ENGINEERING

# Transport Statement

## For the Retrospective Planning Application for

## Mixed Use B1, B2 and B8 Uses at Glebe Farm

## School Lane, Kings Ripton, Huntingdon, PE28 2NL

**Contents**


1 Introduction

2 Site and Existing Network Description

3 Proposed Development, Traffic Generation and Access Upgrades

4 Capacity Assessment

5 Conclusion


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**Appendices**


1 Site Location Plan

2 Local Highway Authority Comments on Planning Application 25/00015/FUL

3 Existing Site Plan and HGV Access Route Via B1090

4 Traffic Count Data

5 Proposed Site Plan with Use Class Changes

6 TRICS Data for Industrial Estate

7 TRICS Data for Part Industrial Estate Part Commercial Storage

8 Existing Site Access Dimensions and Tracking

9 Upgraded Site Access Dimensions and Visibility Plan

10 Upgraded Site Access Tracking Plan

11 Junctions 9 Geometry Data for Existing Site Access

12 Junctions 9 Geometry Data for Proposed Site Access

13 Junctions 9 Capacity Simulation Results

**Transport Statement**
**For the Retrospective Planning Application for**
**Mixed Use B1, B2 and B8 Uses at Glebe Farm**
**School Lane, Kings Ripton, Huntingdon, PE28 2NL**

## 1 Introduction

1.1 MTC Engineering (Cambridge) Limited have been asked to provide a Transport Statement in respect of a retrospective planning application for the mixed use agricultural B1, B2 and B8 uses provided at Glebe Farm, School Lane, Kings Ripton, Huntingdon, PE28 2NL on behalf of Glebe Farm Foods Ltd.

1.2 Following submission of the Planning Application the Local Highways Authority (LHA) requested that a Transport Statement be submitted to accompany the application, as whilst there are no concerns over the on-going agricultural use at the site, the potential for buildings to be used for a more traditional B2/B8 use in the future required further consideration.

1.3 A copy of the LHA comments is provided in Appendix 2, and this Transport Statement has therefore been prepared to provide all necessary additional information requested to enable the LHA to confirm no objection to the application and secure any appropriate planning conditions required.

## 2 Site Description and Existing Traffic Generation

2.1 The site lies on the eastern edge of Kings Ripton, to the north of the B1090, as shown on the site location plan provided in Appendix 1.

2.2 Whilst the site address is School Lane, Kings Ripton, the main access serving the Glebe Farm Foods Site is from the B1090 to the south of Kings Ripton, with Public Footpath 139/2 running along the western side of the access road.

2.3 The site is currently occupied by Glebe Farm Foods, with crop storage facilities alongside plant and food production buildings present on the site which recently diversified into the production of gluten free products. A copy of the site plan provided in Appendix 3, with this also detailing the HGV entry and exit route to the B1090.

2.4 The B1090 provides a route south to the A141 (1.5km), from which point vehicles can travel into Huntingdon, towards St Ives, or northeast towards Fenland. To the northwest the B1090 provides a route to the A1(M) approximatel1y 11km.

2.5 Many of the buildings remain in agricultural use for purposes such as grain storage etc. and have appropriate planning permission under various applications since the site was originally purchased by the Rayner Family in the late 1970's, with the most recent permissions being associated with increased grain storage facilities at the site under 21/00784/FUL and 18/01824/FUL.

2.6 Due to the recent diversification at the site and associated food production processes at the site, a number of buildings do however now operate in a way that whilst still linked to the agricultural use differs to that for which agricultural permission was originally granted.

2.7 To determine the level of traffic currently generated by the site a traffic count was therefore undertaken on Thursday 6th February 2025, with a full copy of the data provided in Appendix 4. PCU factors used for vehicles are as detailed in Table 2.1 below.

| Vehicle type description | PCU Factor |
|---|---|
| Bicycles | 0.2 |
| Motorcycles | 0.4 |
| Cars/light goods (3/4 wheels) | 1 |
| Medium goods (two axles but over 4 tyres) | 1.5 |
| Busses & coaches | 2 |
| Heavy goods (more than two axles) | 2.3 |

**Table 2.1: Standard PCU Factors for Vehicle Types**

2.8 A summary of traffic to/from the Glebe Farm Foods through the access provided in Table 2.1 below, based upon the development peak generation hours in PCU flows, with vehicle flows also shown.

| Time Period | Arrivals from | | Departures to | | Total |
|---|---|---|---|---|---|
| | Northeast | Southwest | Northeast | Southwest | |
| AM Peak 0815-0915 | 15 (15) | 3 (4.3) | 0 (0) | 9 (9) | 27 (28.3) |
| PM Peak 1600-1700 | 5 (4.4) | 2 (2.0) | 13 (16.9) | 5 (5.0) | 25 (28.3) |
| Daily Total 0700-1900 | 60 (64.2) | 34 (37.6) | 57 (69.3) | 51 (49.8) | 202 (220.9) |

**Table 2.1: Summary of Development Flows in Vehicles (PCU in Brackets)**

2.9 The traffic count showed the AM and PM peak hours at the junction itself, calculated based upon total throughput in PCU, run from 0715 to 0815 and 1615 to 1715.

2.10 The difference between the number or arrivals and departures over the course of the day is explained by the fact that a number of small vehicles (cars and motorbikes) used by workers at the site arrive via the School Lane access (no HGV's use this access), but leave using the direct access to the B1090.

2.11 Based upon the arrival movements to the site a limited number of right turn movements across the B1090 occur at any point, with 34 vehicles recorded throughout the day. This is equivalent to 36% of the vehicles entering the site throughout the day and a higher proportion than occurred at the AM or PM Peak Hours (20% and 29% respectively).

## 3 Proposed Development, Traffic Generation, and Site Access Upgrades

3.1 Given the recent diversification of the farm and associated changes to the food production processes that take place at the buildings, a retrospective planning application is required in order to change the use of 2,470m$^2$ of floor space to B2, and 2,259m$^2$ to B8 (thus totaling 4,729m$^2$ of floor space), at buildings 4, 8 and 9 on the plan provided in Appendix 5.

3.2 Whilst the LHA have confirmed that they have no significant concerns with the way in which the site is currently being used, further consideration of the impacts should the B2 and B8 used become more typical in the future is required, as detailed by the comments provided in Appendix 2.

3.3 Possible future traffic generation has therefore been considered based upon either that the full 4,729m$^2$ of floor space were to operate as an industrial estate, or that the 2,470m$^2$ of B2 space operated in this way with the 2,259m$^2$ to B8 space operating as commercial storage space. TRICS data obtained to consider both of these scenarios is included in Appendices 6 and 7, with Table 3.1 below providing a summary of the generation in each scenario.

| Development Type | AM Peak | | PM Peak | | Daily Total | |
|---|---|---|---|---|---|---|
| | Arr | Dep | Arr | Dep | Arr | Dep |
| 4,729m$^2$ Industrial Estate | 11 | 6 | 3 | 10 | 57 | 56 |
| 2,479m$^2$ Industrial Estate plus 2,259 m$^2$ Commercial Storage | 10 | 5 | 4 | 7 | 60 | 58 |

**Table 3.1: TRICS Generation Details for Industrial/Commercial Storage B2/B8 Uses**

3.4 Based upon Table 3.1 above, the total vehicular generation likely to occur should the uses of the buildings seeking change of use alter in the future would be approximately 17 movements in any peak hour, and 120 movements in a day, which is not a significant number of movements that is unlikely to have any significant impact upon the wider network.

3.5 Should this future change of use occur, it should be noted that there would be a reduction in existing movements through the access, as the buildings would no longer be used for their current purposes on top of the B2/B8 use. This is however difficult to quantify, as a number of movements associated with the remaining agricultural buildings would also continue to occur through the access.

3.6 Therefore, to demonstrate that there would be no significant impact regardless as to how many movements were removed, a capacity simulation of the access has been undertaken and demonstrates that there would be no capacity issue at the access junction, as fully detailed in in Section 4.

3.7 With regards heavy goods vehicle routing this would remain as currently indicated on the plan provided in Appendix 3, with all larger vehicles using the access direct onto the B1090 without travelling via Kings Ripton and entering the site from School Lane.

3.8 The existing site access itself is generally in the order of 5.3m width, based upon OS mapping (topographic survey is unavailable) but with wider sections throughout and good forward visibility and a such is appropriate for both farm and B2/B8 use.

3.9 At the junction with the B1090 this is widened by a radii of approximately 11.6m on the exit kerb line and a compound kerb with radii of 11.9m and 24.3m on the entrance kerb line, as shown by the dimensioned access plan provided in Appendix 8.

3.10 This creates a wide frontage to the access, however is of insufficient width to allow a 16.5m articulated vehicles entering the site to pass a vehicle waiting to exit at present, although smaller vehicles can pass. This is not considered problematic at present, given that the traffic count data showed just 8 exiting OGV class 2 vehicles from 0700 to 0700, with 6 entering over this period. As such flows are presently low and it would be extremely infrequent that opposing vehicles would meet at the site access.

3.11 Should the B2/B8 uses change in the future this may however have potential to increase articulated vehicle flows through the site access, and as such improvements to widen this will be made and can be secured by Planning Condition.

3.12 To achieve this, the eastern edge of the carriageway at the widened section of access (where the electricity sub-station access is taken) will be extended south towards the B1090, with a 15m radii and 1 in 15 taper into the B1090 carriageway edge then provided as shown on the site access upgrades drawing provided in Appendix 9, which also shows 215m visibility splays as appropriate for a 60mph speed limit.

3.13 The tracking plan for 16.5m articulated vehicles provided in Appendix 10 demonstrates that following upgrading articulated vehicles could enter the site from the B1090 from either direction past an articulated vehicle waiting to exit the site, thereby ensuring that stationary vehicles would not occur on the B1090 carriageway under any circumstances.

3.14 Updated site access gates will be set a minimum of 20m into the access and set to open inwards to permit a 16.5m articulated vehicle to wait clear of the B1090 carriageway whilst gates open should an arrival occur when the gates are closed.

3.15 As there is no alteration required on the western side of the site access, there will be no impact upon public footpath 139/2 which will remain as existing and the existing fence separating this from vehicles entering the access will be retained.

3.16 The upgraded site access is therefore considered suitable both for the existing use of the site and any subsequent change in the way the B2/B8 aspects subject to this retrospective application may alter in the future.

3.17 Parking is not considered an issue at the development given the ample hardstanding around whilst the main body of the site is also far removed from the public highway thus there would be no issues with vehicles parking on the B1090 when accessing the development under any circumstances.

3.18 There are no further highways or transport related issues which required consideration in relation to the application.

## 4 Capacity Assessment

4.1 To demonstrate that the revised site access junction can accommodate both farm traffic and that associated with potential more traditional B2/B8 uses that could occur in the future, with no significant impact compared with the existing junction, Junctions 9 software has been used to analyse the capacity of both the existing and updated site access junction. Plans showing the geometric inputs used in the Junctions 9 simulations for the existing and proposed site access junctions provided in Appendices 11 and 12 respectively.

4.2 For the existing situation the base/existing assessment flow has been taken direct from the traffic count data provided in Appendix 4, with this base flow being entered as a PCU flow in the Junctions 9 model, using the conversion factors detailed in Table 2.1, and the geometry from Appendix 11 used.

4.3 The flows were entered in 15 minute periods over both network peak periods, with the simulation extended 15 minutes either side of the peak as required, and average vehicle length in PCU entered over each peak hour (instead of HGV percentages).

4.4 For the proposed situation additional traffic was added based upon the buildings changing use to a 4,729m$^2$ Industrial Estate detailed in Table 3.1 (which increases flows more than the part commercial storage use), and the geometry updated to Appendix 12.

4.5 The additional traffic was added proportionally as approaching from/departing to the northwest or southeast according to the split of existing traffic doing so in the relative time period, with vehicles added to each 15-minute sector of the model according to the proportion of total peak hour flow occurring in each hour.

4.6 No existing traffic was removed from the proposed scenario to allow for the buildings no longer being used by the farm, thus ensuring that the capacity analysis is conservative. A full copy of the capacity simulation results is provided in Appendix 13 and summary provided in Table 4.1 below.

| | AM Peak | | PM Peak | |
|---|---|---|---|---|
| | **RFC** | **Queue** | **RFC** | **Queue** |
| **Existing Counted Traffic Only** | | | | |
| B1090 Northwest | N/A | N/A | N/A | N/A |
| Glebe Farm Access | 0.02 | 0.0 | 0.05 | 0.1 |
| B1090 Southeast | 0.03 | 0.0 | 0.01 | 0.0 |
| **2025 Existing plus Committed Simulation Results** | | | | |
| B1090 Northwest | N/A | N/A | N/A | N/A |
| Glebe Farm Access | 0.03 | 0.0 | 0.05 | 0.1 |
| B1090 Southeast | 0.03 | 0.0 | 0.01 | 0.0 |

**Table 4.1: Capacity Analysis of Existing and Proposed Site Access**

4.7 As can be seen from the above table, even if a buildings subject to a current change of use B2/B8 application were in the future to be used in a more traditional way for B2/B8, following upgrading of the site access there would be negligible impact upon the capacity at which the site access junction operates at, with no difference in maximum RFC or queue length, which is particularly relevant to vehicles waiting to turn right from the B1090 into the access.

4.8 From a capacity perspective it is therefore considered that the proposed retrospective change of use is acceptable.

## 5 Conclusion

5.1 The Planning Application involves a retrospective application for the change of use of 2,470m$^2$ of floor space to B2, and 2,259m$^2$ to B8 at the existing Glebe Farm Foods site in Kings Ripton.

5.2 The application will not alter the site or traffic generation from that which currently occurs, however due to the diversification of the fam business B2 and B8 use classes are now required at some of the existing buildings as existing uses would no longer be classed as entirely agricultural.

5.3 The LHA have confirmed that there are no issues with the current uses, however the change of use class to B2/B8 requires some consideration as to any potential impacts should the buildings be used in a more standard B2/B8 use in the future, which could generate either an increased level of traffic or increased articulated vehicle flows.

5.4 Upgrading/widening to the site access on the eastern side, as detailed in Section 4 and Appendix 9 would allow entering articulated vehicles to pass a vehicle waiting to exit the site, which is an improvement upon the existing situation where this cannot occur, with tracking provided in Appendix 10.

5.5 This will ensure that any increase to articulated vehicle flows would not have a detrimental impact upon the B1090 by increasing the risk of vehicles having to wait in the B1090 carriageway foe an exiting vehicle to leave.

5.6 As no alterations are required on the western side of the site access, there will be no impact upon public footpath 139/2 which is adjacent to this side of the access. The existing fence for separation between the footpath and entering vehicles will be retained.

5.7 A TRICS analysis has been provided which demonstrates that there would not be a significant increase in vehicular movements to/from the site associated with any future change in the B2/B8 operations carried out at the site.

5.8 Further to this, a Junctions 9 capacity analysis has been provided to demonstrate that there would be no significant impact upon capacity of the site access, with both the maximum RFC and queue on all legs remaining the same under the existing situation and proposed situation.

5.9 All additional information requested by the LHA in their original response to the Planning Application (Appendix 2) is provided, and subject to the upgrades detailed to the site access being provided there are no highways or transport related reasons on which to object to the proposals.

