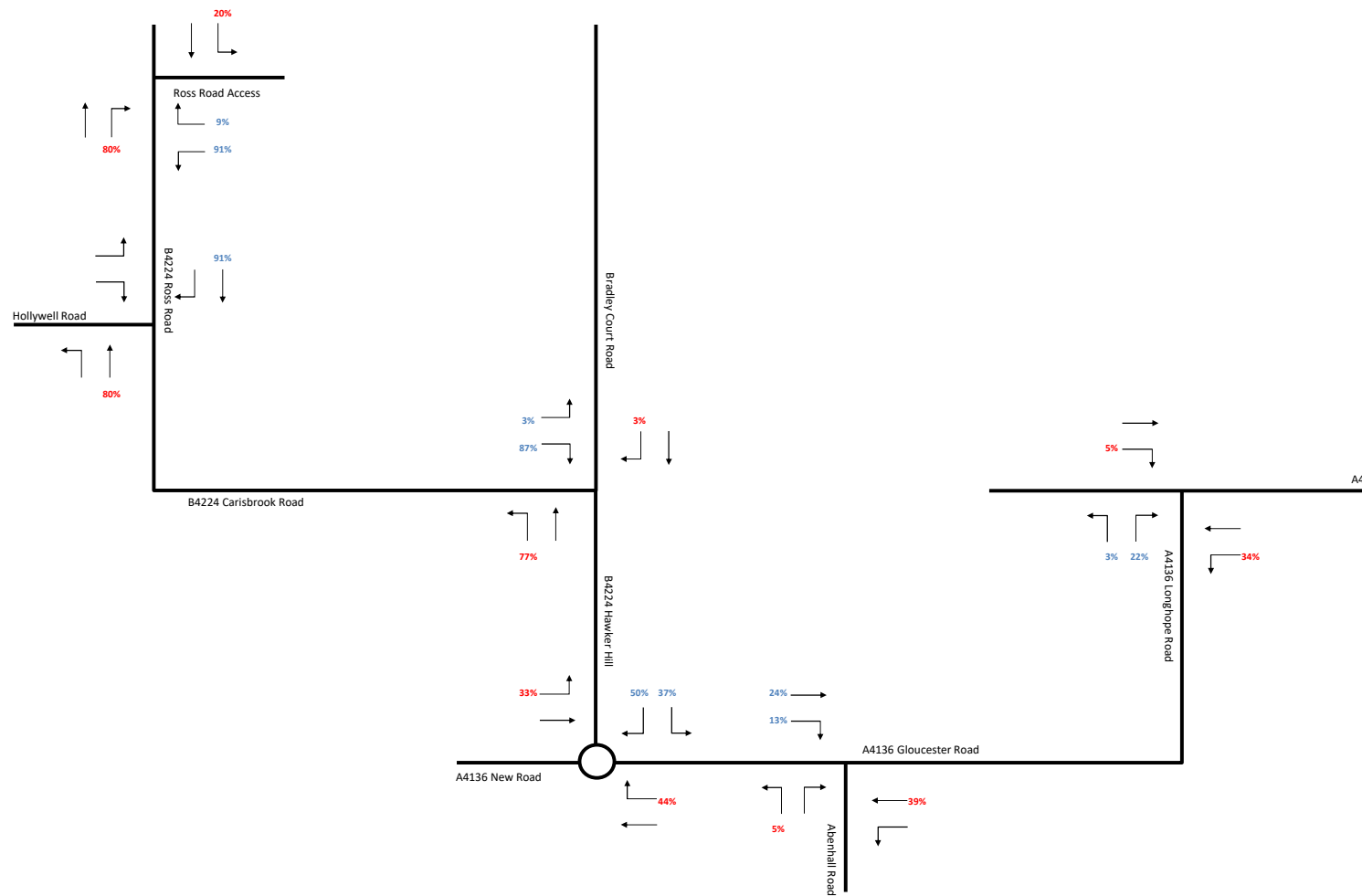
Departures in blue



Project:	Carisbrook Road, Mitcheldean
Scenario:	Traffic Flow Diagram 6 - Development Traffic Distribution
Peak	PM (1630-1730)
Notes:	Based on observed turning proportions with Hollywell Road/B4224 junction as the starting point

