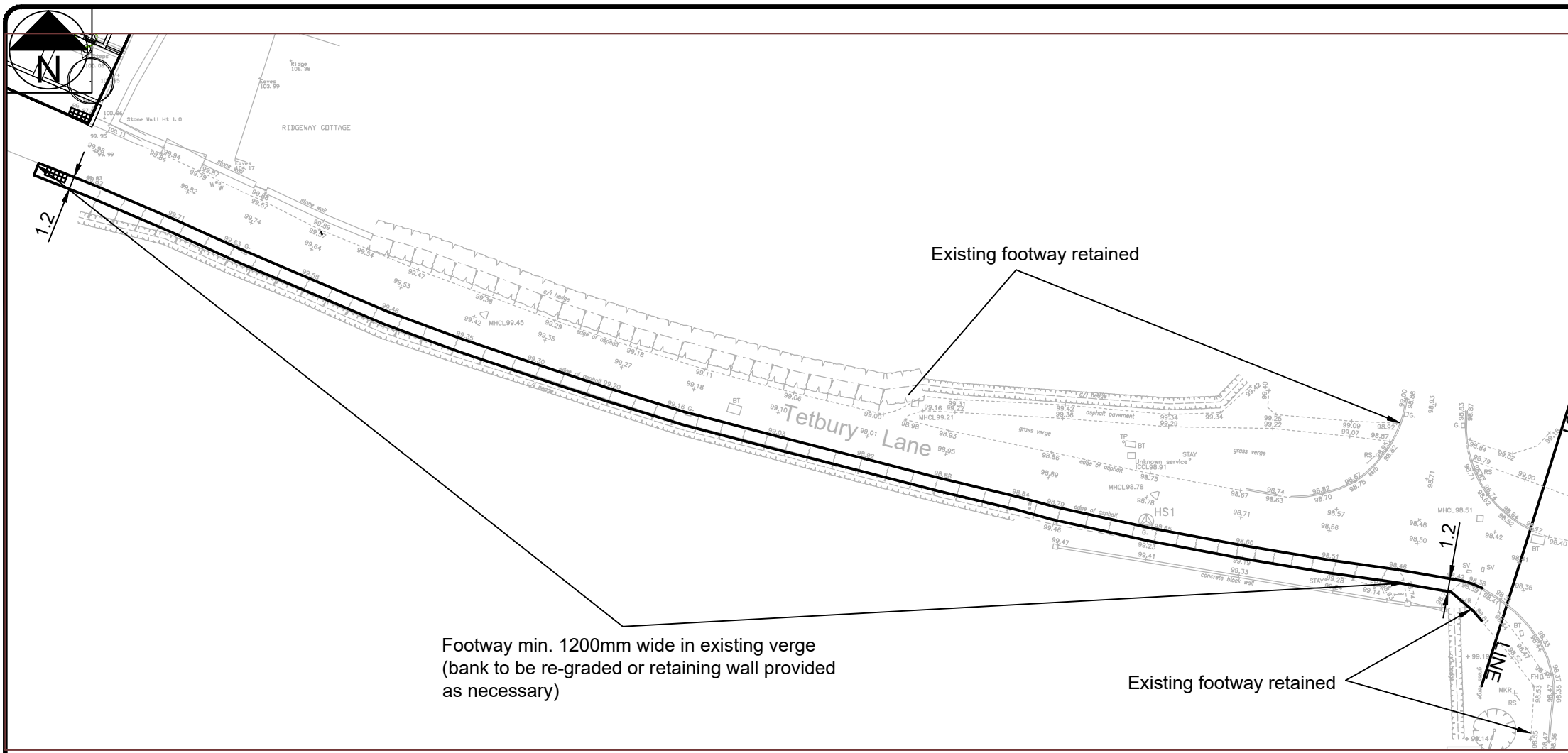


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PLANNING

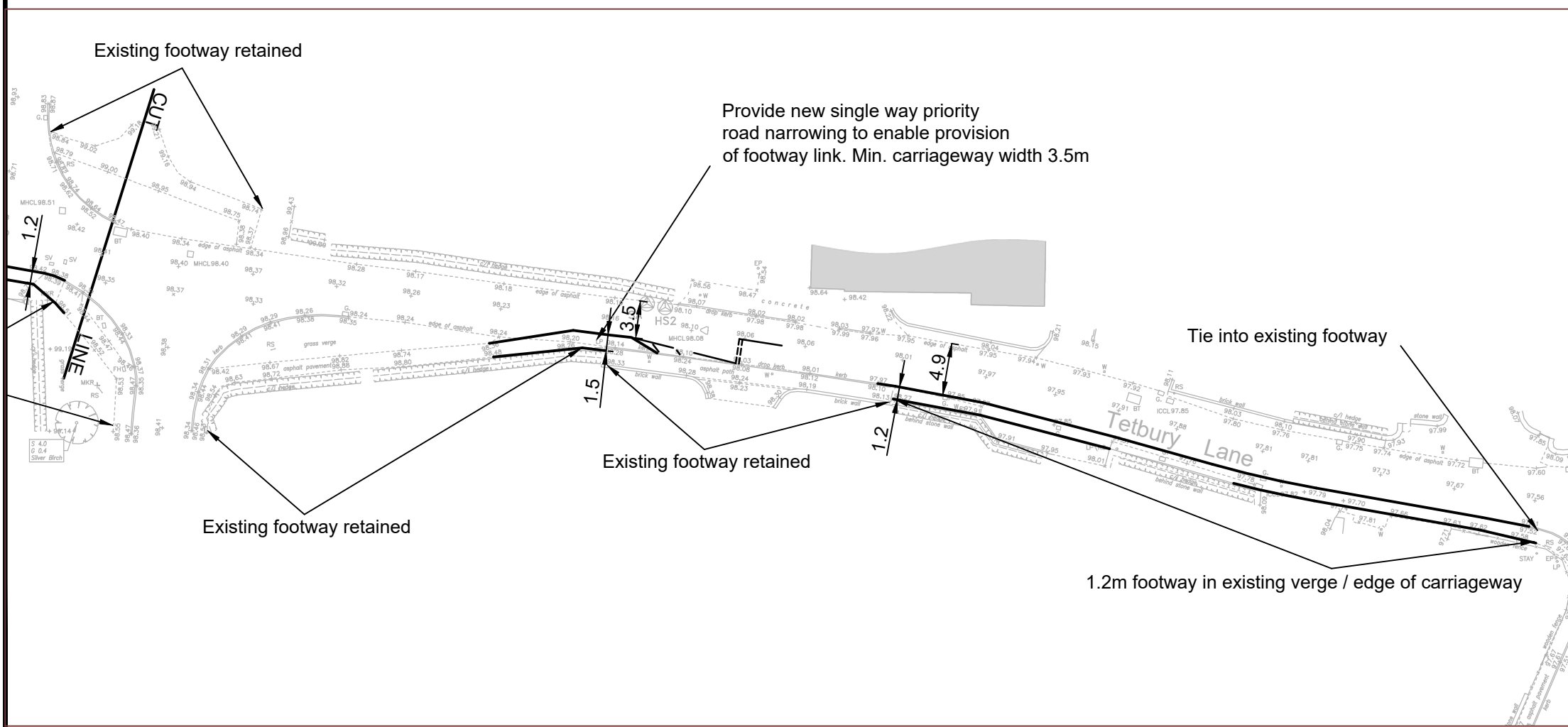
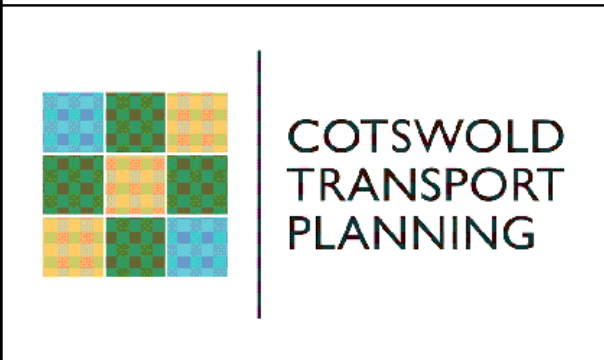
Appendix K

Pedestrian Infrastructure Works



Notes:

1. Highway boundary drawings have been provided by Wiltshire CC. However, in some areas the boundary is unclear and it is recommended that confirmation of the physical boundary is sought in order to confirm the proposed footway dimensions.