5.10 Paragraph 115 of the National Planning Policy Framework states:

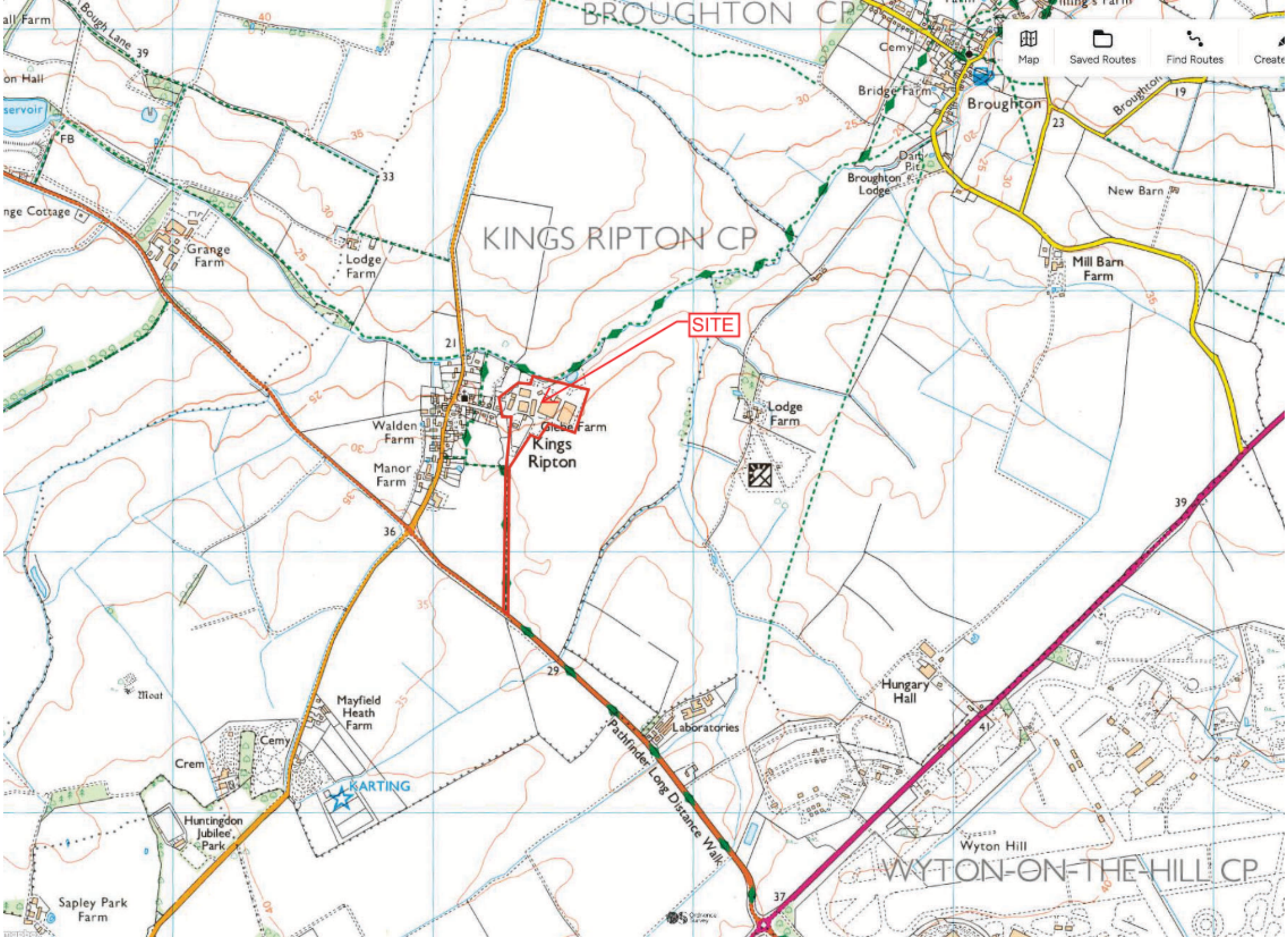
**"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"**

The proposed development will have no significant adverse transport related impact, and clearly not a severe impact.

5.11 There are no transport or highways related grounds under the National Planning Policy Framework on which to object to the retrospective application for the change of use of buildings at Glebe Farm, School Lane, Kings Ripton from agricultural to B2/B8 use.

**APPENDIX 1**

**SITE LOCATION PLAN**


BROUGHTON CP
KINGS RIPTON CP
WYTON-ON-THE-HILL CP
SITE
Kings Ripton
Broughton
Broughton Lodge
Bridge Farm
Cemy
Dairy Pit
New Barn
Mill Barn Farm
Lodge Farm
Grange Farm
Lodge Farm
Walden Farm
Manor Farm
Glebe Farm
Meat
Mayfield Heath Farm
Cemy
Crem
KARTING
Huntingdon Jubilee Park
Sapley Park Farm
Pathfinder Long Distance Walk
Laboratories
Hungary Hall
Wyton Hill
Bough Lane
FB
Map
Saved Routes
Find Routes

**APPENDIX 2**

**LOCAL HIGHWAY AUTHORITY COMMENTS ON PLANNING APPLICATION 25/00015/FUL**

# PLANNING CONSULTATION RESPONSE

| | |
|---|---|
| To Kevin Simpson<br>Huntingdonshire District Council<br>Pathfinder House<br>St Marys Street<br>Huntingdon<br>PE29 3TN | **Place & Sustainability**<br>**Highway Development Management**<br>Cambridgeshire County Council<br>West Highways Division<br>Huntingdon Highways Depot<br>Stanton Way<br>Huntingdon<br>Cambs PE29 6PY |
| **App Reference:** 25/00015/FUL<br>Date In: 09/01/25 Date Out: 20/01/25 | **Contact**: Jo Challis |

**RE:** ***Application description***

**Proposal:** Retrospective application for mixed development comprising of agricultural & B2, B8 & B1 uses
**Location**: Glebe Farm School Lane Kings Ripton Huntingdon PE28 2NL

Following a review of the documents provided to the Highway Authority as part of the above planning application, it was noted that, although there are no concerns regarding on-going agricultural use, B2 and B8 classification could result in the re-purposing of the site with an intensification of vehicle movements.

We would therefore require a Transport Statement showing the following:

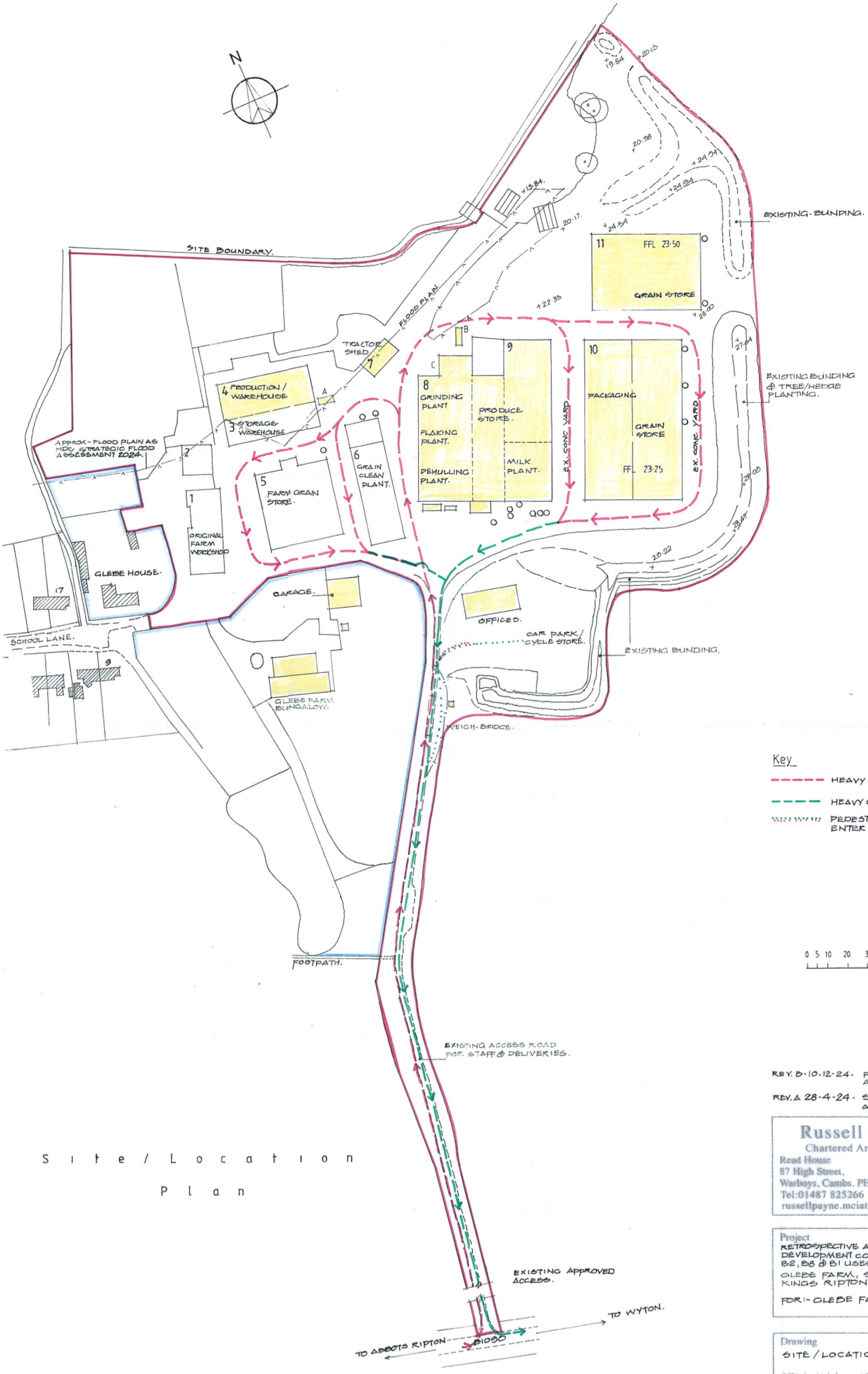
- Existing vehicle movements.
- TRICS projection for typical B2/B8 usage.
- Swept path analysis for 2-way movements into/out of the access for the largest vehicles likely to use the site.
- Dimensions of the access.
- Routing information for HCVs.

Defer for a Transport Statement.

Jo Challis
Highways Development Management Engineer

**APPENDIX 3**

**EXISTING SITE PLAN AND HGV ACCESS ROUTE VIA B1090**




Site / Location Plan

Key

- HEAVY GOODS ROUTE TO ENTER SITE
- HEAVY GOODS ROUTE - EXIT SITE
- PEDESTRIAN / CYCLES / CARS ENTER & EXIT SITE.

0 5 10 20 30 40 50 60 70

REV. B - 10-12-24 - FLOOD PLAIN & TRAFFIC ROUTE ADDED.

REV. A 28-4-24 - SCALE BAR & SCHOOL LANE ADDED.


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Project
RETROSPECTIVE APPLICATION FOR MIXED DEVELOPMENT COMPRISING OF AGRICULTURAL, B2, B8 & B1 USES AT:-
GLEBE FARM, SCHOOL LANE
KINGS RIPTON, CAMBS PE28 2NL
FOR:- GLEBE FARM FOODS LTD.

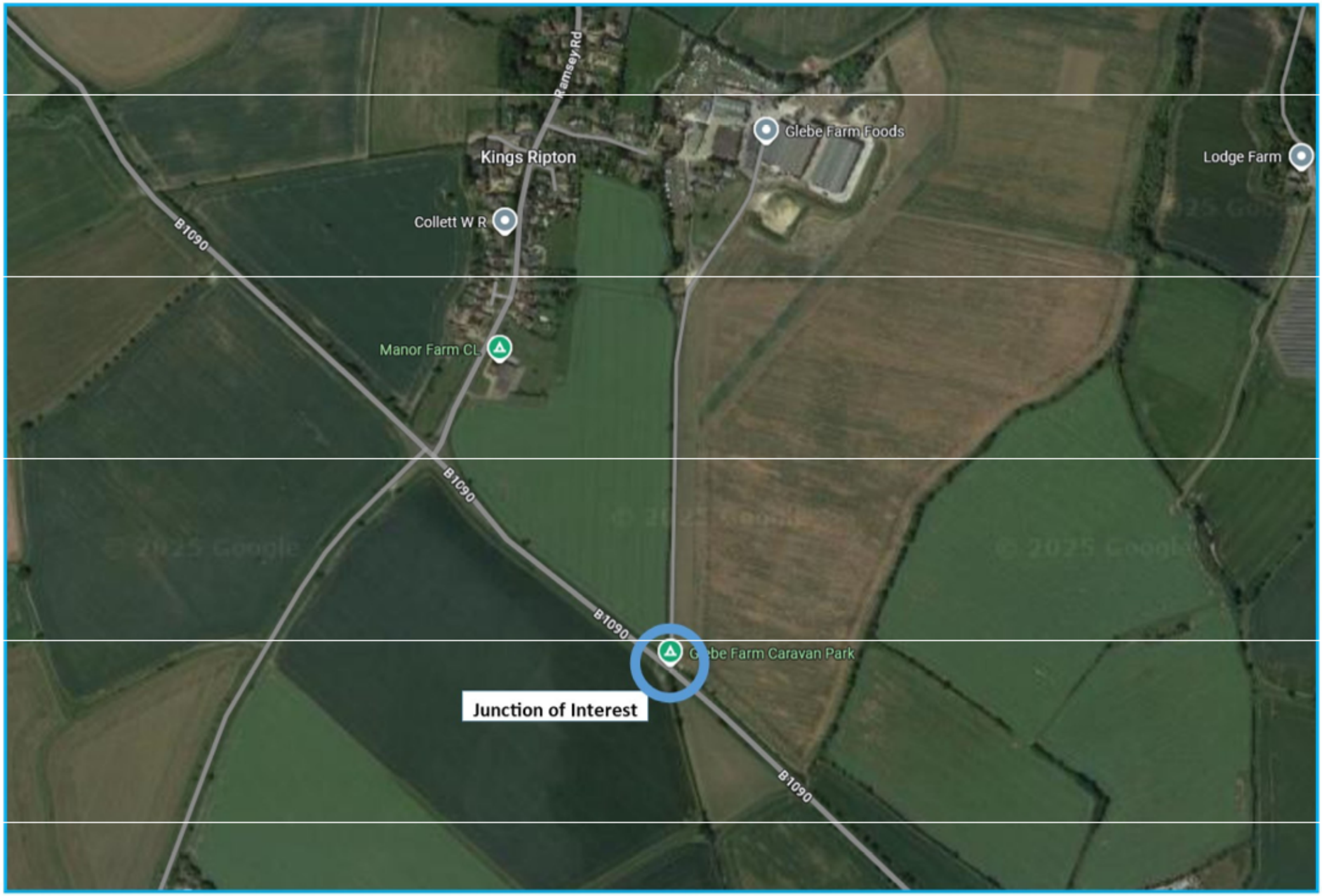
Drawing
SITE / LOCATION PLAN

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| | |
|---|---|
| Scale 1:1250 - A2 | Date AUG. 2024. |
| Drawn RAP. | |
| Drwg. No. 24:1318/1 | Rev. B |

**APPENDIX 4**

**TRAFFIC COUNT DATA**


Ramsey Rd
Kings Ripton
Glebe Farm Foods
Lodge Farm
Collett W R
B1090
Manor Farm CL
B1090
B1090
Junction of Interest
B1090