Arrivals in red

Departures in blue

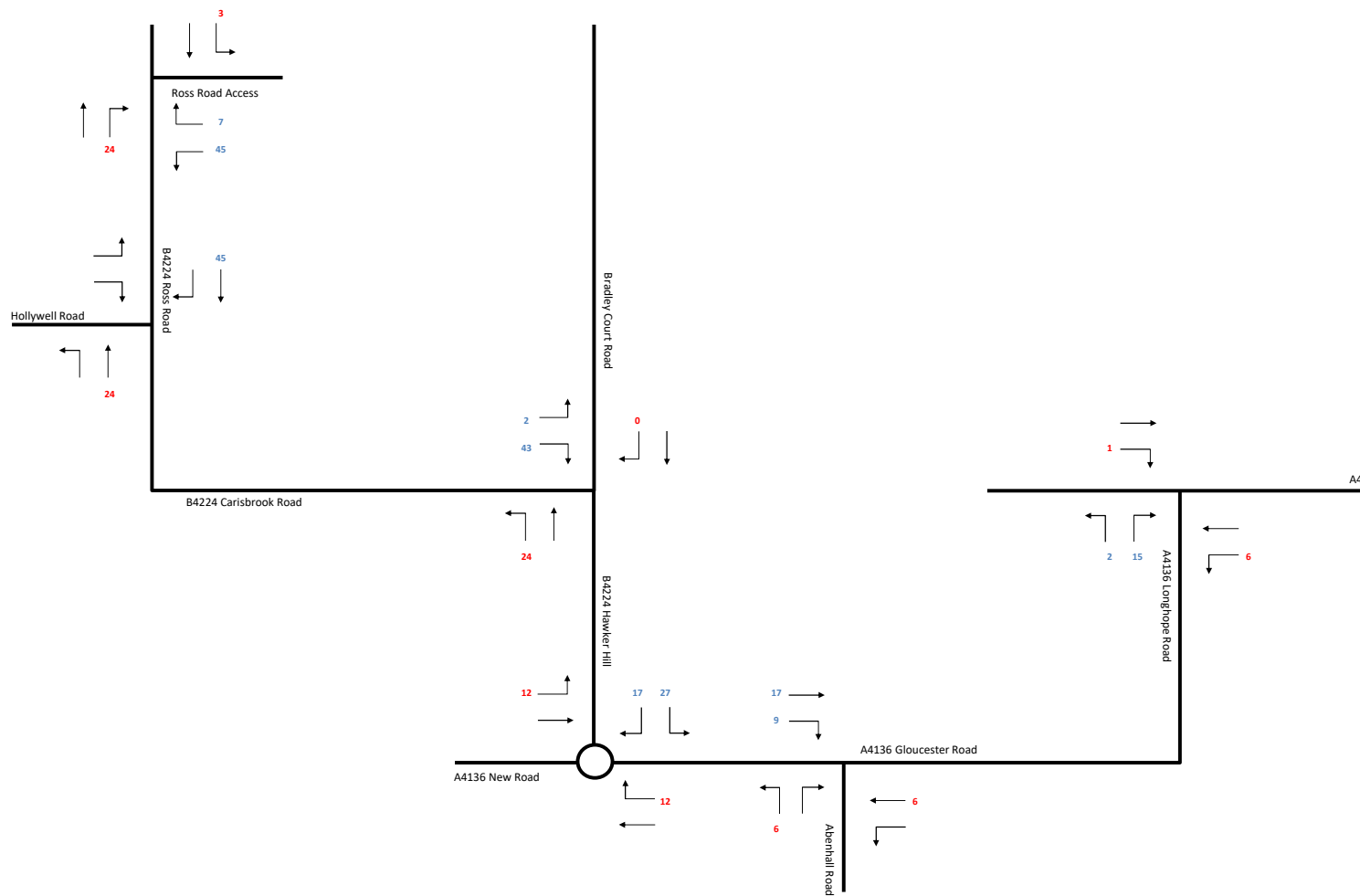


Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 7 - Development Traffic Flows
Peak AM (0800-0900)
Notes: All flows are in vehicles