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 121 Promenade
 Cheltenham Gloucestershire GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Potential Footway Link

Client:
 Edenstone Homes

Project:
 Ridgeway Farm, Crudwell

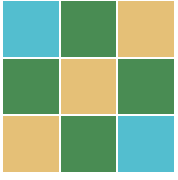
Drawing No: SK05	Revision: A
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Date Drawn: 04.01.18	Issue Date: 05.06.18
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Drawn by: MP	Checked by: MG
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Project Code: CTP-17-346	Scale at A3: NTS
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Drawing Status:
 PLANNING

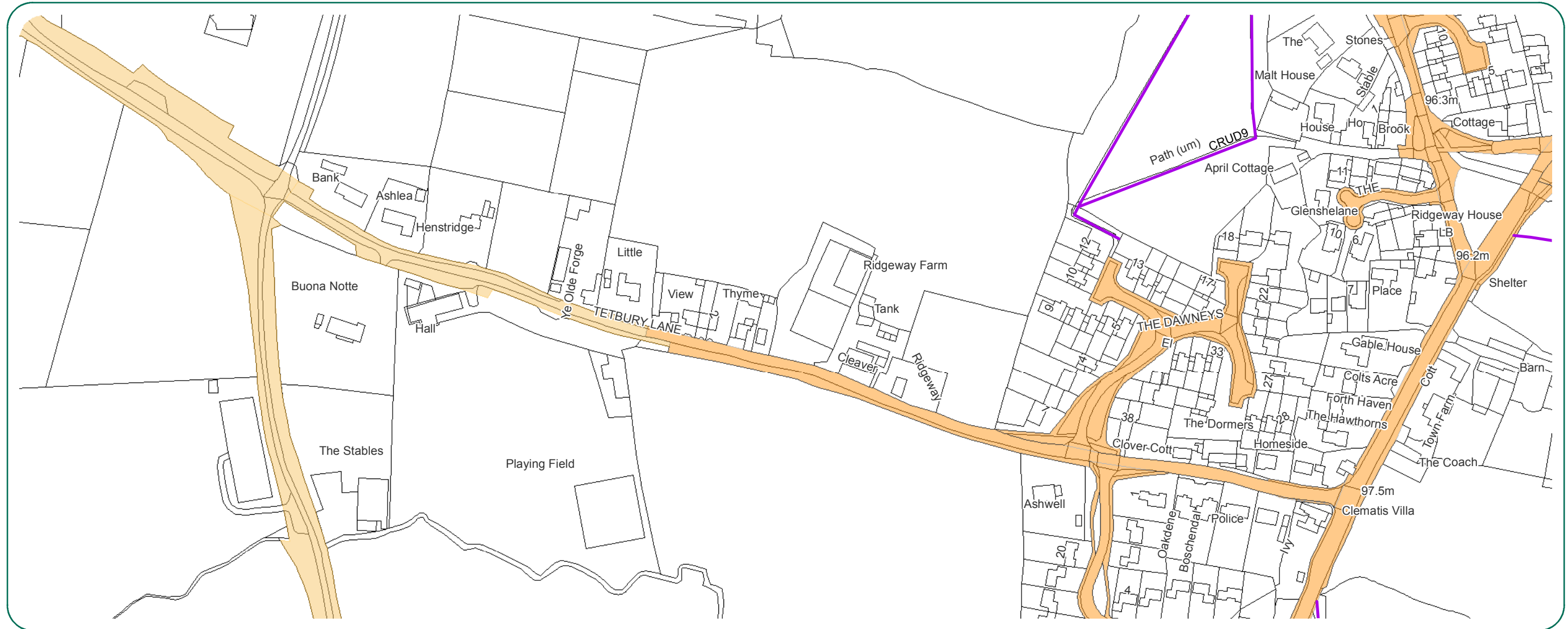


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PLANNING

Appendix L

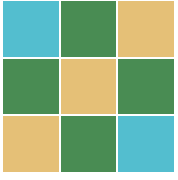
Highway Boundary Data

Tetbury Lane, Crudwell.
Maintainable highway coloured orange.



Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

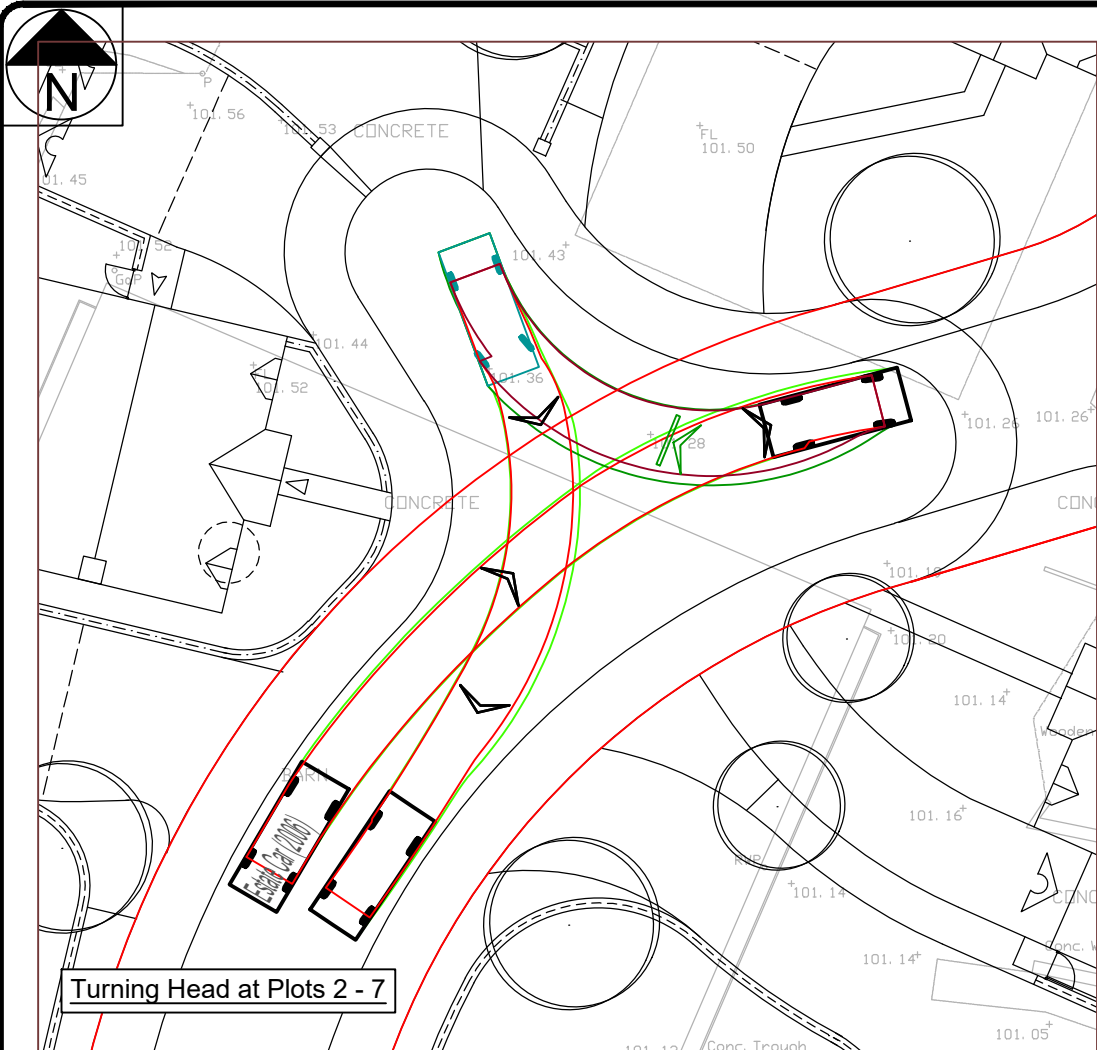




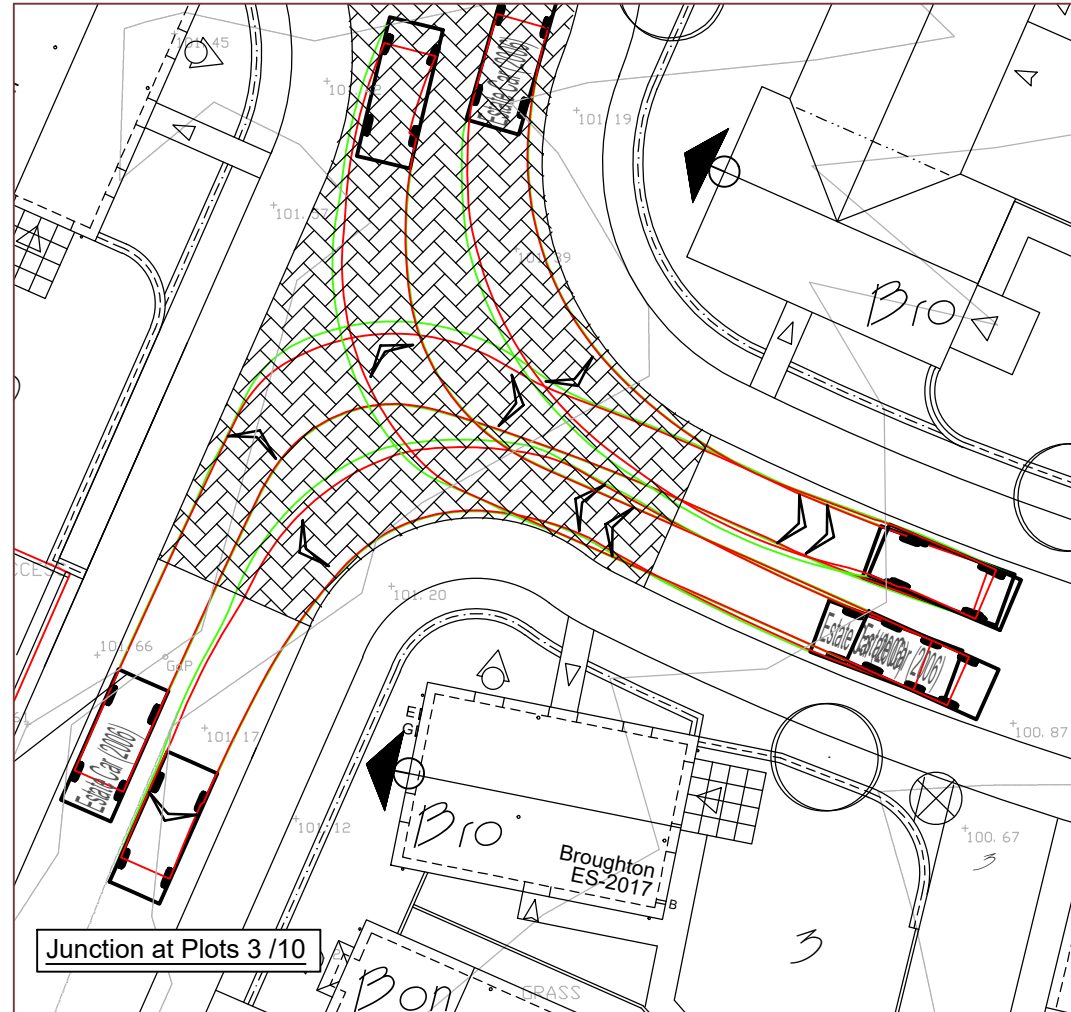
COTSWOLD
TRANSPORT
PLANNING