Road Data Services Ltd

**Glebe Farm**
**Thursday 6th February 2025**
**Junction: 1**
**Approach: B1090 North**

| | Left to Glebe Farm | | | | | | | | | Ahead to B1090 (S) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:00 - 07:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 1 | 0 | 38 | 4 | 0 | 0 | 0 | 43 | 42.2 |
| 07:15 - 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 51 | 12 | 4 | 1 | 0 | 68 | 71.3 |
| 07:30 - 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 92 | 14 | 0 | 0 | 1 | 108 | 108.4 |
| 07:45 - 08:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 89 | 15 | 1 | 1 | 0 | 106 | 107.8 |
| **Hourly Total** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **4** | **4.0** | **1** | **1** | **270** | **45** | **5** | **2** | **1** | **325** | **329.7** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 74 | 17 | 1 | 1 | 0 | 93 | 94.8 |
| 08:15 - 08:30 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 4.0 | 0 | 1 | 100 | 11 | 0 | 1 | 0 | 113 | 113.7 |
| 08:30 - 08:45 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4.0 | 0 | 0 | 72 | 9 | 2 | 0 | 1 | 84 | 86.0 |
| 08:45 - 09:00 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 65 | 7 | 1 | 2 | 1 | 76 | 80.1 |
| **Hourly Total** | **0** | **0** | **10** | **1** | **0** | **0** | **0** | **11** | **11.0** | **0** | **1** | **311** | **44** | **4** | **4** | **2** | **366** | **374.6** |
| 09:00 - 09:15 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 4.0 | 0 | 0 | 42 | 10 | 2 | 0 | 0 | 54 | 55.0 |
| 09:15 - 09:30 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 1 | 35 | 7 | 1 | 1 | 0 | 45 | 46.2 |
| 09:30 - 09:45 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 3.5 | 0 | 0 | 33 | 7 | 2 | 1 | 0 | 43 | 45.3 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 33 | 9 | 2 | 0 | 0 | 44 | 45.0 |
| **Hourly Total** | **0** | **0** | **4** | **4** | **1** | **0** | **0** | **9** | **9.5** | **0** | **1** | **143** | **33** | **7** | **2** | **0** | **186** | **191.5** |
| 10:00 - 10:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 20 | 3 | 2 | 0 | 1 | 26 | 28.0 |
| 10:15 - 10:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 15 | 8 | 2 | 2 | 0 | 27 | 30.6 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 21 | 5 | 0 | 3 | 0 | 29 | 32.9 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0 | 24 | 5 | 4 | 0 | 0 | 33 | 35.0 |
| **Hourly Total** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **3** | **3.5** | **0** | **0** | **80** | **21** | **8** | **5** | **1** | **115** | **126.5** |
| 11:00 - 11:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 18 | 2 | 3 | 0 | 0 | 23 | 24.5 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 14 | 3 | 2 | 0 | 0 | 19 | 20.0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 21 | 6 | 3 | 0 | 0 | 30 | 31.5 |
| 11:45 - 12:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 15 | 5 | 0 | 1 | 0 | 21 | 22.3 |
| **Hourly Total** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **3** | **3.0** | **0** | **0** | **68** | **16** | **8** | **1** | **0** | **93** | **98.3** |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 19 | 8 | 0 | 0 | 0 | 27 | 27.0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3.3 | 0 | 0 | 27 | 4 | 0 | 0 | 0 | 31 | 31.0 |
| 12:30 - 12:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 33 | 0 | 3 | 2 | 0 | 38 | 42.1 |
| 12:45 - 13:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 26 | 7 | 1 | 0 | 0 | 34 | 34.5 |
| **Hourly Total** | **0** | **0** | **2** | **2** | **0** | **1** | **0** | **5** | **6.3** | **0** | **0** | **105** | **19** | **4** | **2** | **0** | **130** | **134.6** |
| 13:00 - 13:15 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2.5 | 0 | 0 | 22 | 1 | 1 | 0 | 0 | 24 | 24.5 |
| 13:15 - 13:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 19 | 5 | 1 | 0 | 0 | 25 | 25.5 |
| 13:30 - 13:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1.4 | 0 | 0 | 23 | 3 | 0 | 2 | 0 | 28 | 30.6 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 17 | 3 | 2 | 1 | 0 | 23 | 25.3 |
| **Hourly Total** | **0** | **1** | **5** | **0** | **1** | **0** | **0** | **7** | **6.9** | **0** | **0** | **81** | **12** | **4** | **3** | **0** | **100** | **105.9** |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 33 | 4 | 1 | 0 | 0 | 38 | 38.5 |
| 14:15 - 14:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3.3 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 15 | 15.0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 25 | 8 | 1 | 1 | 0 | 35 | 36.8 |
| 14:45 - 15:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 34 | 6 | 1 | 0 | 0 | 41 | 41.5 |
| **Hourly Total** | **0** | **0** | **2** | **2** | **0** | **1** | **0** | **5** | **6.3** | **0** | **0** | **103** | **22** | **3** | **1** | **0** | **129** | **131.8** |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 33 | 6 | 5 | 1 | 0 | 45 | 48.8 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 32 | 8 | 3 | 2 | 0 | 46 | 49.5 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 47 | 12 | 1 | 0 | 1 | 61 | 62.5 |
| 15:45 - 16:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 30 | 7 | 2 | 1 | 1 | 41 | 44.3 |
| **Hourly Total** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **2** | **2.0** | **0** | **1** | **142** | **33** | **11** | **4** | **2** | **193** | **205.1** |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 38 | 8 | 0 | 1 | 0 | 47 | 48.3 |
| 16:15 - 16:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 95 | 17 | 1 | 2 | 0 | 115 | 118.1 |
| 16:30 - 16:45 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 4 | 3.4 | 0 | 1 | 81 | 20 | 1 | 0 | 0 | 103 | 102.9 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 77 | 17 | 1 | 0 | 0 | 95 | 95.5 |
| **Hourly Total** | **0** | **1** | **3** | **1** | **0** | **0** | **0** | **5** | **4.4** | **0** | **1** | **291** | **62** | **3** | **3** | **0** | **360** | **364.8** |
| 17:00 - 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 67 | 7 | 3 | 0 | 0 | 77 | 78.5 |
| 17:15 - 17:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 84 | 7 | 0 | 0 | 0 | 91 | 91.0 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 75 | 5 | 0 | 0 | 2 | 82 | 84.0 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 58 | 1 | 0 | 0 | 0 | 59 | 59.0 |
| **Hourly Total** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **2** | **2.0** | **0** | **0** | **284** | **20** | **3** | **0** | **2** | **309** | **312.5** |
| 18:00 - 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 1 | 35 | 0 | 1 | 0 | 0 | 37 | 36.9 |
| 18:15 - 18:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 38 | 38.0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 23 | 23.0 |
| 18:45 - 19:00 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 4.3 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 31 | 31.0 |
| **Hourly Total** | **0** | **0** | **2** | **1** | **0** | **1** | **0** | **4** | **5.3** | **0** | **1** | **126** | **1** | **1** | **0** | **0** | **129** | **128.9** |
| | | | | | | | | | | | | | | | | | | |
| **TOTAL** | **0** | **2** | **36** | **16** | **3** | **3** | **0** | **60** | **64.2** | **1** | **6** | **2004** | **328** | **61** | **27** | **8** | **2435** | **2504.2** |

| PCU Factors: | |
|---|---|
| CYCLE | 0.2 |
| M/CYCLE | 0.4 |
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |

Road Data Services Ltd

**Glebe Farm**
**Thursday 6th February 2025**
**Junction:** 1
**Approach:** Glebe Farm

| | Left to B1050 (S) | | | | | | | | | Right to B1050 (N) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:00 - 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 07:15 - 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 07:30 - 07:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 07:45 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **1** | **0** | **1** | **0** | **0** | **2** | **2.5** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 08:00 - 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 08:15 - 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| 08:30 - 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 3.0 |
| 08:45 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0.0** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **5** | **5.0** |
| 09:00 - 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4.0 |
| 09:15 - 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 |
| 09:30 - 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 09:45 - 10:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **1.5** | **0** | **0** | **4** | **2** | **0** | **0** | **0** | **6** | **6.0** |
| 10:00 - 10:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 3.0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 10:45 - 11:00 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 3.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **3** | **0** | **1** | **1** | **0** | **5** | **6.8** | **0** | **0** | **3** | **1** | **0** | **0** | **0** | **4** | **4.0** |
| 11:00 - 11:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3.3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 11:30 - 11:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 3.0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 |
| **Hourly Total** | **0** | **0** | **1** | **1** | **0** | **1** | **0** | **3** | **4.3** | **0** | **0** | **2** | **4** | **0** | **0** | **0** | **6** | **6.0** |
| 12:00 - 12:15 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12:15 - 12:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 12:30 - 12:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **0** | **2** | **3** | **0** | **0** | **0** | **5** | **5.0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **2** | **2.0** |
| 13:00 - 13:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 13:30 - 13:45 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13:45 - 14:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **3** | **1** | **1** | **0** | **0** | **5** | **5.5** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 14:00 - 14:15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 14:15 - 14:30 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 4.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14:30 - 14:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 7 | 6.4 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **0** | **4** | **2** | **0** | **1** | **0** | **7** | **8.3** | **0** | **1** | **6** | **2** | **0** | **0** | **0** | **9** | **8.4** |
| 15:00 - 15:15 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 5.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:15 - 15:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 15:45 - 16:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **5** | **0** | **1** | **2** | **0** | **8** | **11.1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 16:00 - 16:15 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 4.3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 16:15 - 16:30 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 5 | 7.6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| 16:30 - 16:45 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 16:45 - 17:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **10** | **0** | **0** | **3** | **0** | **13** | **16.9** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **5** | **5.0** |
| 17:00 - 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 2.4 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 17:30 - 17:45 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17:45 - 18:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 |
| **Hourly Total** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **4** | **4.0** | **0** | **1** | **6** | **0** | **0** | **0** | **0** | **7** | **6.4** |
| 18:00 - 18:15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 18:15 - 18:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0.4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 18:30 - 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 18:45 - 19:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **4** | **3.4** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **4** | **4.0** |
| **TOTAL** | **0** | **1** | **36** | **7** | **5** | **8** | **0** | **57** | **69.3** | **0** | **2** | **36** | **13** | **0** | **0** | **0** | **51** | **49.8** |

| PCU Factors: | |
|---|---|
| CYCLE | 0.2 |
| M/CYCLE | 0.4 |
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |

Road Data Services Ltd

**Glebe Farm**
**Thursday 6th February 2025**
**Junction: 1**
**Approach: B1090 South**

| | Ahead to B1090 (N) | | | | | | | | | Right to Glebe Farm | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:00 - 07:15 | 0 | 0 | 26 | 4 | 0 | 0 | 1 | 31 | 32.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 07:15 - 07:30 | 0 | 0 | 31 | 11 | 1 | 1 | 1 | 45 | 47.8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4.0 |
| 07:30 - 07:45 | 0 | 0 | 39 | 4 | 2 | 2 | 2 | 49 | 54.6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.2 |
| 07:45 - 08:00 | 0 | 0 | 41 | 7 | 1 | 0 | 0 | 49 | 49.5 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 4.0 |
| **Hourly Total** | **0** | **0** | **137** | **26** | **4** | **3** | **4** | **174** | **183.9** | **1** | **0** | **7** | **1** | **0** | **0** | **0** | **9** | **8.2** |
| 08:00 - 08:15 | 0 | 0 | 73 | 10 | 4 | 0 | 0 | 87 | 89.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 08:15 - 08:30 | 0 | 0 | 61 | 9 | 0 | 0 | 0 | 70 | 70.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 08:30 - 08:45 | 0 | 1 | 62 | 5 | 3 | 0 | 0 | 71 | 71.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 08:45 - 09:00 | 0 | 1 | 36 | 6 | 2 | 1 | 0 | 46 | 47.7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **2** | **232** | **30** | **9** | **1** | **0** | **274** | **278.6** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **3** | **3.0** |
| 09:00 - 09:15 | 0 | 0 | 40 | 6 | 0 | 0 | 0 | 46 | 46.0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2.3 |
| 09:15 - 09:30 | 0 | 0 | 20 | 7 | 3 | 0 | 0 | 30 | 31.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 09:30 - 09:45 | 0 | 0 | 17 | 6 | 1 | 1 | 0 | 25 | 26.8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 |
| 09:45 - 10:00 | 0 | 0 | 15 | 2 | 1 | 0 | 0 | 18 | 18.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **0** | **92** | **21** | **5** | **1** | **0** | **119** | **122.8** | **0** | **0** | **3** | **0** | **1** | **1** | **0** | **5** | **6.8** |
| 10:00 - 10:15 | 0 | 0 | 22 | 6 | 1 | 1 | 0 | 30 | 31.8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 10:15 - 10:30 | 0 | 0 | 14 | 6 | 0 | 0 | 0 | 20 | 20.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| 10:30 - 10:45 | 0 | 0 | 18 | 4 | 1 | 0 | 0 | 23 | 23.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 10:45 - 11:00 | 0 | 0 | 14 | 6 | 1 | 0 | 0 | 21 | 21.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **68** | **22** | **3** | **1** | **0** | **94** | **96.8** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **3** | **3.0** |
| 11:00 - 11:15 | 0 | 0 | 12 | 6 | 0 | 1 | 0 | 19 | 20.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 11:15 - 11:30 | 0 | 0 | 21 | 4 | 2 | 0 | 0 | 27 | 28.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 11:30 - 11:45 | 0 | 0 | 32 | 1 | 1 | 0 | 0 | 34 | 34.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 11:45 - 12:00 | 0 | 0 | 20 | 4 | 2 | 0 | 0 | 26 | 27.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 |
| **Hourly Total** | **0** | **0** | **85** | **15** | **5** | **1** | **0** | **106** | **109.8** | **0** | **0** | **1** | **2** | **0** | **0** | **0** | **3** | **3.0** |
| 12:00 - 12:15 | 0 | 0 | 16 | 3 | 0 | 1 | 0 | 20 | 21.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12:15 - 12:30 | 0 | 0 | 10 | 1 | 1 | 1 | 0 | 13 | 14.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12:30 - 12:45 | 0 | 0 | 27 | 4 | 3 | 0 | 0 | 34 | 35.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 12:45 - 13:00 | 0 | 0 | 16 | 4 | 1 | 0 | 0 | 21 | 21.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **0** | **69** | **12** | **5** | **2** | **0** | **88** | **93.1** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 13:00 - 13:15 | 0 | 0 | 24 | 2 | 2 | 1 | 0 | 29 | 31.3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 13:15 - 13:30 | 0 | 0 | 20 | 3 | 2 | 0 | 0 | 25 | 26.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 13:30 - 13:45 | 0 | 0 | 14 | 5 | 2 | 0 | 0 | 21 | 22.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| 13:45 - 14:00 | 4 | 0 | 18 | 3 | 2 | 0 | 0 | 27 | 24.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **4** | **0** | **78** | **13** | **8** | **1** | **0** | **102** | **104.1** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **2** | **2.0** |
| 14:00 - 14:15 | 0 | 0 | 21 | 4 | 1 | 1 | 0 | 27 | 28.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14:15 - 14:30 | 0 | 0 | 34 | 6 | 0 | 0 | 2 | 42 | 44.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 14:30 - 14:45 | 0 | 0 | 23 | 3 | 3 | 0 | 1 | 30 | 32.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 14:45 - 15:00 | 0 | 0 | 35 | 5 | 0 | 0 | 0 | 40 | 40.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **113** | **18** | **4** | **1** | **3** | **139** | **145.3** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 15:00 - 15:15 | 0 | 0 | 47 | 4 | 2 | 0 | 0 | 53 | 54.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 15:15 - 15:30 | 0 | 0 | 55 | 6 | 3 | 1 | 0 | 65 | 67.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:30 - 15:45 | 0 | 0 | 47 | 4 | 0 | 0 | 1 | 52 | 53.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:45 - 16:00 | 0 | 0 | 51 | 6 | 1 | 0 | 0 | 58 | 58.5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4.6 |
| **Hourly Total** | **0** | **0** | **200** | **20** | **6** | **1** | **1** | **228** | **233.3** | **0** | **0** | **1** | **0** | **0** | **2** | **0** | **3** | **5.6** |
| 16:00 - 16:15 | 0 | 0 | 62 | 7 | 1 | 0 | 0 | 70 | 70.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16:15 - 16:30 | 0 | 1 | 75 | 9 | 0 | 0 | 0 | 85 | 84.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16:30 - 16:45 | 0 | 0 | 66 | 15 | 3 | 0 | 0 | 84 | 85.5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 16:45 - 17:00 | 0 | 1 | 62 | 8 | 1 | 0 | 0 | 72 | 71.9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| **Hourly Total** | **0** | **2** | **265** | **39** | **5** | **0** | **0** | **311** | **312.3** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **2** | **2.0** |
| 17:00 - 17:15 | 0 | 0 | 81 | 3 | 0 | 0 | 0 | 84 | 84.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 17:15 - 17:30 | 1 | 0 | 96 | 8 | 1 | 0 | 0 | 106 | 105.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17:30 - 17:45 | 0 | 0 | 78 | 3 | 0 | 0 | 0 | 81 | 81.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17:45 - 18:00 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 53 | 53.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **1** | **0** | **306** | **16** | **1** | **0** | **0** | **324** | **323.7** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| 18:00 - 18:15 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 39 | 39.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 18:15 - 18:30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 30.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 18:30 - 18:45 | 0 | 0 | 25 | 1 | 0 | 1 | 0 | 27 | 28.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 18:45 - 19:00 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 29 | 29.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| **Hourly Total** | **0** | **0** | **121** | **2** | **1** | **1** | **0** | **125** | **126.8** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **1.0** |
| **TOTAL** | **5** | **4** | **1764** | **234** | **56** | **13** | **8** | **2084** | **2130.5** | **1** | **0** | **24** | **5** | **1** | **3** | **0** | **34** | **37.6** |

| PCU Factors: | |
|---|---|
| CYCLE | 0.2 |
| M/CYCLE | 0.4 |
| CAR | 1.0 |
| LGV | 1.0 |
| OGV1 | 1.5 |
| OGV2 | 2.3 |
| BUS | 2.0 |

Road Data Services Ltd

From: 1) 07:00

To: 1) 19:00

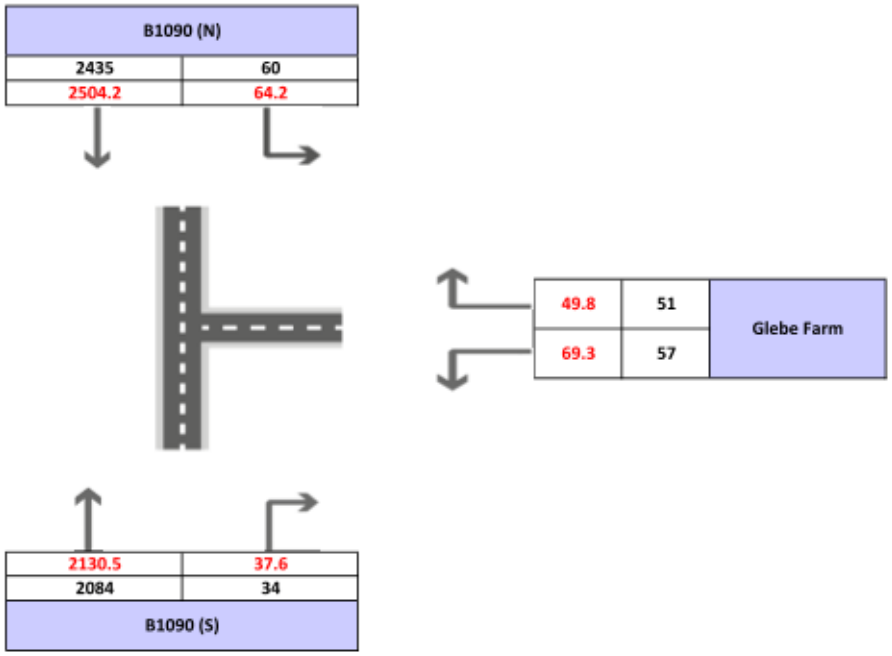
Class: All Vehicles

Show Peak Hour: ☐

Show PCUs: ☑

**Thursday 6th February 2025**

PCUs



# Glebe Farm Queues, Thursday 6th February 2025

Produced by Road Data Services Ltd.