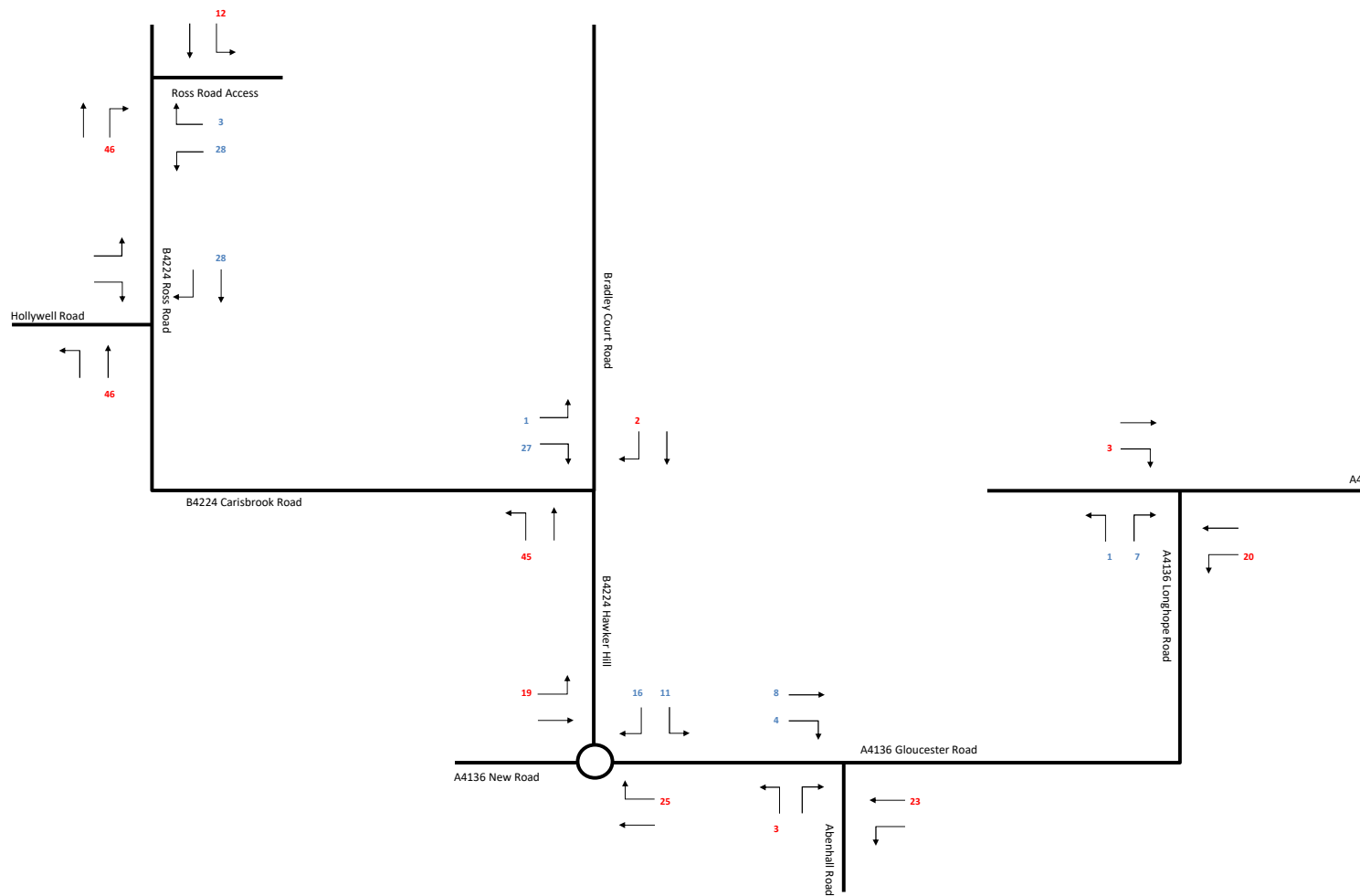
Arrivals = 27

Departures = 52

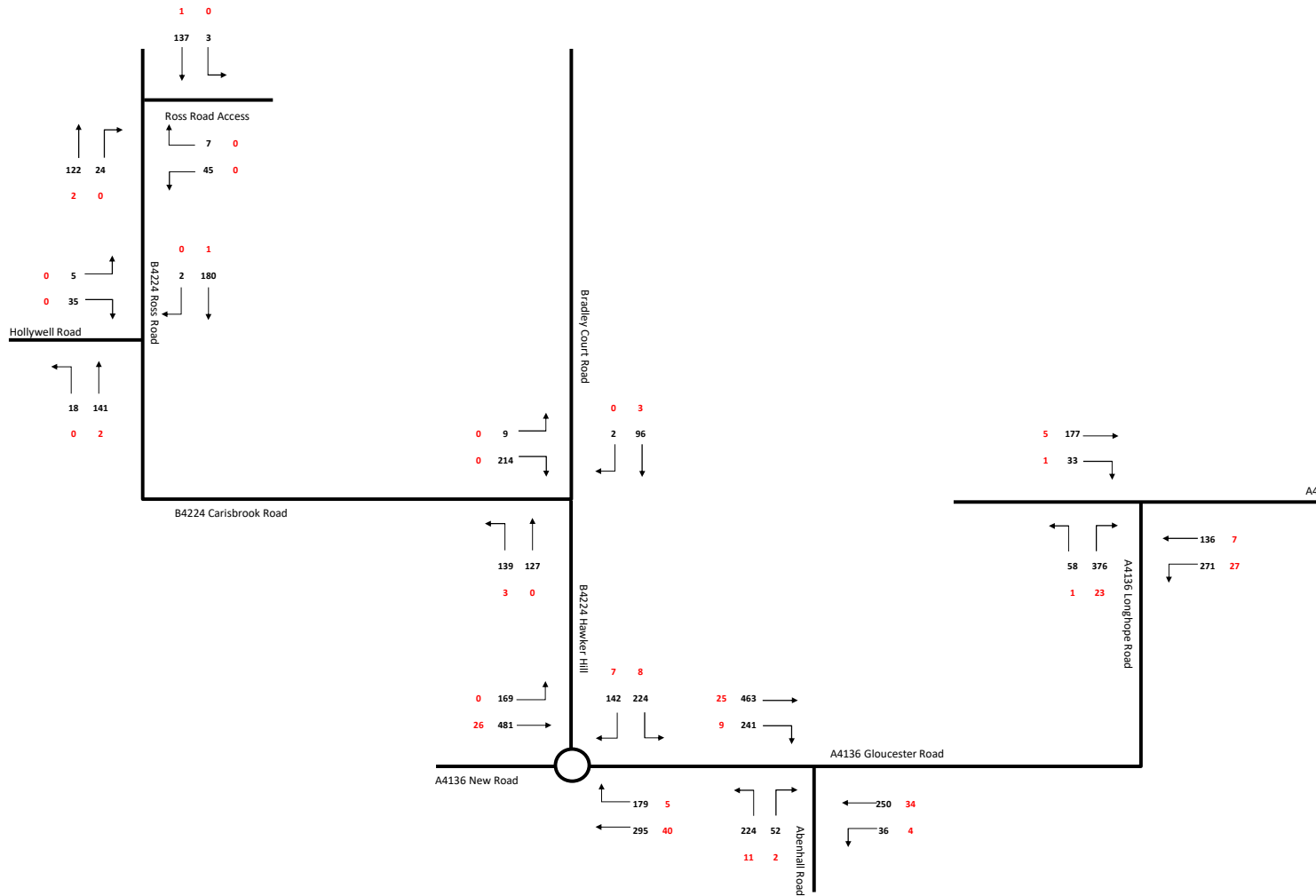
Based on 2026 Local Trip Rates from Hollywell Road



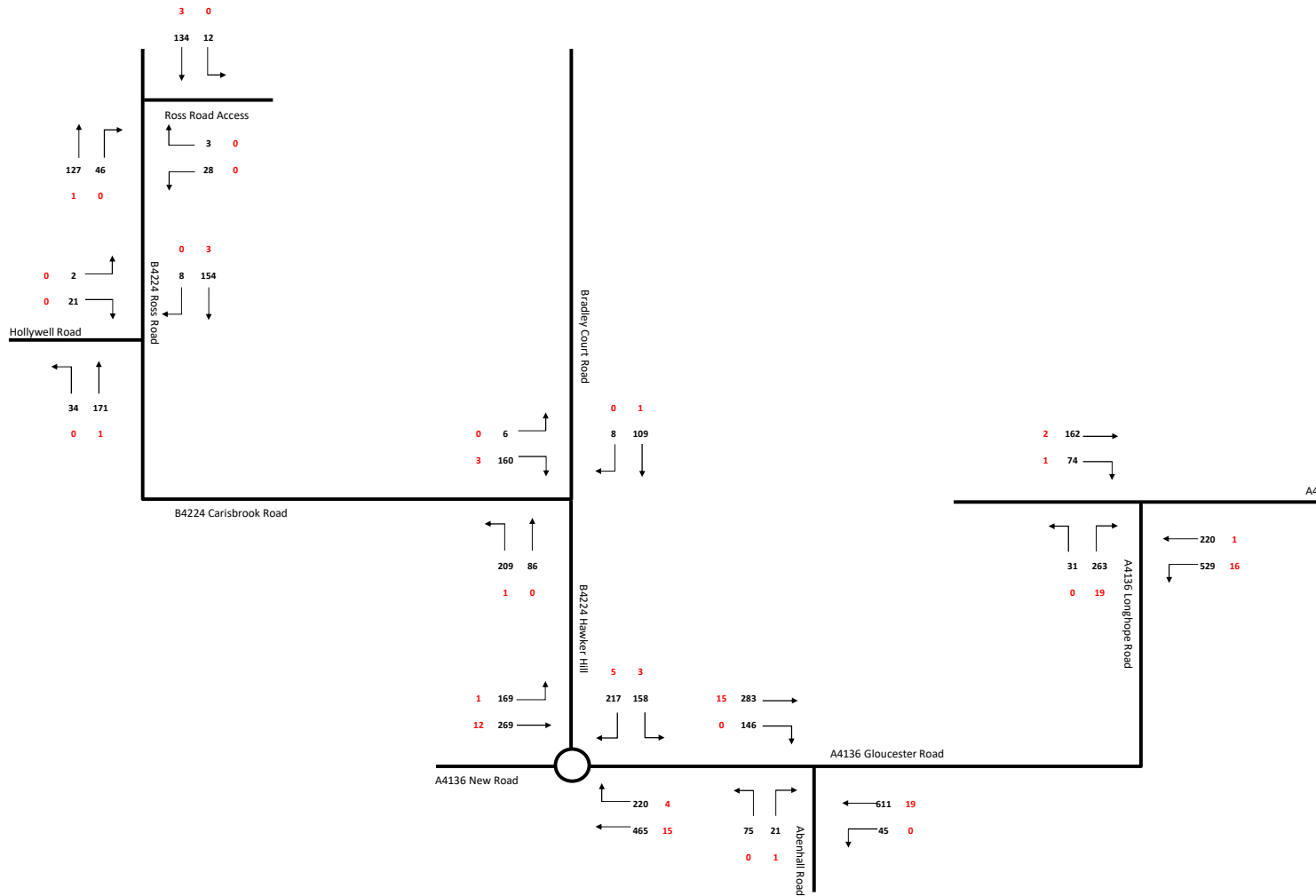
Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 8 - Development Traffic Flows
Peak: PM (1630-1730)
Notes: All flows are in vehicles
 Arrivals = 58
 Departures = 31
 Based on 2026 Local Trip Rates from Hollywell Road



Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 9 - 2031 With Development Flows
Peak: AM (0800-0900)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



Project: Carisbrook Road, Mitcheldean
Scenario: Traffic Flow Diagram 10 - 2031 With Development Flows
Peak PM (1630-1730)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



APPENDIX IV

NRTP CALCULATION

Table 2a: Road traffic projections (billion vehicle miles, bvm) from 2015 to 2060

Vehicle Type	Road Type	Country	Region	Traffic - Billion Vehicle miles (bvm)							
				2015	2020	2025	2030	2035	2040	2045	2050
HGV	A road	England	South West	0.4		0.4	0.4	0.4	0.4	0.4	0.4
HGV											
				Year	5 Year Value	5 Year Diff	Linear Diff	Increment	1 Year Value	Check	Factor
				2015	0.3766	0.0077	0.0008		0.3766		
				2016				1	0.3773		
				2017				2	0.3781		
				2018				3	0.3789		
				2019				4	0.3796		
				2020	0.0000			5	0.3804		
				2021				6	0.3812		
				2022				7	0.3819		
				2023				8	0.3827		
				2024				9	0.3835		
				2025	0.3843	0.0020	0.0004	10	0.3843	0.0000	
				2026				1	0.3847		
				2027				2	0.3851		24-29
				2028				3	0.3855		
				2029				4	0.3859		1.0062
				2030	0.3863	0.0029	0.0006	5	0.3863	0.0000	24-31
				2031				1	0.3869		1.0088
				2032				2	0.3874		
				2033				3	0.3880		
				2034				4	0.3886		
				2035	0.3892	0.0021	0.0004	5	0.3892	0.0000	
				2036				1	0.3896		
				2037				2	0.3900		
				2038				3	0.3904		
				2039				4	0.3908		
				2040	0.3912	0.0041	0.0008	5	0.3912	0.0000	
				2041				1	0.3921		
				2042				2	0.3929		
				2043				3	0.3937		
				2044				4	0.3945		
				2045	0.3953	0.0009	0.0002	5	0.3953	0.0000	
				2046				1	0.3955		
				2047				2	0.3957		
				2048				3	0.3959		
				2049				4	0.3960		
				2050	0.3962	0.0020	0.0004	5	0.3962	0.0000	
				2051				1	0.3966		
				2052				2	0.3970		
				2053				3	0.3974		
				2054				4	0.3978		
				2055	0.3982	0.0016	0.0003	5	0.3982	0.0000	
				2056				1	0.3985		
				2057				2	0.3988		
				2058				3	0.3992		
				2059				4	0.3995		
				2060	0.3998			5	0.3998	0.0000	

APPENDIX V

CAPACITY ASSESSMENT REPORT OUTPUTS

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: J1-Brad-Caris.j11

Path: C:\Users\d.stoddart\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24048 - Carisbrook Road, Mitcheldean, Gloucestershire (2019-051)\6.Technical\Models\2026

Report generation date: 23/03/2026 14:40:09

- »D1 - 2024 | Observed | AM
- »D2 - 2024 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	B4224 Bradley Court Road/B4224 Carisbrook Road
Location	Mitcheldean
Site number	1
Date	19/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P24048
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024	Observed	PM	ONE HOUR	16:15	17:45	15	✓
D3	2031	Without Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Without Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	2031	With Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	With Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

D1 - 2024 | Observed | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	3.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.99	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4224 Bradley Court Road (Southern Arm)		Major
B	B4224 Carisbrook Road		Minor
C	B4224 Bradley Court Road (Northern Arm)		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 - B4224 Bradley Court Road (Northern Arm)	7.45			110.0	✓	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 - B4224 Carisbrook Road	One lane	3.50	53	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	545	0.093	0.235	0.148	0.336
B-C	688	0.099	0.250	-	-
C-B	638	0.231	0.231	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	235	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	169	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
	A - B4224 Bradley Court Road (Southern Arm)	0	115	120
	B - B4224 Carisbrook Road	162	0	7
	C - B4224 Bradley Court Road (Northern Arm)	97	2	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
	A - B4224 Bradley Court Road (Southern Arm)	0	3	0
	B - B4224 Carisbrook Road	0	0	0
	C - B4224 Bradley Court Road (Northern Arm)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	11.81	0.6	B	155	233
C-AB	0.00	5.61	0.0	A	2	3
C-A					89	133
A-B					106	158
A-C					110	165

D2 - 2024 | Observed | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	3.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	238	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	137	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	111	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	157	81
	B - B4224 Carisbrook Road	132	0	5
	C - B4224 Bradley Court Road (Northern Arm)	105	6	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	0.64	0
	B - B4224 Carisbrook Road	2	0	0
	C - B4224 Bradley Court Road (Northern Arm)	0.96	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	10.74	0.4	B	126	189
C-AB	0.01	5.60	0.0	A	6	10
C-A					95	143
A-B					144	216
A-C					74	111

D3 - 2031 | Without Development | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	248	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	178	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	121	127
	B - B4224 Carisbrook Road	171	0	7
	C - B4224 Bradley Court Road (Northern Arm)	102	2	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	3	0
	B - B4224 Carisbrook Road	0	0	0
	C - B4224 Bradley Court Road (Northern Arm)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	12.35	0.7	B	163	245
C-AB	0.00	5.61	0.0	A	2	3
C-A					93	140
A-B					111	167
A-C					117	175

D4 - 2031 | Without Development | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	252	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	144	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	166	86
	B - B4224 Carisbrook Road	139	0	5
	C - B4224 Bradley Court Road (Northern Arm)	111	6	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	0.61	0
	B - B4224 Carisbrook Road	2	0	0
	C - B4224 Bradley Court Road (Northern Arm)	0.91	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	11.09	0.5	B	132	198
C-AB	0.01	5.59	0.0	A	7	10
C-A					101	151
A-B					152	228
A-C					79	118