Appendix M

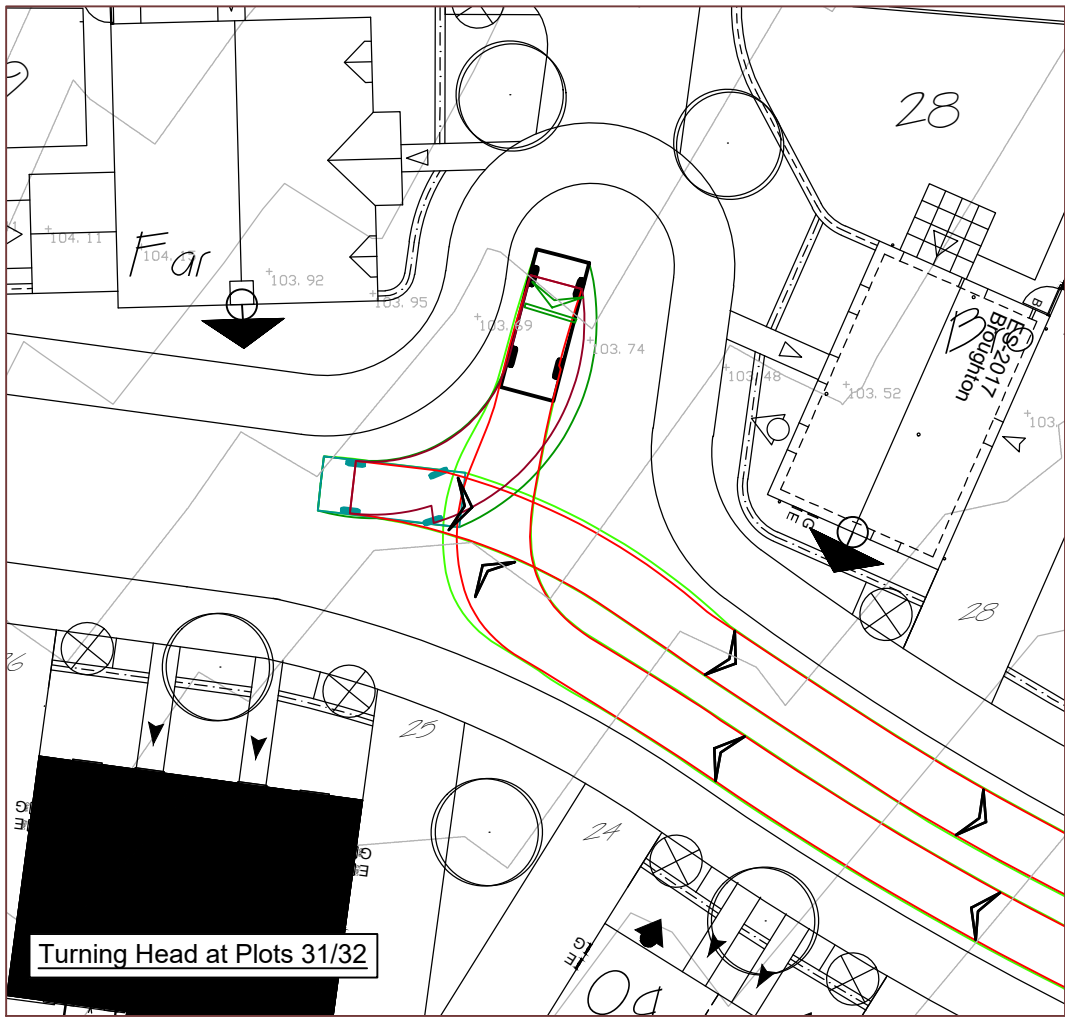
Swept-Path Analysis Drawings



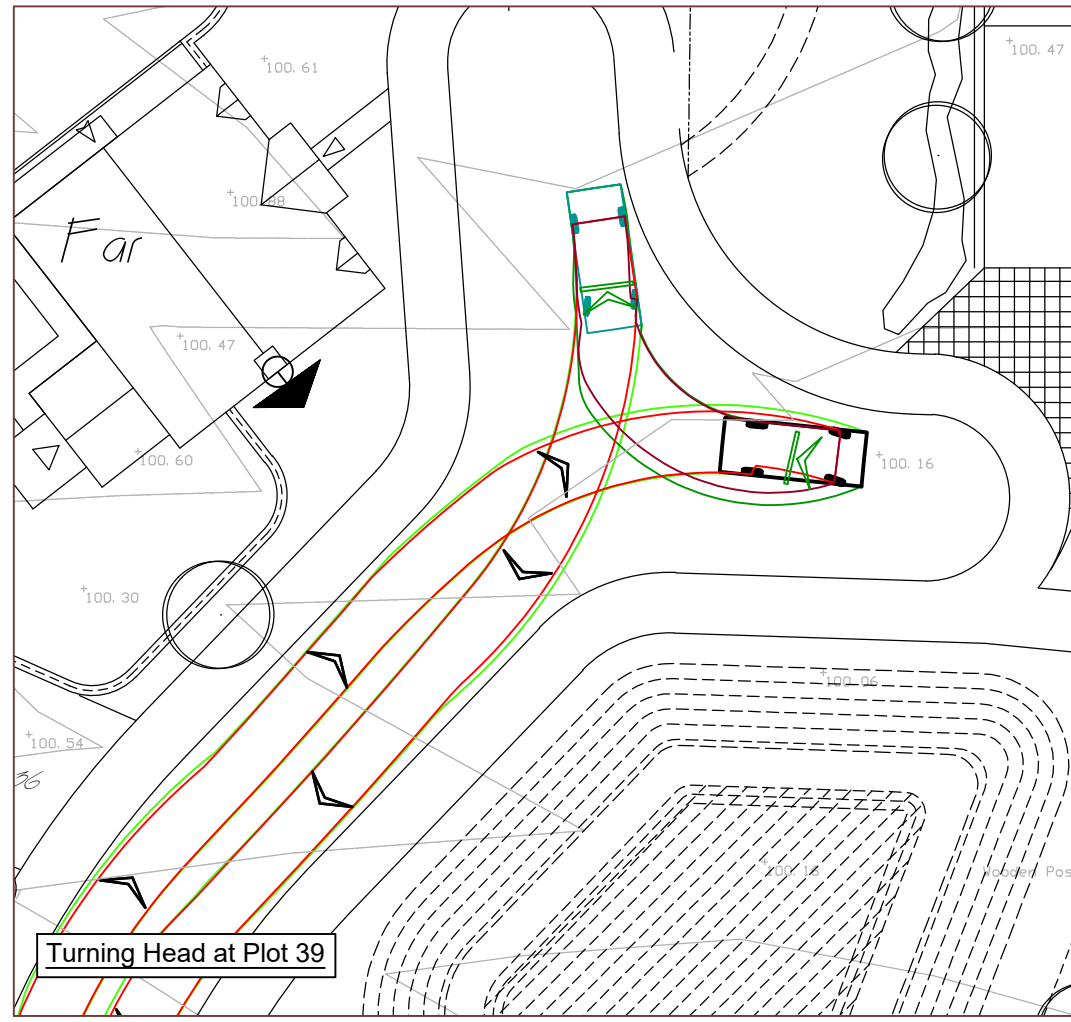
Turning Head at Plots 2 - 7



Junction at Plots 3 /10

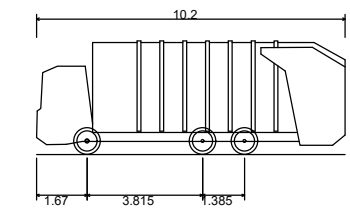


Turning Head at Plots 31/32

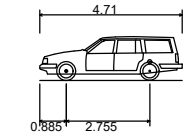


Turning Head at Plot 39

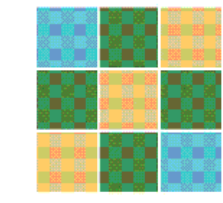
Notes:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
 Overall Length 10.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.800m