| | | | Glebe Farm | B1090 (South) |
|---|---|---|---|---|
| Time | | | Lane 1 | Right Turn |
| 7:00 | - | 7:05 | 0 | 0 |
| 7:05 | - | 7:10 | 0 | 0 |
| 7:10 | - | 7:15 | 0 | 0 |
| 7:15 | - | 7:20 | 0 | 0 |
| 7:20 | - | 7:25 | 0 | 0 |
| 7:25 | - | 7:30 | 0 | 0 |
| 7:30 | - | 7:35 | 1 | 0 |
| 7:35 | - | 7:40 | 1 | 0 |
| 7:40 | - | 7:45 | 1 | 0 |
| 7:45 | - | 7:50 | 1 | 0 |
| 7:50 | - | 7:55 | 0 | 0 |
| 7:55 | - | 8:00 | 0 | 0 |
| 8:00 | - | 8:05 | 0 | 0 |
| 8:05 | - | 8:10 | 0 | 0 |
| 8:10 | - | 8:15 | 0 | 0 |
| 8:15 | - | 8:20 | 0 | 0 |
| 8:20 | - | 8:25 | 0 | 0 |
| 8:25 | - | 8:30 | 0 | 1 |
| 8:30 | - | 8:35 | 1 | 0 |
| 8:35 | - | 8:40 | 1 | 0 |
| 8:40 | - | 8:45 | 0 | 0 |
| 8:45 | - | 8:50 | 1 | 0 |
| 8:50 | - | 8:55 | 0 | 0 |
| 8:55 | - | 9:00 | 0 | 0 |
| 9:00 | - | 9:05 | 1 | 0 |
| 9:05 | - | 9:10 | 0 | 0 |
| 9:10 | - | 9:15 | 0 | 0 |
| 9:15 | - | 9:20 | 0 | 0 |
| 9:20 | - | 9:25 | 1 | 0 |
| 9:25 | - | 9:30 | 0 | 0 |
| 9:30 | - | 9:35 | 0 | 0 |
| 9:35 | - | 9:40 | 0 | 0 |
| 9:40 | - | 9:45 | 0 | 0 |
| 9:45 | - | 9:50 | 1 | 0 |
| 9:50 | - | 9:55 | 0 | 0 |
| 9:55 | - | 10:00 | 0 | 0 |
| 10:00 | - | 10:05 | 0 | 0 |
| 10:05 | - | 10:10 | 1 | 0 |
| 10:10 | - | 10:15 | 1 | 0 |
| 10:15 | - | 10:20 | 0 | 0 |
| 10:20 | - | 10:25 | 0 | 0 |
| 10:25 | - | 10:30 | 0 | 0 |
| 10:30 | - | 10:35 | 0 | 0 |
| 10:35 | - | 10:40 | 1 | 0 |

| | | | | |
|---|---|---|---|---|
| 10:40 | - | 10:45 | 0 | 0 |
| 10:45 | - | 10:50 | 0 | 0 |
| 10:50 | - | 10:55 | 0 | 0 |
| 10:55 | - | 11:00 | 0 | 0 |
| 11:00 | - | 11:05 | 1 | 0 |
| 11:05 | - | 11:10 | 0 | 0 |
| 11:10 | - | 11:15 | 0 | 0 |
| 11:15 | - | 11:20 | 0 | 0 |
| 11:20 | - | 11:25 | 0 | 0 |
| 11:25 | - | 11:30 | 0 | 0 |
| 11:30 | - | 11:35 | 1 | 0 |
| 11:35 | - | 11:40 | 0 | 0 |
| 11:40 | - | 11:45 | 0 | 0 |
| 11:45 | - | 11:50 | 0 | 0 |
| 11:50 | - | 11:55 | 2 | 0 |
| 11:55 | - | 12:00 | 0 | 0 |
| 12:00 | - | 12:05 | 0 | 0 |
| 12:05 | - | 12:10 | 0 | 0 |
| 12:10 | - | 12:15 | 1 | 0 |
| 12:15 | - | 12:20 | 0 | 0 |
| 12:20 | - | 12:25 | 0 | 0 |
| 12:25 | - | 12:30 | 1 | 0 |
| 12:30 | - | 12:35 | 0 | 0 |
| 12:35 | - | 12:40 | 0 | 0 |
| 12:40 | - | 12:45 | 1 | 0 |
| 12:45 | - | 12:50 | 1 | 0 |
| 12:50 | - | 12:55 | 0 | 0 |
| 12:55 | - | 13:00 | 0 | 0 |
| 13:00 | - | 13:05 | 0 | 0 |
| 13:05 | - | 13:10 | 0 | 0 |
| 13:10 | - | 13:15 | 0 | 0 |
| 13:15 | - | 13:20 | 0 | 0 |
| 13:20 | - | 13:25 | 0 | 0 |
| 13:25 | - | 13:30 | 0 | 0 |
| 13:30 | - | 13:35 | 0 | 0 |
| 13:35 | - | 13:40 | 0 | 0 |
| 13:40 | - | 13:45 | 0 | 0 |
| 13:45 | - | 13:50 | 0 | 0 |
| 13:50 | - | 13:55 | 0 | 0 |
| 13:55 | - | 14:00 | 0 | 0 |
| 14:00 | - | 14:05 | 0 | 0 |
| 14:05 | - | 14:10 | 0 | 0 |
| 14:10 | - | 14:15 | 0 | 0 |
| 14:15 | - | 14:20 | 0 | 0 |
| 14:20 | - | 14:25 | 0 | 0 |
| 14:25 | - | 14:30 | 0 | 0 |
| 14:30 | - | 14:35 | 1 | 0 |
| 14:35 | - | 14:40 | 1 | 0 |
| 14:40 | - | 14:45 | 1 | 0 |
| 14:45 | - | 14:50 | 0 | 0 |
| 14:50 | - | 14:55 | 0 | 0 |
| 14:55 | - | 15:00 | 0 | 0 |
| 15:00 | - | 15:05 | 0 | 0 |
| 15:05 | - | 15:10 | 0 | 0 |
| 15:10 | - | 15:15 | 0 | 0 |
| 15:15 | - | 15:20 | 0 | 0 |

| | | | | |
|---|---|---|---|---|
| 15:20 | - | 15:25 | 0 | 0 |
| 15:25 | - | 15:30 | 0 | 0 |
| 15:30 | - | 15:35 | 0 | 0 |
| 15:35 | - | 15:40 | 0 | 0 |
| 15:40 | - | 15:45 | 0 | 0 |
| 15:45 | - | 15:50 | 0 | 3 |
| 15:50 | - | 15:55 | 0 | 0 |
| 15:55 | - | 16:00 | 2 | 0 |
| 16:00 | - | 16:05 | 0 | 0 |
| 16:05 | - | 16:10 | 0 | 0 |
| 16:10 | - | 16:15 | 0 | 0 |
| 16:15 | - | 16:20 | 0 | 0 |
| 16:20 | - | 16:25 | 0 | 0 |
| 16:25 | - | 16:30 | 2 | 0 |
| 16:30 | - | 16:35 | 1 | 0 |
| 16:35 | - | 16:40 | 1 | 1 |
| 16:40 | - | 16:45 | 0 | 0 |
| 16:45 | - | 16:50 | 0 | 0 |
| 16:50 | - | 16:55 | 0 | 0 |
| 16:55 | - | 17:00 | 0 | 0 |
| 17:00 | - | 17:05 | 0 | 0 |
| 17:05 | - | 17:10 | 0 | 0 |
| 17:10 | - | 17:15 | 0 | 0 |
| 17:15 | - | 17:20 | 0 | 0 |
| 17:20 | - | 17:25 | 0 | 0 |
| 17:25 | - | 17:30 | 1 | 0 |
| 17:30 | - | 17:35 | 0 | 0 |
| 17:35 | - | 17:40 | 0 | 0 |
| 17:40 | - | 17:45 | 2 | 0 |
| 17:45 | - | 17:50 | 1 | 0 |
| 17:50 | - | 17:55 | 0 | 0 |
| 17:55 | - | 18:00 | 1 | 0 |
| 18:00 | - | 18:05 | 0 | 0 |
| 18:05 | - | 18:10 | 0 | 0 |
| 18:10 | - | 18:15 | 0 | 0 |
| 18:15 | - | 18:20 | 0 | 0 |
| 18:20 | - | 18:25 | 0 | 0 |
| 18:25 | - | 18:30 | 1 | 0 |
| 18:30 | - | 18:35 | 0 | 0 |
| 18:35 | - | 18:40 | 0 | 0 |
| 18:40 | - | 18:45 | 0 | 0 |
| 18:45 | - | 18:50 | 0 | 0 |
| 18:50 | - | 18:55 | 0 | 0 |
| 18:55 | - | 19:00 | 0 | 0 |

Queues are maximum queues each 5 minutes

**APPENDIX 5**

**PROPOSED SITE PLAN WITH USE CLASS CHANGES**

Russell Payne MCIAT shall have no liability to the Employer arising out of any unauthorized modification or amendment to, or any transmission, copy or use of the material, or any proprietary work contained therein, by the Employer, Other Project Team Member, or any other third party.

All dimensions are to be checked and verified on-site by the Main Contractor prior to commencement; any discrepancies are to be reported to the Contract Administrator.

This drawing is to be read in conjunction with all other relevant drawings and specifications.

Do Not Scale

OUTLINE OF FORMER TEMPORARY PORTABLE CABIN OFFICES (13/01953/FUL)

4 PRODUCTION / WARE HOUSE (ORIGINAL PLANNING APP 1000480FUL)

3 (B2) FORMER FARM BUILDING CHANGE OF USE TO STORAGE / WAREHOUSE PLANNING REF 03/01127FUL - CURRENTLY IN FARM USE.

2 FARM STORAGE BUILDING -

1 CHANGE OF USE OF FARM BUILDING TO STORAGE & WAREHOUSING CURRENTLY IN FARM USE.

ORIGINAL FARM WORK SHOP (1970's)

GLEBE HOUSE.

BIOMASS.

5 FARM GRAIN STORE ERECTED 1970's.

6 GRAIN CLEANING PLANT.

TRACTOR SHED (PLANNING REF: 13/01213/FUL)

7

INSTALLATION OF AN ADDITIONAL BIO MASS BOILER UNIT - RETENTION OF TWO EXISTING BIOMASS BOILERS - 20/01773/FUL.

8 (B2) OAT HANDLING & DRYING MILL PLANNING REF (13/01213/FUL)

9 (B8) PRODUCE STORE. (PLANNING REF 15/00581/FUL)

MILK PLANT. (B2) (B8)

10 PACKAGING. (PLANNING REF: 18/01824/FUL).

GRAIN STORE.

11 0075/GRAIN STORE (PLANNING REF: 21/00784/FUL)

10.0m

150m

20.0m

GRAIN SILOS

TRANSFORMER

SILOS

HGV TRAFFIC ROUTE.

GARAGE

GLEBE FARM BUNGALOW.

EXIT.

ENTER.

FARM OFFICE (PLANNING REF: 24/00246/FUL.)

CAR PARK / CYCLE STORE.

TO ACCESS / EXIT.

HGV ROUTE.

BUNDING

N

0 10 20 30 40 50

## Key

(B8) 2259 m²

(B2) 2470m²

INDICATES - FARM BUILDINGS ERECTED IN 1970's - & REMAINING IN FARM USE.

NOTE: AGRICULTURAL BUILDINGS/GRAIN STORES = 8981 m²

REV. B - 1 - 1 - 25 DRAWING AMENDED.

REV. A 12-12-24 - DRAWING FINALISED FOR PLANNING SUBMISSION.

Russell Payne MCIAT
Chartered Architectural Technologist
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Tel:01487 825266
russellpayne.mciat@gmail.com
CIAT Registered Practice

Project
RETROSPECTIVE APPLICATION FOR MIXED DEVELOPMENT COMPRISING OF AGRICULTURAL B2, B8 & B1 USES AT:-
GLEBE FARM, SCHOOL LANE, KINGS RIPTON, CAMBS PE28 2NL
FOR:- GLEBE FARM FOODS LTD

Drawing
DETAILED SITE PLAN.

© This drawing is the copyright of Russell Payne MCIAT and must not be reproduced without authorisation.

| | | | |
|---|---|---|---|
| Scale | 1:500 - A1. | Date | AUG. 2024 |
| Drawn | RAP | | |
| Drwg. No. | 24:1318/2 | Rev. | B |

**APPENDIX 6**

**TRICS DATA FOR INDUSTRIAL ESTATE**

Calculation Reference: AUDIT-735001-250404-0417

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

**TOTAL VEHICLES**

*Selected regions and areas:*

**03 SOUTH WEST**
SM SOMERSET 1 days

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

**Primary Filtering selection:**

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

Parameter: Gross floor area
Actual Range: 12000 to 12000 (units: sqm)
Range Selected by User: 552 to 470200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/24

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

*Selected survey days:*
Wednesday 1 days

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

*Selected survey types:*
Manual count 1 days
Directional ATC Count 0 days

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

*Selected Locations:*
Free Standing (PPS6 Out of Town) 1

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

*Selected Location Sub Categories:*
Out of Town 1

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

*Inclusion of Servicing Vehicles Counts:*
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:**

*Use Class:*
Not Known 1 days

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

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*
1,000 or Less 1 days

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

*Population within 5 miles:*
5,001 to 25,000 1 days

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

*Car ownership within 5 miles:*
0.6 to 1.0 1 days

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

*Travel Plan:*
No 1 days

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

*PTAL Rating:*
No PTAL Present 1 days

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

*LIST OF SITES relevant to selection parameters*

**1** **SM-02-D-01** **INDUSTRIAL ESTATE** **SOMERSET**
A359
YEOVIL
SPARKFORD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 12000 sqm
*Survey date: WEDNESDAY* *03/04/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