D5 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	272	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	223	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	145	127
	B - B4224 Carisbrook Road	214	0	9
	C - B4224 Bradley Court Road (Northern Arm)	102	2	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	2	0
	B - B4224 Carisbrook Road	0	0	0
	C - B4224 Bradley Court Road (Northern Arm)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	15.01	1.0	C	205	307
C-AB	0.00	5.64	0.0	A	2	3
C-A					93	140
A-B					133	200
A-C					117	175

D6 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	B4224 Bradley Court Road/B4224 Carisbrook Road	T-Junction	Two-way	Two-way	Two-way	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Bradley Court Road (Southern Arm)		ONE HOUR	✓	297	100.000
B - B4224 Carisbrook Road		ONE HOUR	✓	172	100.000
C - B4224 Bradley Court Road (Northern Arm)		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	211	86
	B - B4224 Carisbrook Road	166	0	6
	C - B4224 Bradley Court Road (Northern Arm)	111	8	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - B4224 Bradley Court Road (Southern Arm)	B - B4224 Carisbrook Road	C - B4224 Bradley Court Road (Northern Arm)
From				
	A - B4224 Bradley Court Road (Southern Arm)	0	0.48	0
	B - B4224 Carisbrook Road	2	0	0
	C - B4224 Bradley Court Road (Northern Arm)	0.91	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.39	12.41	0.6	B	158	237
C-AB	0.02	5.68	0.0	A	9	13
C-A					100	151
A-B					194	290
A-C					79	118

Junctions 11	
ARCADY 11 - Roundabout Module PICADY 11 - Priority Intersection Module	
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026	
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Filename: J2-3-Linked (FLAT).j11

Path: C:\Users\ld.stoddart\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24048 - Carisbrook Road, Mitcheldean, Gloucestershire (2019-051)\6.Technical\Models\2026

Report generation date: 23/03/2026 14:35:09

- »D1 - 2024 | Observed | AM
- »D2 - 2024 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road
Location	Mitcheldean
Site number	2
Date	19/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P24048
Enumerator	GHClb.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

Mini-roundabout model	PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	PICADY 4.1	5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1123395012	206

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	08:00	09:00	60	15	✓
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	08:00	09:00	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2024 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	13.87	B
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			12.02	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.01	B

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1	B4224 Hawker Hill		
	2	A4136 Gloucester Road		
	3	A4136 New Road		
2 - A4136 Gloucester Road/Abenhall Road	A	A4136 Gloucester Road (Eastern Arm)		Major
	B	Abenhall Road		Minor
	C	A4136 Gloucester Road (Western Arm)		Major

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	3.49	3.49	6.15	3.7	8.65	5.03	0.0
	2 - A4136 Gloucester Road	3.14	3.14	4.02	21.5	13.17	12.66	0.0
	3 - A4136 New Road	3.95	3.95	5.39	5.9	13.10	12.18	0.0

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	5.70			200.0	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
2 - A4136 Gloucester Road/Abenhall Road	B - Abenhall Road	One lane	2.50	30	20

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.640	1019
	2 - A4136 Gloucester Road	0.633	982
	3 - A4136 New Road	0.552	1192

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

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - A4136 Gloucester Road/Abenhall Road	B-A	472	0.087	0.220	0.139	0.315
	B-C	605	0.094	0.237	-	-
	C-B	690	0.271	0.271	-	-

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

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

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

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	Evenly split	10.00
	2 - A4136 Gloucester Road	Evenly split	10.00
	3 - A4136 New Road	Evenly split	10.00
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		10.00
	B - Abenhall Road		10.00
	C - A4136 Gloucester Road (Western Arm)		10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	bo
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	Entry	1	1	2, 3		Infinity	
		Exit	1	1			Infinity	
	2 - A4136 Gloucester Road	Entry	1	1	1, 3	✓	2.00	
		Exit	1	1		✓	2.00	
	3 - A4136 New Road	Entry	1	1	1, 2		Infinity	
		Exit	1	1			Infinity	
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)	Entry	1	1	B, C		Infinity	
		Exit	1	1			Infinity	
	B - Abenhall Road	Entry	1	1	A, C		Infinity	
		Exit	1	1			Infinity	
	C - A4136 Gloucester Road (Western Arm)	Entry	1	1	A, B	✓	2.00	
		Exit	1	1		✓	2.00	

Entry Lane slope and intercept

Junction	Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	Entry	1	1	0.640	1019
	2 - A4136 Gloucester Road	Entry	1	1	0.633	982
	3 - A4136 New Road	Entry	1	1	0.552	1192

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				B4224 Hawker Hill	A4136 Gloucester Road	A4136 New Road
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	1	1		✓	✓
	2 - A4136 Gloucester Road	1	1	✓		✓
	3 - A4136 New Road	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A4136 Gloucester Road (Eastern Arm)	Abenhall Road	A4136 Gloucester Road (Western Arm)
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)	1	1		✓	✓
	B - Abenhall Road	1	1	✓		✓
	C - A4136 Gloucester Road (Western Arm)	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	335	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	657	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	341	100.000
	B - Abenhall Road		FLAT	✓	282	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	203	132
	2 - A4136 Gloucester Road	168	0	360
	3 - A4136 New Road	149	508	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	42	299
	B - Abenhall Road	53	0	229
	C - A4136 Gloucester Road (Western Arm)	473	238	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	4	6
	2 - A4136 Gloucester Road	3	0	13
	3 - A4136 New Road	0	5	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

Heavy Vehicle %

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	11	13
	B - Abenhall Road	4	0	5
	C - A4136 Gloucester Road (Western Arm)	6	4	0

Cyclist %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.51	17.35	1.7	C	336	336
	2 - A4136 Gloucester Road		6.48	1.0	A	529	529
	3 - A4136 New Road	0.66	18.00	3.8	C	662	662
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		1.01	0.2	A	343	343
	B - Abenhall Road	0.72	44.61	3.8	E	280	280
	C - A4136 Gloucester Road (Western Arm)		4.55	0.9	A	713	713

D2 - 2024 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	7.44	A
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			8.76	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	345	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	423	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	638	100.000
	B - Abenhall Road		FLAT	✓	90	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	145	200
	2 - A4136 Gloucester Road	193	0	470
	3 - A4136 New Road	144	279	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	43	595
	B - Abenhall Road	22	0	68
	C - A4136 Gloucester Road (Western Arm)	290	134	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	2	3
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.70	4	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

**2 - A4136
Gloucester
Road/Abenhall
Road**

Heavy Vehicle %

From	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Cyclist %

From				
	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.43	8.27	1.0	A	350	350
	2 - A4136 Gloucester Road		7.52	1.5	A	660	660
	3 - A4136 New Road	0.41	6.64	0.9	A	428	428
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		5.40	1.2	A	641	641
	B - Abenhall Road	0.25	55.20	1.5	F	89	89
	C - A4136 Gloucester Road (Western Arm)		4.20	0.6	A	432	432

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	16.45	C
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			14.35	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.47	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	352	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	690	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	356	100.000
	B - Abenhall Road		FLAT	✓	296	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	213	139
	2 - A4136 Gloucester Road	177	0	375
	3 - A4136 New Road	157	533	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	44	312
	B - Abenhall Road	56	0	240
	C - A4136 Gloucester Road (Western Arm)	496	250	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	4	5
	2 - A4136 Gloucester Road	3	0	12
	3 - A4136 New Road	0	5	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

Heavy Vehicle %

2 - A4136
Gloucester
Road/Abenhall
Road

		To		
From		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)	0	10	12
	B - Abenhall Road	4	0	5
	C - A4136 Gloucester Road (Western Arm)	5	4	0

Cyclist %

From				
	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.57	19.77	2.4	C	354	354
	2 - A4136 Gloucester Road		6.64	1.2	A	552	552
	3 - A4136 New Road	0.72	22.58	4.4	C	690	690
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		1.22	0.2	A	357	357
	B - Abenhall Road	0.74	54.60	4.9	F	298	298
	C - A4136 Gloucester Road (Western Arm)		4.57	1.0	A	747	747

D4 - 2031 | Without Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	7.97	A
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			13.67	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.50	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	364	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	445	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	671	100.000
	B - Abenhall Road		FLAT	✓	95	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	153	211
	2 - A4136 Gloucester Road	203	0	495
	3 - A4136 New Road	152	293	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	45	626
	B - Abenhall Road	23	0	72
	C - A4136 Gloucester Road (Western Arm)	305	142	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	2	2
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.66	4	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

Heavy Vehicle %

2 - A4136
Gloucester
Road/Abenhall
Road

From	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Cyclist %

From				
	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.45	9.28	1.1	A	362	362
	2 - A4136 Gloucester Road		7.75	1.6	A	700	700
	3 - A4136 New Road	0.42	7.24	1.1	A	444	444
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		8.67	1.4	A	672	672
	B - Abenhall Road	0.30	93.21	2.4	F	94	94
	C - A4136 Gloucester Road (Western Arm)		4.39	0.6	A	443	443

D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	21.26	C
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			16.72	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.16	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	396	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	702	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	362	100.000
	B - Abenhall Road		FLAT	✓	302	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	240	156
	2 - A4136 Gloucester Road	189	0	375
	3 - A4136 New Road	169	533	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	44	318
	B - Abenhall Road	56	0	246
	C - A4136 Gloucester Road (Western Arm)	513	259	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	3	5
	2 - A4136 Gloucester Road	3	0	12
	3 - A4136 New Road	0	5	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

2 - A4136 Gloucester Road/Abenhall Road

Heavy Vehicle %

From	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)	0	10	12
	B - Abenhall Road	4	0	5
	C - A4136 Gloucester Road (Western Arm)	5	4	0

Cyclist %

From				
	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.66	28.74	3.2	D	401	401
	2 - A4136 Gloucester Road		6.73	1.1	A	560	560
	3 - A4136 New Road	0.73	28.59	5.4	D	701	701
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		1.33	0.2	A	359	359
	B - Abenhall Road	0.75	66.10	6.0	F	298	298
	C - A4136 Gloucester Road (Western Arm)		4.84	1.2	A	772	772

D6 - 2031 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	2 - A4136 Gloucester Road/Abenhall Road - C - A4136 Gloucester Road (Western Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.
Info	Linked junctions	1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.
Info	Linked junctions	2 - A4136 Gloucester Road/Abenhall Road	Capacities and RFCs in lane simulation mode will not be reported for linked arms.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout					1, 2, 3	8.34	A
2	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way			20.17	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.58	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	FI multi (
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	2 - A4136 Gloucester Road	2	C	Simple (vertical queueing)	Normal	0	100
2 - A4136 Gloucester Road/Abenhall Road	C - A4136 Gloucester Road (Western Arm)	1	2	Simple (vertical queueing)	Normal	0	100

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill		FLAT	✓	391	100.000
	2 - A4136 Gloucester Road	✓				
	3 - A4136 New Road		FLAT	✓	464	100.000
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	694	100.000
	B - Abenhall Road		FLAT	✓	98	100.000
	C - A4136 Gloucester Road (Western Arm)	✓				

Origin-Destination Data

Demand (PCU/hr)

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	164	227
	2 - A4136 Gloucester Road	228	0	495
	3 - A4136 New Road	171	293	0

Demand (PCU/hr)

2 - A4136 Gloucester Road/Abenhall Road

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	45	649
	B - Abenhall Road	23	0	75
	C - A4136 Gloucester Road (Western Arm)	313	146	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80

Heavy Vehicle %

1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	2	2
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.59	4	0

Cyclist %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	0	0
	2 - A4136 Gloucester Road	0	0	0
	3 - A4136 New Road	0	0	0

**2 - A4136
Gloucester
Road/Abenhall
Road**

Heavy Vehicle %

		To		
From		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Cyclist %

From		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
	A - A4136 Gloucester Road (Eastern Arm)			
	B - Abenhall Road			
	C - A4136 Gloucester Road (Western Arm)			

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	1 - B4224 Hawker Hill	0.47	9.86	1.2	A	389	389
	2 - A4136 Gloucester Road		7.98	1.7	A	721	721
	3 - A4136 New Road	0.45	7.64	1.0	A	465	465
2 - A4136 Gloucester Road/Abenhall Road	A - A4136 Gloucester Road (Eastern Arm)		10.69	2.4	B	694	694
	B - Abenhall Road	0.32	160.50	4.5	F	98	98
	C - A4136 Gloucester Road (Western Arm)		4.47	0.6	A	457	457

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026	
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com	
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Filename: J2-A4136-B4224 (FLAT).j11

Path: C:\Users\d.stoddart\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24048 - Carisbrook Road, Mitcheldean, Gloucestershire (2019-051)\6.Technical\Models\2026