## TOTAL VEHICLES

### Calculation factor: 100 sqm

**Estimated TRIP rate value per 4729 SQM shown in shaded columns**
**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 00:30 | | | | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | | | | |
| 07:00 - 07:30 | **1** | **12000** | **0.133** | **6.305** | 1 | 12000 | 0.067 | 3.153 | **1** | **12000** | **0.200** | **9.458** |
| 07:30 - 08:00 | 1 | 12000 | 0.100 | 4.729 | 1 | 12000 | 0.050 | 2.365 | 1 | 12000 | 0.150 | 7.094 |
| 08:00 - 08:30 | 1 | 12000 | 0.125 | 5.911 | 1 | 12000 | 0.008 | 0.394 | 1 | 12000 | 0.133 | 6.305 |
| 08:30 - 09:00 | 1 | 12000 | 0.092 | 4.335 | 1 | 12000 | 0.008 | 0.394 | 1 | 12000 | 0.100 | 4.729 |
| 09:00 - 09:30 | 1 | 12000 | 0.100 | 4.729 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.142 | 6.699 |
| 09:30 - 10:00 | 1 | 12000 | 0.058 | 2.759 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.100 | 4.729 |
| 10:00 - 10:30 | 1 | 12000 | 0.050 | 2.365 | 1 | 12000 | 0.033 | 1.576 | 1 | 12000 | 0.083 | 3.941 |
| 10:30 - 11:00 | 1 | 12000 | 0.008 | 0.394 | 1 | 12000 | 0.008 | 0.394 | 1 | 12000 | 0.016 | 0.788 |
| 11:00 - 11:30 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.059 | 2.758 |
| 11:30 - 12:00 | 1 | 12000 | 0.025 | 1.182 | 1 | 12000 | 0.033 | 1.576 | 1 | 12000 | 0.058 | 2.758 |
| 12:00 - 12:30 | 1 | 12000 | 0.058 | 2.759 | 1 | 12000 | 0.050 | 2.365 | 1 | 12000 | 0.108 | 5.124 |
| 12:30 - 13:00 | 1 | 12000 | 0.067 | 3.153 | 1 | 12000 | 0.092 | 4.335 | 1 | 12000 | 0.159 | 7.488 |
| 13:00 - 13:30 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.034 | 1.576 |
| 13:30 - 14:00 | 1 | 12000 | 0.100 | 4.729 | 1 | 12000 | 0.075 | 3.547 | 1 | 12000 | 0.175 | 8.276 |
| 14:00 - 14:30 | 1 | 12000 | 0.025 | 1.182 | 1 | 12000 | 0.083 | 3.941 | 1 | 12000 | 0.108 | 5.123 |
| 14:30 - 15:00 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.092 | 4.335 | 1 | 12000 | 0.109 | 5.123 |
| 15:00 - 15:30 | 1 | 12000 | 0.000 | 0.000 | 1 | 12000 | 0.025 | 1.182 | 1 | 12000 | 0.025 | 1.182 |
| 15:30 - 16:00 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.033 | 1.576 | 1 | 12000 | 0.075 | 3.546 |
| 16:00 - 16:30 | 1 | 12000 | 0.033 | 1.576 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.075 | 3.546 |
| 16:30 - 17:00 | 1 | 12000 | 0.075 | 3.547 | 1 | 12000 | 0.083 | 3.941 | 1 | 12000 | 0.158 | 7.488 |
| 17:00 - 17:30 | 1 | 12000 | 0.000 | 0.000 | **1** | **12000** | **0.125** | **5.911** | 1 | 12000 | 0.125 | 5.911 |
| 17:30 - 18:00 | 1 | 12000 | 0.025 | 1.182 | 1 | 12000 | 0.075 | 3.547 | 1 | 12000 | 0.100 | 4.729 |
| 18:00 - 18:30 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.042 | 1.970 | 1 | 12000 | 0.059 | 2.758 |
| 18:30 - 19:00 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.017 | 0.788 | 1 | 12000 | 0.034 | 1.576 |
| 19:00 - 19:30 | | | | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | | | | |
| Total Rates: | | | 1.201 | 56.747 | | | 1.184 | 55.958 | | | 2.385 | 112.705 |

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

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

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**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 12000 - 12000 (units: sqm) |
| Survey date date range: | 01/01/16 - 07/06/24 |
| Number of weekdays (Monday-Friday): | 1 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

**APPENDIX 7**

**TRICS DATA FOR PART INDUSTRIAL ESTATE PART COMMERCIAL STORAGE**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
**TOTAL VEHICLES**

*Selected regions and areas:*

**03 SOUTH WEST**
SM SOMERSET 1 days

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

**Primary Filtering selection:**

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

Parameter: Gross floor area
Actual Range: 12000 to 12000 (units: sqm)
Range Selected by User: 552 to 470200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/24

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

*Selected survey days:*
Wednesday 1 days

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

*Selected survey types:*
Manual count 1 days
Directional ATC Count 0 days

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

*Selected Locations:*
Free Standing (PPS6 Out of Town) 1

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

*Selected Location Sub Categories:*
Out of Town 1

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

*Inclusion of Servicing Vehicles Counts:*
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:**

*Use Class:*
Not Known 1 days

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

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*
1,000 or Less 1 days

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

*Population within 5 miles:*
5,001 to 25,000 1 days

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

*Car ownership within 5 miles:*
0.6 to 1.0 1 days

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

*Travel Plan:*
No 1 days

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

*PTAL Rating:*
No PTAL Present 1 days

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

*LIST OF SITES relevant to selection parameters*

**1** **SM-02-D-01** **INDUSTRIAL ESTATE** **SOMERSET**
A359
YEOVIL
SPARKFORD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 12000 sqm
*Survey date: WEDNESDAY* *03/04/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

## TOTAL VEHICLES

### Calculation factor: 100 sqm

**Estimated TRIP rate value per 2470 SQM shown in shaded columns**
**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 00:30 | | | | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | | | | |
| 07:00 - 07:30 | **1** | **12000** | **0.133** | **3.293** | 1 | 12000 | 0.067 | 1.647 | **1** | **12000** | **0.200** | **4.940** |
| 07:30 - 08:00 | 1 | 12000 | 0.100 | 2.470 | 1 | 12000 | 0.050 | 1.235 | 1 | 12000 | 0.150 | 3.705 |
| 08:00 - 08:30 | 1 | 12000 | 0.125 | 3.087 | 1 | 12000 | 0.008 | 0.206 | 1 | 12000 | 0.133 | 3.293 |
| 08:30 - 09:00 | 1 | 12000 | 0.092 | 2.264 | 1 | 12000 | 0.008 | 0.206 | 1 | 12000 | 0.100 | 2.470 |
| 09:00 - 09:30 | 1 | 12000 | 0.100 | 2.470 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.142 | 3.499 |
| 09:30 - 10:00 | 1 | 12000 | 0.058 | 1.441 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.100 | 2.470 |
| 10:00 - 10:30 | 1 | 12000 | 0.050 | 1.235 | 1 | 12000 | 0.033 | 0.823 | 1 | 12000 | 0.083 | 2.058 |
| 10:30 - 11:00 | 1 | 12000 | 0.008 | 0.206 | 1 | 12000 | 0.008 | 0.206 | 1 | 12000 | 0.016 | 0.412 |
| 11:00 - 11:30 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.059 | 1.441 |
| 11:30 - 12:00 | 1 | 12000 | 0.025 | 0.618 | 1 | 12000 | 0.033 | 0.823 | 1 | 12000 | 0.058 | 1.441 |
| 12:00 - 12:30 | 1 | 12000 | 0.058 | 1.441 | 1 | 12000 | 0.050 | 1.235 | 1 | 12000 | 0.108 | 2.676 |
| 12:30 - 13:00 | 1 | 12000 | 0.067 | 1.647 | 1 | 12000 | 0.092 | 2.264 | 1 | 12000 | 0.159 | 3.911 |
| 13:00 - 13:30 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.034 | 0.824 |
| 13:30 - 14:00 | 1 | 12000 | 0.100 | 2.470 | 1 | 12000 | 0.075 | 1.853 | 1 | 12000 | 0.175 | 4.323 |
| 14:00 - 14:30 | 1 | 12000 | 0.025 | 0.618 | 1 | 12000 | 0.083 | 2.058 | 1 | 12000 | 0.108 | 2.676 |
| 14:30 - 15:00 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.092 | 2.264 | 1 | 12000 | 0.109 | 2.676 |
| 15:00 - 15:30 | 1 | 12000 | 0.000 | 0.000 | 1 | 12000 | 0.025 | 0.618 | 1 | 12000 | 0.025 | 0.618 |
| 15:30 - 16:00 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.033 | 0.823 | 1 | 12000 | 0.075 | 1.852 |
| 16:00 - 16:30 | 1 | 12000 | 0.033 | 0.823 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.075 | 1.852 |
| 16:30 - 17:00 | 1 | 12000 | 0.075 | 1.853 | 1 | 12000 | 0.083 | 2.058 | 1 | 12000 | 0.158 | 3.911 |
| 17:00 - 17:30 | 1 | 12000 | 0.000 | 0.000 | **1** | **12000** | **0.125** | **3.087** | 1 | 12000 | 0.125 | 3.087 |
| 17:30 - 18:00 | 1 | 12000 | 0.025 | 0.618 | 1 | 12000 | 0.075 | 1.853 | 1 | 12000 | 0.100 | 2.471 |
| 18:00 - 18:30 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.042 | 1.029 | 1 | 12000 | 0.059 | 1.441 |
| 18:30 - 19:00 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.017 | 0.412 | 1 | 12000 | 0.034 | 0.824 |
| 19:00 - 19:30 | | | | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | | | | |
| Total Rates: | | | 1.201 | 29.643 | | | 1.184 | 29.228 | | | 2.385 | 58.871 |

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

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

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**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 12000 - 12000 (units: sqm) |
| Survey date date range: | 01/01/16 - 07/06/24 |
| Number of weekdays (Monday-Friday): | 1 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 4836 - 49081 (units: sqm) |
| Survey date date range: | 01/01/16 - 19/06/24 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

Calculation Reference: AUDIT-735001-250404-0408

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

## TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| **03** | **SOUTH WEST** | | |
| | DV | DEVON | 1 days |
| **10** | **WALES** | | |
| | NW | NEWPORT | 1 days |

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

**Primary Filtering selection:**

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

| | |
|---|---|
| Parameter: | Gross floor area |
| Actual Range: | 4836 to 49081 (units: sqm) |
| Range Selected by User: | 190 to 105335 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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

*Selected survey days:*

| | |
|---|---|
| Monday | 1 days |
| Wednesday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 2 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Free Standing (PPS6 Out of Town) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |
| Out of Town | 1 |

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

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 1 days - Selected |
| Servicing vehicles Excluded | 1 days - Selected |

**Secondary Filtering selection:**

*Use Class:*

| | |
|---|---|
| B8 | 2 days |

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

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*

| | |
|---|---|
| 1,000 or Less | 1 days |
| 1,001 to 5,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 5,000 or Less | 1 days |
| 100,001 to 125,000 | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 2 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 2 days |

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

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

*LIST OF SITES relevant to selection parameters*

**1** **DV-02-F-03** **LIDL DISTRIBUTION CENTRE** **DEVON**
CHILLPARK BRAKE
NEAR EXETER
CLYST HONITON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 49081 sqm
*Survey date: MONDAY* *22/11/21* *Survey Type: MANUAL*

**2** **NW-02-F-02** **AMAZON DEPOT** **NEWPORT**
LLANWERN WORKS
NEWPORT

Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 4836 sqm
*Survey date: WEDNESDAY* *25/11/20* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## TOTAL VEHICLES

### Calculation factor: 100 sqm

**Estimated TRIP rate value per 2259 SQM shown in shaded columns**
**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | | DEPARTURES | | | | TOTALS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate | No. Days | Ave. GFA | Trip Rate | Estimated Trip Rate |
| 00:00 - 00:30 | | | | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | | | | |
| 05:00 - 05:30 | 1 | 49081 | 0.061 | 1.381 | 1 | 49081 | 0.016 | 0.368 | 1 | 49081 | 0.077 | 1.749 |
| 05:30 - 06:00 | 1 | 49081 | 0.073 | 1.657 | 1 | 49081 | 0.014 | 0.322 | 1 | 49081 | 0.087 | 1.979 |
| 06:00 - 06:30 | 2 | 26959 | 0.039 | 0.880 | 2 | 26959 | 0.033 | 0.754 | 2 | 26959 | 0.072 | 1.634 |
| 06:30 - 07:00 | 2 | 26959 | 0.057 | 1.299 | 2 | 26959 | 0.026 | 0.587 | 2 | 26959 | 0.083 | 1.886 |
| 07:00 - 07:30 | 2 | 26959 | 0.050 | 1.131 | 2 | 26959 | 0.028 | 0.628 | 2 | 26959 | 0.078 | 1.759 |
| 07:30 - 08:00 | 2 | 26959 | 0.065 | 1.466 | 2 | 26959 | 0.037 | 0.838 | 2 | 26959 | 0.102 | 2.304 |
| 08:00 - 08:30 | 2 | 26959 | 0.096 | 2.179 | 2 | 26959 | 0.046 | 1.047 | 2 | 26959 | 0.142 | 3.226 |
| 08:30 - 09:00 | **2** | **26959** | **0.104** | **2.346** | 2 | 26959 | 0.048 | 1.089 | **2** | **26959** | **0.152** | **3.435** |
| 09:00 - 09:30 | 2 | 26959 | 0.080 | 1.802 | 2 | 26959 | 0.046 | 1.047 | 2 | 26959 | 0.126 | 2.849 |
| 09:30 - 10:00 | 2 | 26959 | 0.057 | 1.299 | 2 | 26959 | 0.052 | 1.173 | 2 | 26959 | 0.109 | 2.472 |
| 10:00 - 10:30 | 2 | 26959 | 0.063 | 1.425 | 2 | 26959 | 0.052 | 1.173 | 2 | 26959 | 0.115 | 2.598 |
| 10:30 - 11:00 | 2 | 26959 | 0.041 | 0.922 | 2 | 26959 | 0.050 | 1.131 | 2 | 26959 | 0.091 | 2.053 |
| 11:00 - 11:30 | 2 | 26959 | 0.030 | 0.670 | 2 | 26959 | 0.052 | 1.173 | 2 | 26959 | 0.082 | 1.843 |
| 11:30 - 12:00 | 2 | 26959 | 0.037 | 0.838 | 2 | 26959 | 0.059 | 1.341 | 2 | 26959 | 0.096 | 2.179 |
| 12:00 - 12:30 | 2 | 26959 | 0.033 | 0.754 | 2 | 26959 | 0.065 | 1.466 | 2 | 26959 | 0.098 | 2.220 |
| 12:30 - 13:00 | 2 | 26959 | 0.048 | 1.089 | 2 | 26959 | 0.072 | 1.634 | 2 | 26959 | 0.120 | 2.723 |
| 13:00 - 13:30 | 2 | 26959 | 0.039 | 0.880 | 2 | 26959 | 0.054 | 1.215 | 2 | 26959 | 0.093 | 2.095 |
| 13:30 - 14:00 | 2 | 26959 | 0.032 | 0.712 | **2** | **26959** | **0.074** | **1.676** | 2 | 26959 | 0.106 | 2.388 |
| 14:00 - 14:30 | 2 | 26959 | 0.022 | 0.503 | 2 | 26959 | 0.072 | 1.634 | 2 | 26959 | 0.094 | 2.137 |
| 14:30 - 15:00 | 2 | 26959 | 0.028 | 0.628 | 2 | 26959 | 0.069 | 1.550 | 2 | 26959 | 0.097 | 2.178 |
| 15:00 - 15:30 | 2 | 26959 | 0.019 | 0.419 | 2 | 26959 | 0.028 | 0.628 | 2 | 26959 | 0.047 | 1.047 |
| 15:30 - 16:00 | 2 | 26959 | 0.030 | 0.670 | 2 | 26959 | 0.037 | 0.838 | 2 | 26959 | 0.067 | 1.508 |
| 16:00 - 16:30 | 2 | 26959 | 0.030 | 0.670 | 2 | 26959 | 0.020 | 0.461 | 2 | 26959 | 0.050 | 1.131 |
| 16:30 - 17:00 | 2 | 26959 | 0.037 | 0.838 | 2 | 26959 | 0.028 | 0.628 | 2 | 26959 | 0.065 | 1.466 |
| 17:00 - 17:30 | 2 | 26959 | 0.037 | 0.838 | 2 | 26959 | 0.050 | 1.131 | 2 | 26959 | 0.087 | 1.969 |
| 17:30 - 18:00 | 2 | 26959 | 0.033 | 0.754 | 2 | 26959 | 0.045 | 1.006 | 2 | 26959 | 0.078 | 1.760 |
| 18:00 - 18:30 | 2 | 26959 | 0.022 | 0.503 | 2 | 26959 | 0.033 | 0.754 | 2 | 26959 | 0.055 | 1.257 |
| 18:30 - 19:00 | 2 | 26959 | 0.009 | 0.209 | 2 | 26959 | 0.026 | 0.587 | 2 | 26959 | 0.035 | 0.796 |
| 19:00 - 19:30 | 1 | 49081 | 0.014 | 0.322 | 1 | 49081 | 0.020 | 0.460 | 1 | 49081 | 0.034 | 0.782 |
| 19:30 - 20:00 | 1 | 49081 | 0.010 | 0.230 | 1 | 49081 | 0.006 | 0.138 | 1 | 49081 | 0.016 | 0.368 |
| 20:00 - 20:30 | 1 | 49081 | 0.024 | 0.552 | 1 | 49081 | 0.008 | 0.184 | 1 | 49081 | 0.032 | 0.736 |
| 20:30 - 21:00 | 1 | 49081 | 0.010 | 0.230 | 1 | 49081 | 0.022 | 0.506 | 1 | 49081 | 0.032 | 0.736 |
| 21:00 - 21:30 | | | | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | | | | |
| Total Rates: | | | 1.330 | 30.096 | | | 1.288 | 29.167 | | | 2.618 | 59.263 |