Report generation date: 23/03/2026 14:38:48

- »D1 - 2024 | Observed | AM
- »D2 - 2024 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road
Location	Mitcheldean
Site number	2
Date	19/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P24048
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	08:00	09:00	60	15	✓
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	08:00	09:00	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2024 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	10.37	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.37	B

Arms

Arms

Arm	Name	Description
1	B4224 Hawker Hill	
2	A4136 Gloucester Road	
3	A4136 New Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B4224 Hawker Hill	3.49	3.49	6.15	3.7	8.65	5.03	0.0	
2 - A4136 Gloucester Road	3.14	3.14	4.02	21.5	13.17	12.66	0.0	
3 - A4136 New Road	3.95	3.95	5.39	5.9	13.10	12.18	0.0	✓

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
3 - A4136 New Road	2.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4224 Hawker Hill	0.640	1019
2 - A4136 Gloucester Road	0.633	982
3 - A4136 New Road	0.552	1192

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	335	100.000
2 - A4136 Gloucester Road		FLAT	✓	528	100.000
3 - A4136 New Road		FLAT	✓	657	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	90.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	203	132
	2 - A4136 Gloucester Road	168	0	360
	3 - A4136 New Road	149	508	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	4	6
	2 - A4136 Gloucester Road	3	0	13
	3 - A4136 New Road	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.48	10.49	1.0	B	335	335
2 - A4136 Gloucester Road	0.59	10.62	1.5	B	528	528
3 - A4136 New Road	0.65	10.10	1.9	B	657	657

D2 - 2024 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	12.41	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.41	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	345	100.000
2 - A4136 Gloucester Road		FLAT	✓	663	100.000
3 - A4136 New Road		FLAT	✓	423	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
	From			
	1 - B4224 Hawker Hill	0	145	200
	2 - A4136 Gloucester Road	193	0	470
	3 - A4136 New Road	144	279	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
	1 - B4224 Hawker Hill	0	2	3
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.70	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.41	7.43	0.7	A	345	345
2 - A4136 Gloucester Road	0.78	19.19	3.5	C	663	663
3 - A4136 New Road	0.40	5.84	0.7	A	423	423

D3 - 2031 | Without Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	11.23	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.23	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	352	100.000
2 - A4136 Gloucester Road		FLAT	✓	552	100.000
3 - A4136 New Road		FLAT	✓	690	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	90.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	213	139
	2 - A4136 Gloucester Road	177	0	375
	3 - A4136 New Road	157	533	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	4	5
	2 - A4136 Gloucester Road	3	0	12
	3 - A4136 New Road	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.52	11.52	1.1	B	352	352
2 - A4136 Gloucester Road	0.62	11.45	1.7	B	552	552
3 - A4136 New Road	0.68	10.89	2.1	B	690	690

D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	14.98	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.98	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	364	100.000
2 - A4136 Gloucester Road		FLAT	✓	698	100.000
3 - A4136 New Road		FLAT	✓	445	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	153	211
	2 - A4136 Gloucester Road	203	0	495
	3 - A4136 New Road	152	293	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
	1 - B4224 Hawker Hill	0	2	2
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.66	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.44	7.87	0.8	A	364	364
2 - A4136 Gloucester Road	0.82	24.37	4.6	C	698	698
3 - A4136 New Road	0.42	6.09	0.8	A	445	445

D5 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	12.09	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.09	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	396	100.000
2 - A4136 Gloucester Road		FLAT	✓	564	100.000
3 - A4136 New Road		FLAT	✓	702	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	90.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	240	156
	2 - A4136 Gloucester Road	189	0	375
	3 - A4136 New Road	169	533	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
	From			
	1 - B4224 Hawker Hill	0	3	5
	2 - A4136 Gloucester Road	3	0	12
	3 - A4136 New Road	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.58	13.25	1.4	B	396	396
2 - A4136 Gloucester Road	0.64	12.25	1.9	B	564	564
3 - A4136 New Road	0.69	11.30	2.2	B	702	702

D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B4224 Hawker Hill/A4136 Gloucester Road/A4136 New Road	Mini-roundabout	1, 2, 3	18.31	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.31	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B4224 Hawker Hill		FLAT	✓	391	100.000
2 - A4136 Gloucester Road		FLAT	✓	723	100.000
3 - A4136 New Road		FLAT	✓	464	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B4224 Hawker Hill		
2 - A4136 Gloucester Road		
3 - A4136 New Road	[FLAT]	20.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
From	1 - B4224 Hawker Hill	0	164	227
	2 - A4136 Gloucester Road	228	0	495
	3 - A4136 New Road	171	293	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B4224 Hawker Hill	2 - A4136 Gloucester Road	3 - A4136 New Road
	1 - B4224 Hawker Hill	0	2	2
	2 - A4136 Gloucester Road	2	0	3
	3 - A4136 New Road	0.59	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B4224 Hawker Hill	0.47	8.34	0.9	A	391	391
2 - A4136 Gloucester Road	0.86	31.35	6.1	D	723	723
3 - A4136 New Road	0.45	6.40	0.8	A	464	464

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026	
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Filename: J3-Glou-Aben (FLAT).j11

Path: C:\Users\d.stoddart\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24048 - Carisbrook Road, Mitcheldean, Gloucestershire (2019-051)\6.Technical\Models\2026

Report generation date: 23/03/2026 14:41:13

- »D1 - 2024 | Observed | AM
- »D2 - 2024 | Observed | PM
- »D3 - 2031 | Without Development | AM
- »D4 - 2031 | Without Development | PM
- »D5 - 2031 | With Development | AM
- »D6 - 2031 | With Development | PM

File summary

File Description

Title	A4136 Gloucester Road/Abenhall Road
Location	Mitcheldean
Site number	3
Date	19/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P24048
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	07:45	08:45	60	15	✓
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:45	08:45	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:45	08:45	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2024 | Observed | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	6.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4136 Gloucester Road (Eastern Arm)		Major
B	Abenhall Road		Minor
C	A4136 Gloucester Road (Western Arm)		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 - A4136 Gloucester Road (Western Arm)	7.50			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Abenhall Road	One lane	3.64	39	109