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

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

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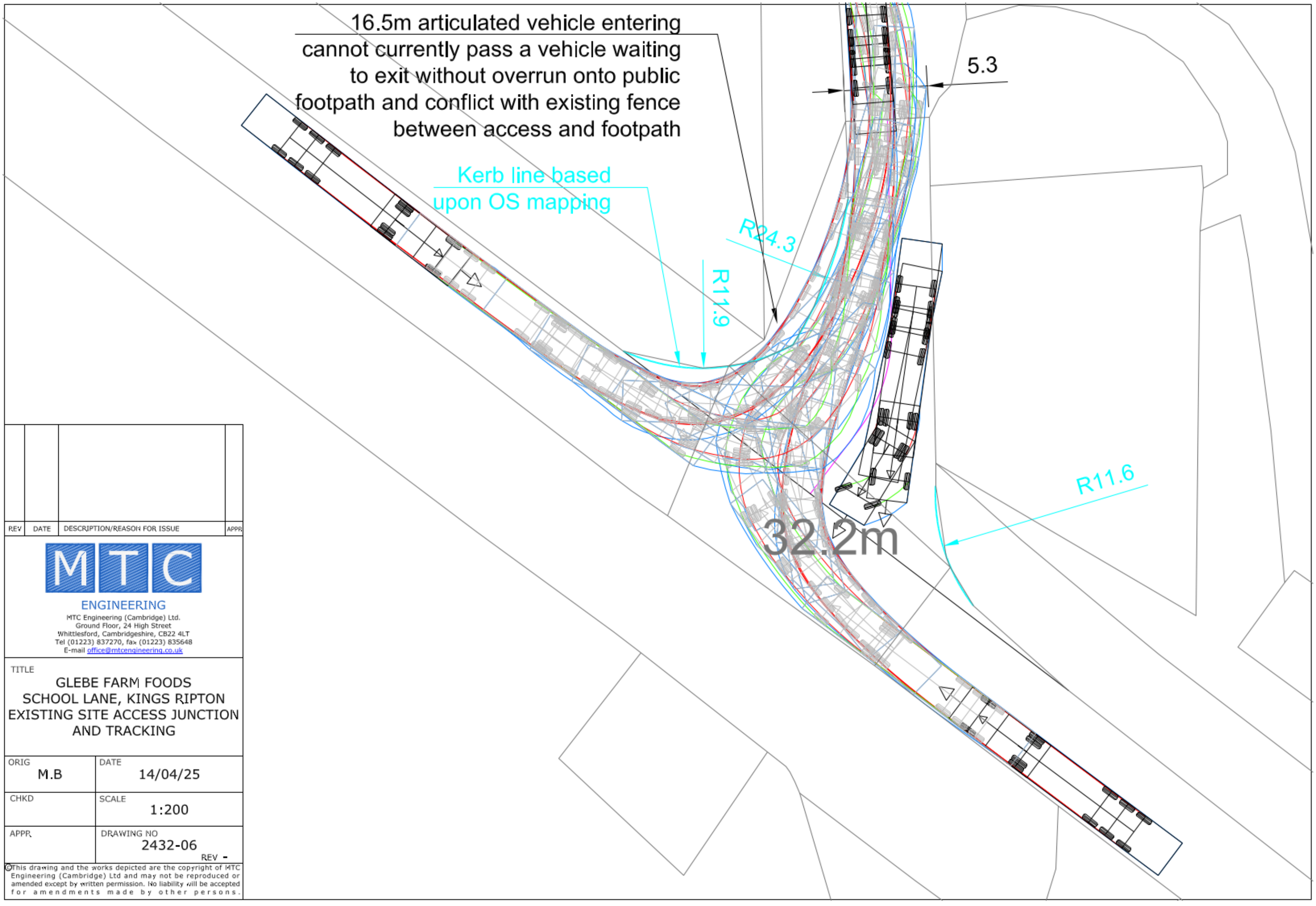
**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 4836 - 49081 (units: sqm) |
| Survey date date range: | 01/01/16 - 19/06/24 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

## APPENDIX 8

## EXISTING SITE ACCESS DIMENSIONS AND TRACKING




| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|

MTC
ENGINEERING
MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE

# GLEBE FARM FOODS
# SCHOOL LANE, KINGS RIPTON
# EXISTING SITE ACCESS JUNCTION AND TRACKING

| ORIG | DATE |
|---|---|
| M.B | 14/04/25 |
| CHKD | SCALE 1:200 |
| APPR | DRAWING NO 2432-06 REV - |

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**APPENDIX 9**

**UPGRADED SITE ACCESS DIMENSIONS AND VISIBILITY PLAN**

**PRELIMINARY DESIGN**
NOT FOR CONSTRUCTION

| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|


MTC
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Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
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E-mail office@mtcengineering.co.uk


PROJECT
GLEBE FARM FOODS,
SCHOOL LANE, KINGS RIPTON

TITLE
UPDATED SITE ACCESS GEOMETRY AND VISIBILITY SPLAYS

| ORIG | DATE |
|---|---|
| MJB | 11-04-25 |
| CHKD | SCALE 1:200, 1:500 |
| APPR | DRAWING NO 3432-04 REV - |


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2.4 by 215m Vis Splay

32.2m

ESS

Track

8

Existing kerbline/access edge retained on western side of access to ensure no impact upon public footpath 139/2, with existing fence separating the footpath from the access on entry to be retained

R24.3

R11.9

Replacement access gates to be set at least 20m into access and set to open into the site to permit a waiting articulated vehicle to be clear of the B1090 whilst opening.

Eastern kerbline widened by extension of wider section at ESS access with 15m radii and 1 in 15 taper added at junction with B1090

R15

1 in 15 taper

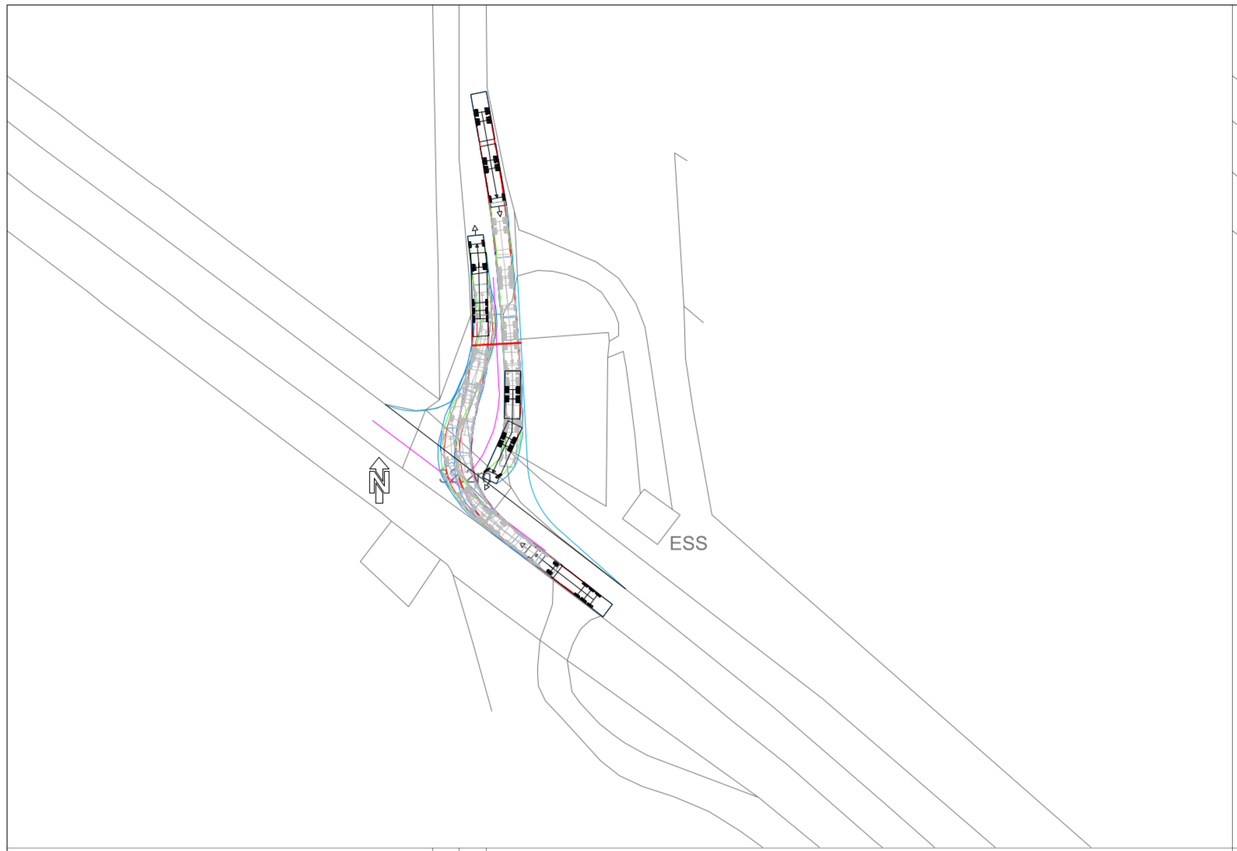

2.4 by 215m Vis Splay

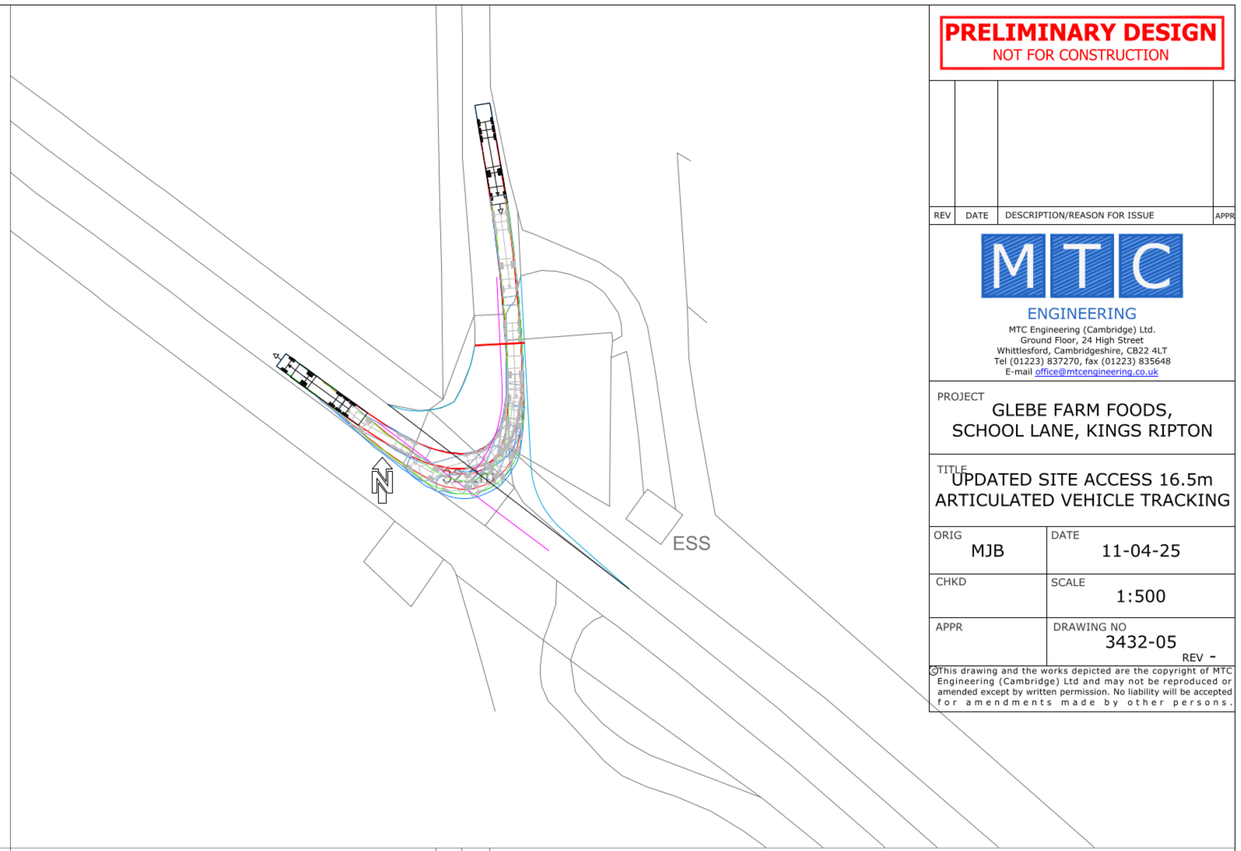
32.2m

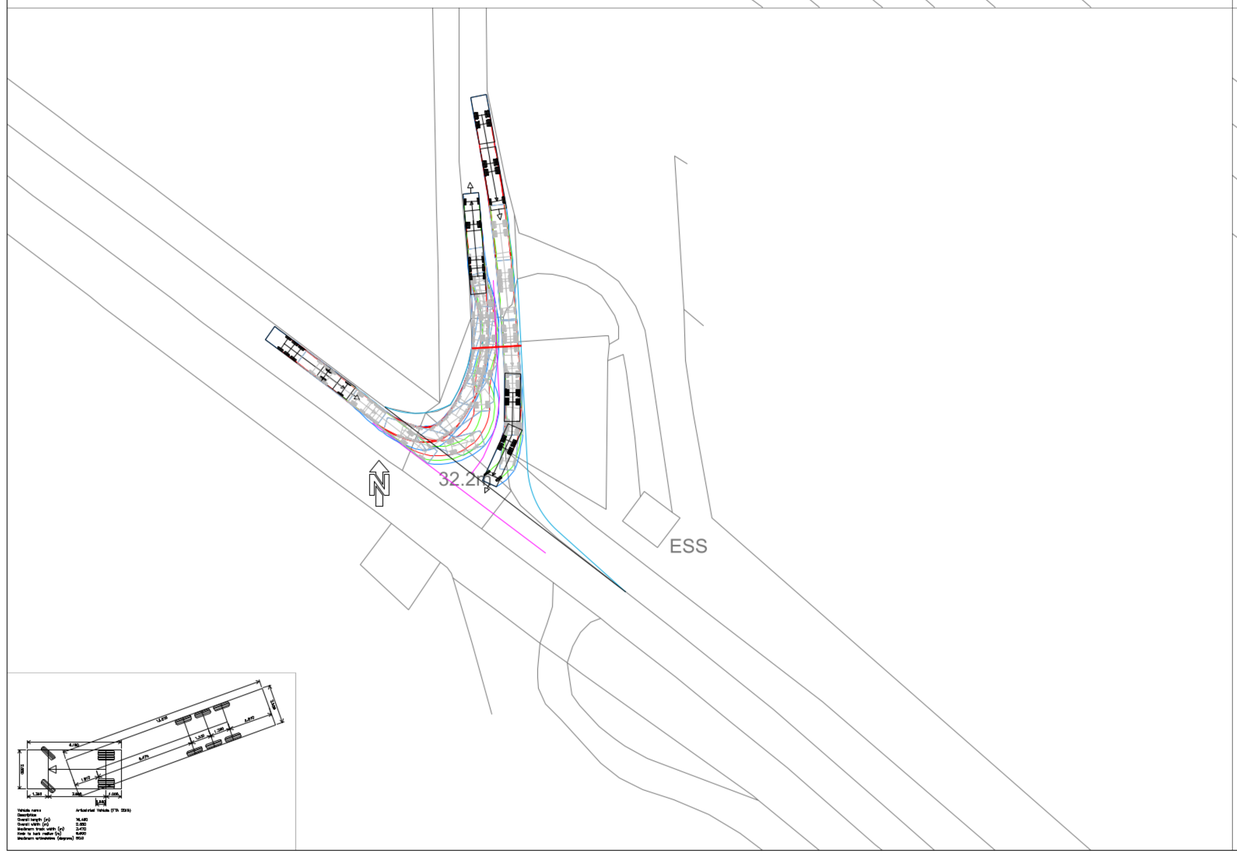
ESS

**APPENDIX 10**

**UPGRADED SITE ACCESS TRACKING PLAN**









**PRELIMINARY DESIGN**
NOT FOR CONSTRUCTION

| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
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PROJECT
GLEBE FARM FOODS,
SCHOOL LANE, KINGS RIPTON

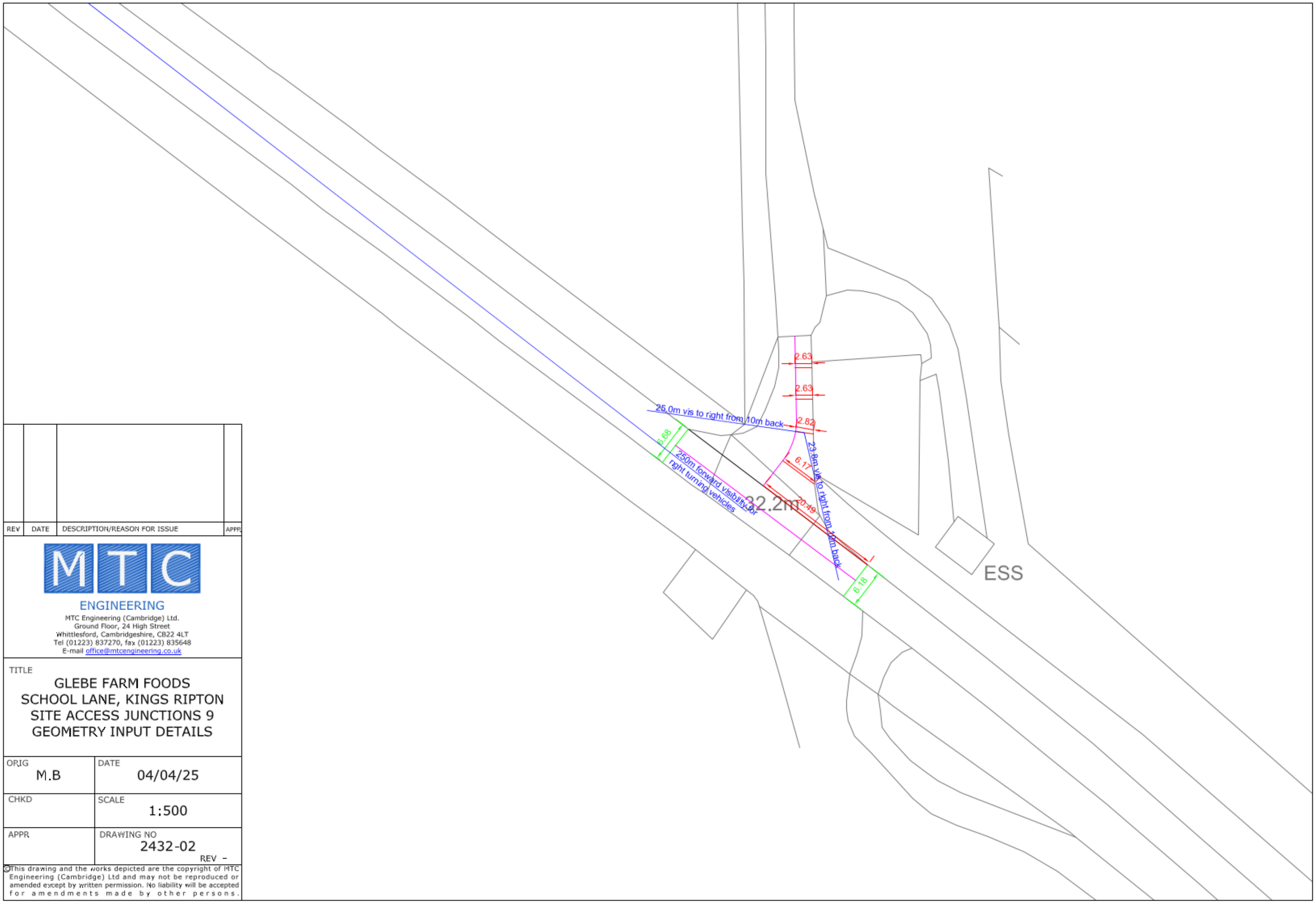
TITLE
UPDATED SITE ACCESS 16.5m
ARTICULATED VEHICLE TRACKING

| ORIG | DATE |
|---|---|
| MJB | 11-04-25 |
| CHKD | SCALE 1:500 |
| APPR | DRAWING NO 3432-05 REV - |

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## APPENDIX 11

## JUNCTIONS 9 GEOMETRY DATA FOR EXISTING SITE ACCESS




| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|

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E-mail office@mtcengineering.co.uk

TITLE

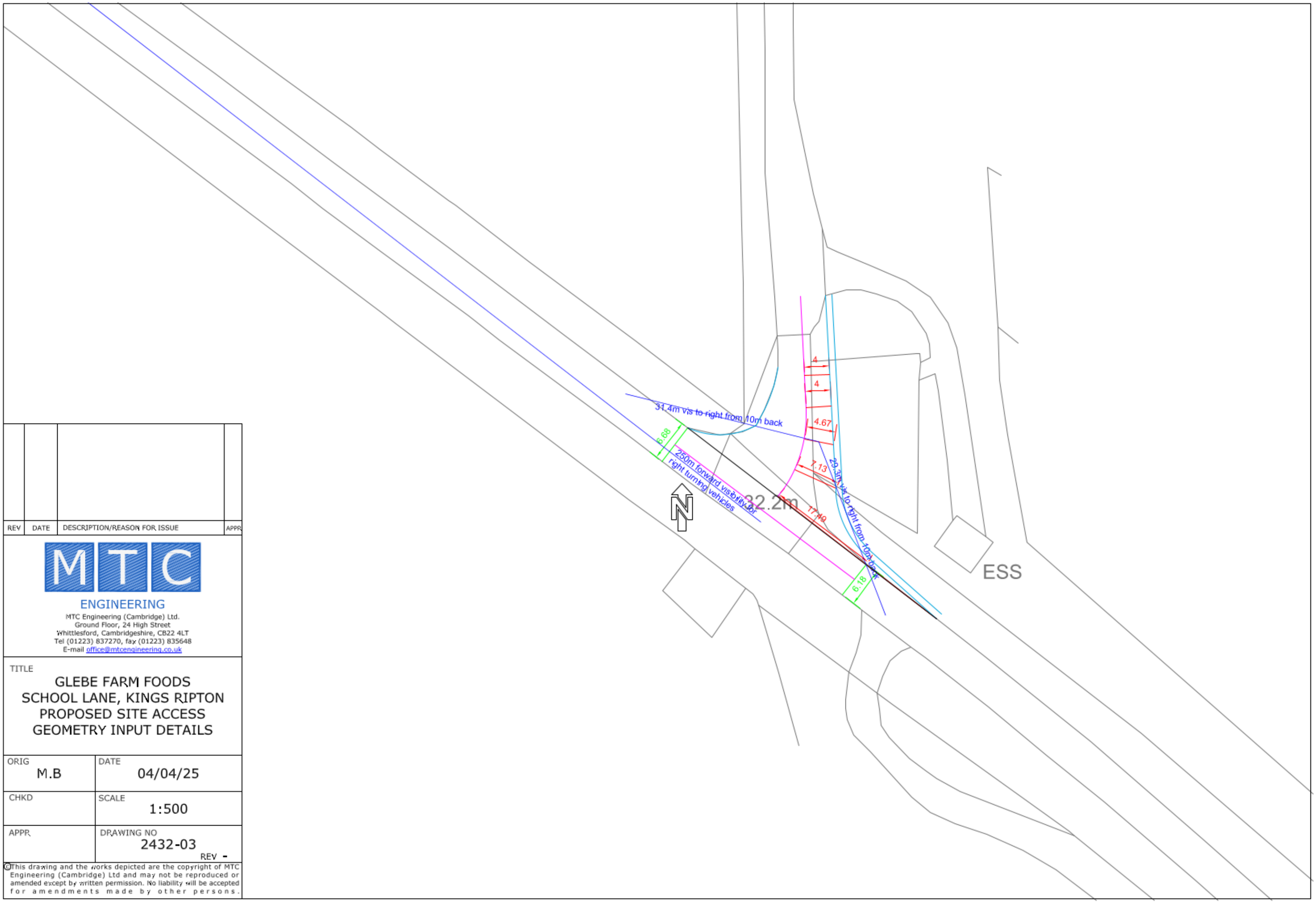
# GLEBE FARM FOODS
# SCHOOL LANE, KINGS RIPTON
# SITE ACCESS JUNCTIONS 9
# GEOMETRY INPUT DETAILS

| ORIG | DATE |
|---|---|
| M.B | 04/04/25 |
| CHKD | SCALE 1:500 |
| APPR | DRAWING NO 2432-02 REV - |

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**APPENDIX 12**

**JUNCTIONS 9 GEOMETRY DATA FOR PROPOSED SITE ACCESS**




| REV | DATE | DESCRIPTION/REASON FOR ISSUE | APPR |
|---|---|---|---|

MTC ENGINEERING
MTC Engineering (Cambridge) Ltd.
Ground Floor, 24 High Street
Whittlesford, Cambridgeshire, CB22 4LT
Tel (01223) 837270, fax (01223) 835648
E-mail office@mtcengineering.co.uk

TITLE

# GLEBE FARM FOODS
# SCHOOL LANE, KINGS RIPTON
# PROPOSED SITE ACCESS
# GEOMETRY INPUT DETAILS

| ORIG | DATE |
|---|---|
| M.B | 04/04/25 |
| CHKD | SCALE 1:500 |
| APPR | DRAWING NO 2432-03 REV - |

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**APPENDIX 13**

**JUNCTIONS 9 CAPACITY SIMULATION RESULTS**

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** 3432 - Site Access Junction - Existing.j9
**Path:** C:\Users\Mike\MTC Engineering\MTC Work - Documents\Junction Models\3432 - Glebe Farm, School Lane, Kings Ripton
**Report generation date:** 14/04/2025 10:52:31

---

»Existing - 2025 - Existing, AM
»Existing - 2025 - Existing, PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | Existing - 2025 - Existing | | | | | | | | | | | |
| Stream B-C | D1 | 0.0 | 8.19 | 0.02 | A | 172 % [Stream B-A] | D2 | 0.1 | 8.48 | 0.05 | A | 151 % [Stream B-A] |
| Stream B-A | | 0.0 | 9.71 | 0.01 | A | | | 0.0 | 10.52 | 0.02 | B | |
| Stream C-AB | | 0.0 | 5.14 | 0.03 | A | | | 0.0 | 4.52 | 0.01 | A | |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 04/04/2025 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | TABLET-NT2BHHR7\Mike |
| Description | |

### Units

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

### Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2025 - Existing | AM | DIRECT | 07:00 | 08:30 | 90 | 15 | ✓ |
| D2 | 2025 - Existing | PM | DIRECT | 16:00 | 17:30 | 90 | 15 | ✓ |

## Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|---|---|---|---|---|
| A1 | Existing | ✓ | 100.000 | 100.000 |

# Existing - 2025 - Existing, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Glebe Farm Foods Access | T-Junction | Two-way | | 0.13 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 172 | Stream B-A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | B1090 Northwest | | Major |
| B | Glebe Farm Foods Access | | Minor |
| C | B1090 Southeast | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.43 | | | 250.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B | One lane plus flare | 10.00 | 6.17 | 2.82 | 2.63 | 2.63 | ✓ | 1.00 | 24 | 25 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 127.300 | 0.091 | 0.230 | 0.145 | 0.329 |
| B-C | 176.610 | 0.106 | 0.269 | - | - |
| C-B | 179.685 | 0.273 | 0.273 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2025 - Existing | AM | DIRECT | 07:00 | 08:30 | 90 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|---|
| ✓ | ✓ | PCU Factors | 2.00 | ✓ |

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|---|---|---|---|---|
| A | | DIRECT | ✓ | 100.000 |
| B | | DIRECT | ✓ | 100.000 |
| C | | DIRECT | ✓ | 100.000 |

# Origin-Destination Data

**07:00 - 07:15**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 42.20 |
| | B | 0.00 | 0.00 | 0.00 |
| | C | 32.00 | 0.00 | 0.00 |

**07:15 - 07:30**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 71.30 |
| | B | 0.00 | 0.00 | 0.00 |
| | C | 47.80 | 4.00 | 0.00 |

**07:30 - 07:45**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 108.40 |
| | B | 1.00 | 0.00 | 2.50 |
| | C | 54.60 | 0.20 | 0.00 |

**07:45 - 08:00**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.00 | 107.80 |
| | B | 0.00 | 0.00 | 0.00 |
| | C | 49.50 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 94.80 |
| | B | 0.00 | 0.00 | 0.00 |
| | C | 89.00 | 1.00 | 0.00 |

**Demand (PCU/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.00 | 113.70 |
| | B | 1.00 | 0.00 | 0.00 |
| | C | 70.00 | 1.00 | 0.00 |

# Vehicle Mix

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 25 |
| | C | 5 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/TS) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.02 | 8.19 | 0.0 | A | 0.42 | 2.50 |
| B-A | 0.01 | 9.71 | 0.0 | A | 0.33 | 2.00 |
| C-AB | 0.03 | 5.14 | 0.0 | A | 2.40 | 14.43 |
| C-A | | | | | 56.45 | 338.67 |
| A-B | | | | | 1.33 | 8.00 |
| A-C | | | | | 89.70 | 538.20 |

## Main Results for each time segment

**07:00 - 07:15**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 165.17 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0.00 | 0.00 | 112.87 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 0.00 | 0.00 | 167.88 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 32.00 | 32.00 | | | 32.00 | | | | |
| A-B | 1.00 | 1.00 | | | 1.00 | | | | |
| A-C | 42.20 | 42.20 | | | 42.20 | | | | |

**07:15 - 07:30**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 157.35 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0.00 | 0.00 | 102.58 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5.34 | 5.34 | 190.74 | 0.028 | 5.30 | 0.0 | 0.0 | 4.909 | A |
| C-A | 46.46 | 46.46 | | | 46.46 | | | | |
| A-B | 1.00 | 1.00 | | | 1.00 | | | | |
| A-C | 71.30 | 71.30 | | | 71.30 | | | | |

### 07:30 - 07:45

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 2.50 | 2.50 | 139.84 | 0.018 | 2.48 | 0.0 | 0.0 | 8.189 | A |
| B-A | 1.00 | 1.00 | 95.76 | 0.010 | 0.99 | 0.0 | 0.0 | 9.495 | A |
| C-AB | 0.29 | 0.29 | 186.46 | 0.002 | 0.33 | 0.0 | 0.0 | 4.893 | A |
| C-A | 54.51 | 54.51 | | | 54.51 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 108.40 | 108.40 | | | 108.40 | | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 139.64 | 0.000 | 0.02 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0.00 | 0.00 | 96.09 | 0.000 | 0.01 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5.49 | 5.49 | 182.72 | 0.030 | 5.45 | 0.0 | 0.0 | 5.140 | A |
| C-A | 48.01 | 48.01 | | | 48.01 | | | | |
| A-B | 2.00 | 2.00 | | | 2.00 | | | | |
| A-C | 107.80 | 107.80 | | | 107.80 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 151.15 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0.00 | 0.00 | 92.27 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 1.74 | 1.74 | 212.37 | 0.008 | 1.77 | 0.0 | 0.0 | 4.335 | A |
| C-A | 88.26 | 88.26 | | | 88.26 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 94.80 | 94.80 | | | 94.80 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 132.65 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| B-A | 1.00 | 1.00 | 93.70 | 0.011 | 0.99 | 0.0 | 0.0 | 9.705 | A |
| C-AB | 1.56 | 1.56 | 194.58 | 0.008 | 1.56 | 0.0 | 0.0 | 4.746 | A |
| C-A | 69.44 | 69.44 | | | 69.44 | | | | |
| A-B | 4.00 | 4.00 | | | 4.00 | | | | |
| A-C | 113.70 | 113.70 | | | 113.70 | | | | |

# Existing - 2025 - Existing, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Glebe Farm Foods Access | T-Junction | Two-way | | 0.24 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 151 | Stream B-A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | 2025 - Existing | PM | DIRECT | 16:00 | 17:30 | 90 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|---|
| ✓ | ✓ | PCU Factors | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|---|---|---|---|---|
| A | | DIRECT | ✓ | 100.000 |
| B | | DIRECT | ✓ | 100.000 |
| C | | DIRECT | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 48.30 |
| | B | 2.00 | 0.00 | 4.30 |
| | C | 70.50 | 0.00 | 0.00 |

**16:15 - 16:30**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 118.10 |
| | B | 1.00 | 0.00 | 7.60 |
| | C | 84.40 | 0.00 | 0.00 |

**16:30 - 16:45**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.40 | 102.90 |
| | B | 2.00 | 0.00 | 3.00 |
| | C | 85.50 | 1.00 | 0.00 |

16:45 - 17:00

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 95.50 |
| | B | 0.00 | 0.00 | 2.00 |
| | C | 71.90 | 1.00 | 0.00 |

17:00 - 17:15

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 78.50 |
| | B | 2.40 | 0.00 | 1.00 |
| | C | 84.00 | 1.00 | 0.00 |