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	579	0.099	0.249	0.157	0.356
B-C	737	0.106	0.267	-	-
C-B	661	0.239	0.239	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	341	100.000
B - Abenhall Road		FLAT	✓	282	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	711	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
A - A4136 Gloucester Road (Eastern Arm)		0	42	299
B - Abenhall Road		53	0	229
C - A4136 Gloucester Road (Western Arm)		473	238	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
A - A4136 Gloucester Road (Eastern Arm)		0	11	13
B - Abenhall Road		4	0	5
C - A4136 Gloucester Road (Western Arm)		6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.51	13.76	1.1	B	282	282
C-AB	0.56	9.65	2.0	A	505	505
C-A					206	206
A-B					42	42
A-C					299	299

D2 - 2024 | Observed | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	638	100.000
B - Abenhall Road		FLAT	✓	90	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	43	595
	B - Abenhall Road	22	0	68
	C - A4136 Gloucester Road (Western Arm)	290	134	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	9.16	0.2	A	90	90
C-AB	0.32	7.52	0.7	A	226	226
C-A					198	198
A-B					43	43
A-C					595	595

D3 - 2031 | Without Development | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	7.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	356	100.000
B - Abenhall Road		FLAT	✓	296	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	44	312
	B - Abenhall Road	56	0	240
	C - A4136 Gloucester Road (Western Arm)	496	250	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	10	12
	B - Abenhall Road	4	0	5
	C - A4136 Gloucester Road (Western Arm)	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.54	14.97	1.2	B	296	296
C-AB	0.60	10.56	2.4	B	552	552
C-A					194	194
A-B					44	44
A-C					312	312

D4 - 2031 | Without Development | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	671	100.000
B - Abenhall Road		FLAT	✓	95	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	45	626
	B - Abenhall Road	23	0	72
	C - A4136 Gloucester Road (Western Arm)	305	142	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	9.54	0.3	A	95	95
C-AB	0.34	7.79	0.8	A	247	247
C-A					200	200
A-B					45	45
A-C					626	626

D5 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	7.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	362	100.000
B - Abenhall Road		FLAT	✓	302	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	772	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	44	318
	B - Abenhall Road	56	0	246
	C - A4136 Gloucester Road (Western Arm)	513	259	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	10	12
	B - Abenhall Road	4	0	5
	C - A4136 Gloucester Road (Western Arm)	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.55	15.52	1.3	C	302	302
C-AB	0.64	11.39	2.8	B	588	588
C-A					184	184
A-B					44	44
A-C					318	318

D6 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	A4136 Gloucester Road/Abenhall Road	T-Junction	Two-way	Two-way	Two-way	2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4136 Gloucester Road (Eastern Arm)		FLAT	✓	694	100.000
B - Abenhall Road		FLAT	✓	98	100.000
C - A4136 Gloucester Road (Western Arm)		FLAT	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	45	649
	B - Abenhall Road	23	0	75
	C - A4136 Gloucester Road (Western Arm)	313	146	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A4136 Gloucester Road (Eastern Arm)	B - Abenhall Road	C - A4136 Gloucester Road (Western Arm)
From	A - A4136 Gloucester Road (Eastern Arm)	0	0	3
	B - Abenhall Road	5	0	0
	C - A4136 Gloucester Road (Western Arm)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	9.76	0.3	A	98	98
C-AB	0.36	7.97	0.9	A	259	259
C-A					200	200
A-B					45	45
A-C					649	649

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.1.1.2424			
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Filename: J5-SA-Ross Road.j11

Path: C:\Users\d.stoddart\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24048 - Carisbrook Road, Mitcheldean, Gloucestershire (2019-051)\6.Technical\Models\2026

Report generation date: 23/03/2026 14:42:18

»D1 - 2031 | With Development | AM

»D2 - 2031 | With Development | PM

File summary

File Description

Title	Proposed Site Access/B4224 Ross Road
Location	Mitcheldean
Site number	5
Date	19/03/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P24048
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	With Development	AM	ONE HOUR	07:30	09:00	15	✓
D2	2031	With Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

D1 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	Proposed Site Access/B4224 Ross Road	T-Junction	Two-way	Two-way	Two-way	1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	B4224 Ross Road (Western Arm)		Major
B	Proposed Site Access		Minor
C	B4224 Ross Road (Eastern Arm)		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 - B4224 Ross Road (Eastern Arm)	7.00			80.0	✓	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 - Proposed Site Access	One lane	2.75	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	482	0.084	0.212	0.133	0.303
B-C	621	0.091	0.230	-	-
C-B	620	0.230	0.230	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	With Development	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Ross Road (Western Arm)		ONE HOUR	✓	142	100.000
B - Proposed Site Access		ONE HOUR	✓	52	100.000
C - B4224 Ross Road (Eastern Arm)		ONE HOUR	✓	150	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B4224 Ross Road (Western Arm)	B - Proposed Site Access	C - B4224 Ross Road (Eastern Arm)
	A - B4224 Ross Road (Western Arm)	0	3	139
	B - Proposed Site Access	7	0	45
	C - B4224 Ross Road (Eastern Arm)	126	24	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B4224 Ross Road (Western Arm)	B - Proposed Site Access	C - B4224 Ross Road (Eastern Arm)
	A - B4224 Ross Road (Western Arm)	0	0	0.72
	B - Proposed Site Access	0	0	0
	C - B4224 Ross Road (Eastern Arm)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	7.21	0.1	A	48	72
C-AB	0.05	5.66	0.1	A	27	40
C-A					111	166
A-B					3	4
A-C					128	191

D2 - 2031 | With Development | 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	Junction Delay (s)	Junction LOS
1	Proposed Site Access/B4224 Ross Road	T-Junction	Two-way	Two-way	Two-way	1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	With Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B4224 Ross Road (Western Arm)		ONE HOUR	✓	152	100.000
B - Proposed Site Access		ONE HOUR	✓	31	100.000
C - B4224 Ross Road (Eastern Arm)		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - B4224 Ross Road (Western Arm)	B - Proposed Site Access	C - B4224 Ross Road (Eastern Arm)
	A - B4224 Ross Road (Western Arm)	0	12	140
	B - Proposed Site Access	3	0	28
	C - B4224 Ross Road (Eastern Arm)	129	46	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - B4224 Ross Road (Western Arm)	B - Proposed Site Access	C - B4224 Ross Road (Eastern Arm)
	A - B4224 Ross Road (Western Arm)	0	0	2
	B - Proposed Site Access	0	0	0
	C - B4224 Ross Road (Eastern Arm)	0.77	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	6.82	0.1	A	28	43
C-AB	0.09	5.88	0.1	A	52	77
C-A					109	163
A-B					11	17
A-C					128	193