17:15 - 17:30

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 91.00 |
| | B | 1.00 | 0.00 | 0.00 |
| | C | 105.70 | 0.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 24 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/TS) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.05 | 8.48 | 0.1 | A | 2.98 | 17.90 |
| B-A | 0.02 | 10.52 | 0.0 | B | 1.40 | 8.40 |
| C-AB | 0.01 | 4.52 | 0.0 | A | 0.82 | 4.92 |
| C-A | | | | | 83.35 | 500.08 |
| A-B | | | | | 1.07 | 6.40 |
| A-C | | | | | 89.05 | 534.30 |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.30 | 4.30 | 154.25 | 0.028 | 4.26 | 0.0 | 0.0 | 7.414 | A |
| B-A | 2.00 | 2.00 | 108.54 | 0.018 | 1.98 | 0.0 | 0.0 | 8.445 | A |
| C-AB | 0.00 | 0.00 | 166.49 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 70.50 | 70.50 | | | 70.50 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 48.30 | 48.30 | | | 48.30 | | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 7.60 | 7.60 | 138.77 | 0.055 | 7.56 | 0.0 | 0.1 | 8.476 | A |
| B-A | 1.00 | 1.00 | 86.53 | 0.012 | 1.01 | 0.0 | 0.0 | 10.523 | B |
| C-AB | 0.00 | 0.00 | 147.14 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-A | 84.40 | 84.40 | | | 84.40 | | | | |
| A-B | 1.00 | 1.00 | | | 1.00 | | | | |
| A-C | 118.10 | 118.10 | | | 118.10 | | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 3.00 | 3.00 | 138.69 | 0.022 | 3.04 | 0.1 | 0.0 | 8.202 | A |
| B-A | 2.00 | 2.00 | 94.94 | 0.021 | 1.99 | 0.0 | 0.0 | 9.681 | A |
| C-AB | 1.70 | 1.70 | 207.52 | 0.008 | 1.69 | 0.0 | 0.0 | 4.376 | A |
| C-A | 84.80 | 84.80 | | | 84.80 | | | | |
| A-B | 3.40 | 3.40 | | | 3.40 | | | | |
| A-C | 102.90 | 102.90 | | | 102.90 | | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 2.00 | 2.00 | 145.11 | 0.014 | 2.01 | 0.0 | 0.0 | 7.773 | A |
| B-A | 0.00 | 0.00 | 93.23 | 0.000 | 0.02 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 1.56 | 1.56 | 200.95 | 0.008 | 1.56 | 0.0 | 0.0 | 4.516 | A |
| C-A | 71.34 | 71.34 | | | 71.34 | | | | |
| A-B | 0.00 | 0.00 | | | 0.00 | | | | |
| A-C | 95.50 | 95.50 | | | 95.50 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.00 | 1.00 | 145.73 | 0.007 | 1.01 | 0.0 | 0.0 | 7.688 | A |
| B-A | 2.40 | 2.40 | 99.02 | 0.024 | 2.38 | 0.0 | 0.0 | 9.310 | A |
| C-AB | 1.66 | 1.66 | 212.48 | 0.008 | 1.66 | 0.0 | 0.0 | 4.271 | A |
| C-A | 83.34 | 83.34 | | | 83.34 | | | | |
| A-B | 1.00 | 1.00 | | | 1.00 | | | | |
| A-C | 78.50 | 78.50 | | | 78.50 | | | | |

**17:15 - 17:30**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.00 | 0.00 | 138.49 | 0.000 | 0.01 | 0.0 | 0.0 | 0.000 | A |
| B-A | 1.00 | 1.00 | 94.39 | 0.011 | 1.01 | 0.0 | 0.0 | 9.641 | A |
| C-AB | 0.00 | 0.00 | 154.54 | 0.000 | 0.01 | 0.0 | 0.0 | 0.000 | A |
| C-A | 105.70 | 105.70 | | | 105.70 | | | | |
| A-B | 1.00 | 1.00 | | | 1.00 | | | | |
| A-C | 91.00 | 91.00 | | | 91.00 | | | | |

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** 3432 - Site Access Junction - Proposed.j9
**Path:** C:\Users\Mike\MTC Engineering\MTC Work - Documents\Junction Models\3432 - Glebe Farm, School Lane, Kings Ripton
**Report generation date:** 14/04/2025 10:50:46

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»Proposed - 2025 - Existing Plus B2/B8, AM
»Proposed - 2025 - Existing Plus B2/B8, PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | Proposed - 2025 - Existing Plus B2/B8 | | | | | | | | | | | |
| Stream B-C | D1 | 0.0 | 7.72 | 0.03 | A | 166 % [Stream B-A] | D2 | 0.1 | 8.48 | 0.05 | A | 136 % [Stream B-A] |
| Stream B-A | | 0.0 | 10.19 | 0.01 | B | | | 0.0 | 11.02 | 0.04 | B | |
| Stream C-AB | | 0.0 | 5.18 | 0.03 | A | | | 0.0 | 4.53 | 0.01 | A | |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 04/04/2025 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | TABLET-NT2BHHR7\Mike |
| Description | |

### Units

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

### Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2025 - Existing Plus B2/B8 | AM | DIRECT | 07:00 | 08:30 | 90 | 15 | ✓ |
| D2 | 2025 - Existing Plus B2/B8 | PM | DIRECT | 16:00 | 17:30 | 90 | 15 | ✓ |

## Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|---|---|---|---|---|
| A1 | Proposed | ✓ | 100.000 | 100.000 |

# Proposed - 2025 - Existing Plus B2/B8, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Glebe Farm Foods Access | T-Junction | Two-way | | 0.22 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 166 | Stream B-A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | B1090 Northwest | | Major |
| B | Glebe Farm Foods Access | | Minor |
| C | B1090 Southeast | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.43 | | | 250.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B | One lane plus flare | 10.00 | 7.13 | 4.67 | 4.00 | 4.00 | ✓ | 2.00 | 31 | 29 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 117.706 | 0.084 | 0.213 | 0.134 | 0.304 |
| B-C | 185.260 | 0.111 | 0.282 | - | - |
| C-B | 179.685 | 0.273 | 0.273 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D1 | 2025 - Existing Plus B2/B8 | AM | DIRECT | 07:00 | 08:30 | 90 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|---|
| ✓ | ✓ | PCU Factors | 2.00 | ✓ |

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|---|---|---|---|---|
| A | | DIRECT | ✓ | 100.000 |
| B | | DIRECT | ✓ | 100.000 |
| C | | DIRECT | ✓ | 100.000 |

# Origin-Destination Data

**07:00 - 07:15**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.06 | 42.20 |
| | B | 0.00 | 0.00 | 0.71 |
| | C | 32.00 | 0.24 | 0.00 |

**07:15 - 07:30**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.75 | 71.30 |
| | B | 0.00 | 0.00 | 1.17 |
| | C | 47.80 | 4.39 | 0.00 |

**07:30 - 07:45**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.35 | 108.40 |
| | B | 1.00 | 0.00 | 4.07 |
| | C | 54.60 | 0.72 | 0.00 |

**07:45 - 08:00**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 4.30 | 107.80 |
| | B | 0.00 | 0.00 | 1.53 |
| | C | 49.50 | 4.51 | 0.00 |

**08:00 - 08:15**

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 2.60 | 94.80 |
| | B | 0.00 | 0.00 | 1.74 |
| | C | 89.00 | 1.58 | 0.00 |

**Demand (PCU/TS)**

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.67 | 113.70 |
| | B | 1.00 | 0.00 | 1.78 |
| | C | 70.00 | 1.59 | 0.00 |

# Vehicle Mix

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 25 |
| | C | 5 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/TS) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.03 | 7.72 | 0.0 | A | 1.83 | 10.99 |
| B-A | 0.01 | 10.19 | 0.0 | B | 0.33 | 2.00 |
| C-AB | 0.03 | 5.18 | 0.0 | A | 3.10 | 18.62 |
| C-A | | | | | 56.22 | 337.31 |
| A-B | | | | | 3.46 | 20.73 |
| A-C | | | | | 89.70 | 538.20 |

## Main Results for each time segment

**07:00 - 07:15**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.71 | 0.71 | 173.14 | 0.004 | 0.70 | 0.0 | 0.0 | 6.523 | A |
| B-A | 0.00 | 0.00 | 104.20 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 0.28 | 0.28 | 187.67 | 0.002 | 0.28 | 0.0 | 0.0 | 4.839 | A |
| C-A | 31.95 | 31.95 | | | 31.95 | | | | |
| A-B | 2.06 | 2.06 | | | 2.06 | | | | |
| A-C | 42.20 | 42.20 | | | 42.20 | | | | |

**07:15 - 07:30**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.17 | 1.17 | 164.86 | 0.007 | 1.16 | 0.0 | 0.0 | 6.871 | A |
| B-A | 0.00 | 0.00 | 94.58 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5.86 | 5.86 | 190.31 | 0.031 | 5.82 | 0.0 | 0.0 | 4.933 | A |
| C-A | 46.33 | 46.33 | | | 46.33 | | | | |
| A-B | 2.75 | 2.75 | | | 2.75 | | | | |
| A-C | 71.30 | 71.30 | | | 71.30 | | | | |

### 07:30 - 07:45

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.07 | 4.07 | 154.68 | 0.026 | 4.04 | 0.0 | 0.0 | 7.468 | A |
| B-A | 1.00 | 1.00 | 89.76 | 0.011 | 0.99 | 0.0 | 0.0 | 10.136 | B |
| C-AB | 1.03 | 1.03 | 185.90 | 0.006 | 1.07 | 0.0 | 0.0 | 4.927 | A |
| C-A | 54.29 | 54.29 | | | 54.29 | | | | |
| A-B | 2.35 | 2.35 | | | 2.35 | | | | |
| A-C | 108.40 | 108.40 | | | 108.40 | | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.53 | 1.53 | 154.31 | 0.010 | 1.55 | 0.0 | 0.0 | 7.367 | A |
| B-A | 0.00 | 0.00 | 86.52 | 0.000 | 0.01 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 6.20 | 6.20 | 182.16 | 0.034 | 6.16 | 0.0 | 0.0 | 5.178 | A |
| C-A | 47.82 | 47.82 | | | 47.82 | | | | |
| A-B | 4.30 | 4.30 | | | 4.30 | | | | |
| A-C | 107.80 | 107.80 | | | 107.80 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.74 | 1.74 | 158.26 | 0.011 | 1.73 | 0.0 | 0.0 | 7.186 | A |
| B-A | 0.00 | 0.00 | 84.92 | 0.000 | 0.00 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 2.75 | 2.75 | 211.80 | 0.013 | 2.78 | 0.0 | 0.0 | 4.370 | A |
| C-A | 87.83 | 87.83 | | | 87.83 | | | | |
| A-B | 2.60 | 2.60 | | | 2.60 | | | | |
| A-C | 94.80 | 94.80 | | | 94.80 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.78 | 1.78 | 147.55 | 0.012 | 1.78 | 0.0 | 0.0 | 7.717 | A |
| B-A | 1.00 | 1.00 | 89.29 | 0.011 | 0.99 | 0.0 | 0.0 | 10.190 | B |
| C-AB | 2.50 | 2.50 | 193.96 | 0.013 | 2.50 | 0.0 | 0.0 | 4.785 | A |
| C-A | 69.10 | 69.10 | | | 69.10 | | | | |
| A-B | 6.67 | 6.67 | | | 6.67 | | | | |
| A-C | 113.70 | 113.70 | | | 113.70 | | | | |

# Proposed - 2025 - Existing Plus B2/B8, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Glebe Farm Foods Access | T-Junction | Two-way | | 0.39 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 136 | Stream B-A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|---|
| D2 | 2025 - Existing Plus B2/B8 | PM | DIRECT | 16:00 | 17:30 | 90 | 15 | ✓ |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|---|
| ✓ | ✓ | PCU Factors | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|---|---|---|---|---|
| A | | DIRECT | ✓ | 100.000 |
| B | | DIRECT | ✓ | 100.000 |
| C | | DIRECT | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

**Demand (PCU/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.33 | 48.30 |
| | B | 3.34 | 0.00 | 4.63 |
| | C | 70.50 | 0.17 | 0.00 |

**16:15 - 16:30**

**Demand (PCU/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.57 | 118.10 |
| | B | 3.27 | 0.00 | 8.17 |
| | C | 84.40 | 0.28 | 0.00 |

**16:30 - 16:45**

**Demand (PCU/TS)**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 3.93 | 102.90 |
| | B | 4.11 | 0.00 | 3.53 |
| | C | 85.50 | 1.26 | 0.00 |

16:45 - 17:00

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.46 | 95.50 |
| | B | 1.82 | 0.00 | 2.46 |
| | C | 71.90 | 1.23 | 0.00 |

17:00 - 17:15

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.45 | 78.50 |
| | B | 4.20 | 0.00 | 1.45 |
| | C | 84.00 | 1.22 | 0.00 |

17:15 - 17:30

Demand (PCU/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.53 | 91.00 |
| | B | 3.12 | 0.00 | 0.53 |
| | C | 105.70 | 0.27 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 24 |
| | C | 0 | 0 | 0 |

# Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/TS) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.05 | 8.48 | 0.1 | A | 3.46 | 20.77 |
| B-A | 0.04 | 11.02 | 0.0 | B | 3.31 | 19.86 |
| C-AB | 0.01 | 4.53 | 0.0 | A | 1.22 | 7.34 |
| C-A | | | | | 83.18 | 499.09 |
| A-B | | | | | 1.54 | 9.27 |
| A-C | | | | | 89.05 | 534.30 |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.63 | 4.63 | 161.70 | 0.029 | 4.60 | 0.0 | 0.0 | 7.078 | A |
| B-A | 3.34 | 3.34 | 107.71 | 0.031 | 3.31 | 0.0 | 0.0 | 8.617 | A |
| C-AB | 0.25 | 0.25 | 210.83 | 0.001 | 0.25 | 0.0 | 0.0 | 4.276 | A |
| C-A | 70.42 | 70.42 | | | 70.42 | | | | |
| A-B | 0.33 | 0.33 | | | 0.33 | | | | |
| A-C | 48.30 | 48.30 | | | 48.30 | | | | |

### 16:15 - 16:30

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 8.17 | 8.17 | 149.15 | 0.055 | 8.13 | 0.0 | 0.1 | 7.886 | A |
| B-A | 3.27 | 3.27 | 84.94 | 0.038 | 3.26 | 0.0 | 0.0 | 11.017 | B |
| C-AB | 0.48 | 0.48 | 203.82 | 0.002 | 0.48 | 0.0 | 0.0 | 4.429 | A |
| C-A | 84.20 | 84.20 | | | 84.20 | | | | |
| A-B | 1.57 | 1.57 | | | 1.57 | | | | |
| A-C | 118.10 | 118.10 | | | 118.10 | | | | |

### 16:30 - 16:45

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 3.53 | 3.53 | 140.21 | 0.025 | 3.57 | 0.1 | 0.0 | 8.144 | A |
| B-A | 4.11 | 4.11 | 96.15 | 0.043 | 4.11 | 0.0 | 0.0 | 9.778 | A |
| C-AB | 2.15 | 2.15 | 207.40 | 0.010 | 2.14 | 0.0 | 0.0 | 4.388 | A |
| C-A | 84.61 | 84.61 | | | 84.61 | | | | |
| A-B | 3.93 | 3.93 | | | 3.93 | | | | |
| A-C | 102.90 | 102.90 | | | 102.90 | | | | |

### 16:45 - 17:00

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 2.46 | 2.46 | 149.06 | 0.016 | 2.47 | 0.0 | 0.0 | 7.590 | A |
| B-A | 1.82 | 1.82 | 96.46 | 0.019 | 1.85 | 0.0 | 0.0 | 9.516 | A |
| C-AB | 1.92 | 1.92 | 200.85 | 0.010 | 1.92 | 0.0 | 0.0 | 4.529 | A |
| C-A | 71.21 | 71.21 | | | 71.21 | | | | |
| A-B | 0.46 | 0.46 | | | 0.46 | | | | |
| A-C | 95.50 | 95.50 | | | 95.50 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 1.45 | 1.45 | 136.83 | 0.011 | 1.46 | 0.0 | 0.0 | 8.217 | A |
| B-A | 4.20 | 4.20 | 109.39 | 0.038 | 4.18 | 0.0 | 0.0 | 8.553 | A |
| C-AB | 2.03 | 2.03 | 212.38 | 0.010 | 2.03 | 0.0 | 0.0 | 4.281 | A |
| C-A | 83.19 | 83.19 | | | 83.19 | | | | |
| A-B | 1.45 | 1.45 | | | 1.45 | | | | |
| A-C | 78.50 | 78.50 | | | 78.50 | | | | |

**17:15 - 17:30**

| Stream | Total Demand (PCU/TS) | Junction Arrivals (PCU) | Capacity (PCU/TS) | RFC | Throughput (PCU/TS) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.53 | 0.53 | 131.75 | 0.004 | 0.54 | 0.0 | 0.0 | 8.479 | A |
| B-A | 3.12 | 3.12 | 104.49 | 0.030 | 3.13 | 0.0 | 0.0 | 8.880 | A |
| C-AB | 0.51 | 0.51 | 223.84 | 0.002 | 0.52 | 0.0 | 0.0 | 4.033 | A |
| C-A | 105.46 | 105.46 | | | 105.46 | | | | |
| A-B | 1.53 | 1.53 | | | 1.53 | | | | |
| A-C | 91.00 | 91.00 | | | 91.00 | | | | |