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m



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 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
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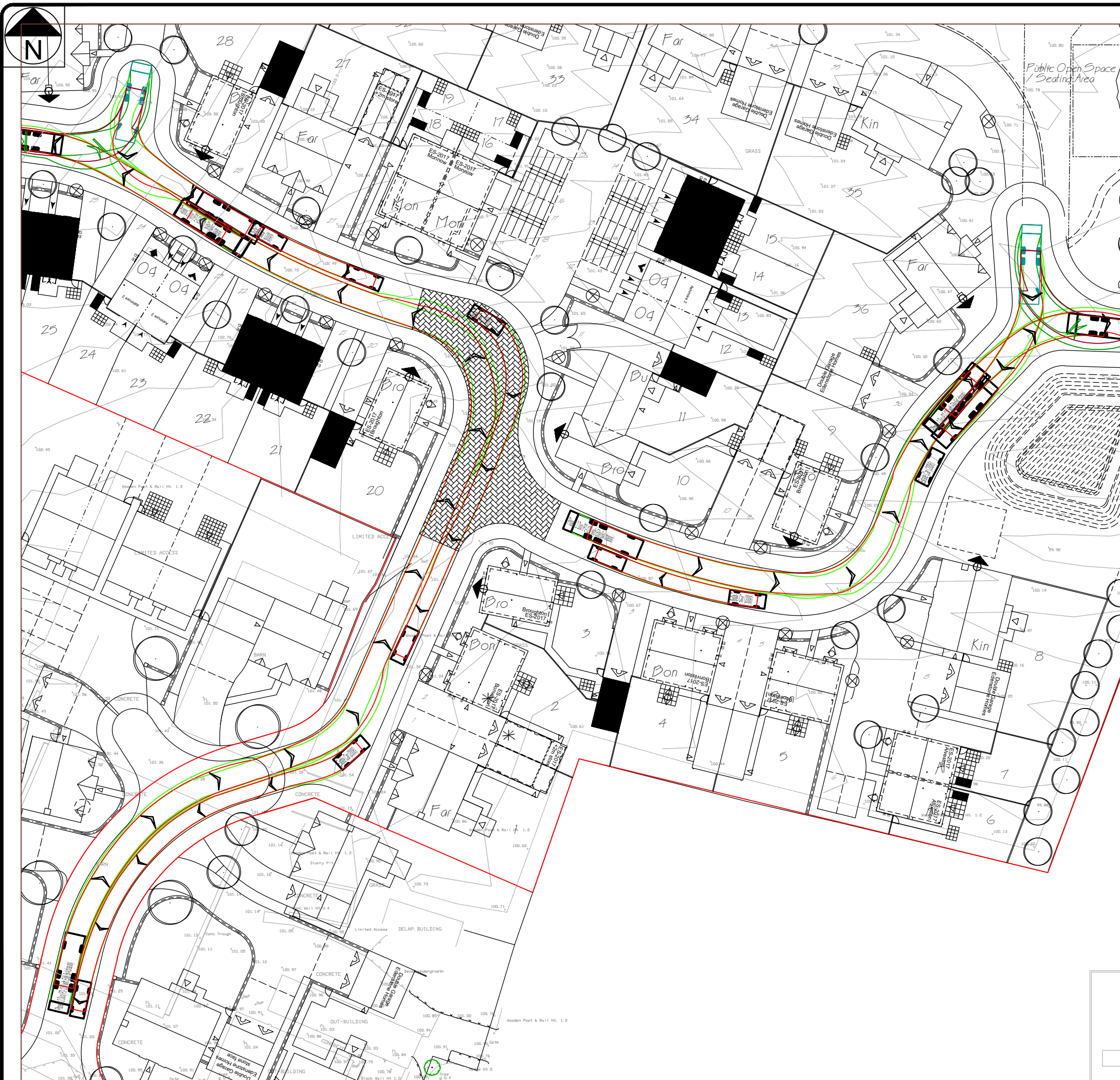
Drawing Title:
 Estate Car Swept Path Analysis

Client:
 Edenstone Homes

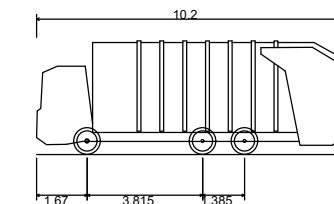
Project:
 Ridgeway Farm, Crudwell - Phase 2

Drawing No: SP04	Revision: B
Date Drawn: 23.11.17	Issue Date: 11.10.18
Drawn by: LG	Checked by: AP
Project Code: CTP-17-346	Scale at A3: 1:250

Drawing Status:
 INFORMATION

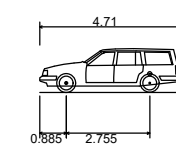


Notes:



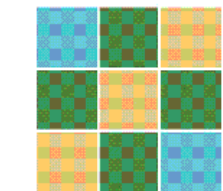
Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



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Cheltenham Tel: 01242 370283
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GL50 1NW www.cotswoldtp.co.uk

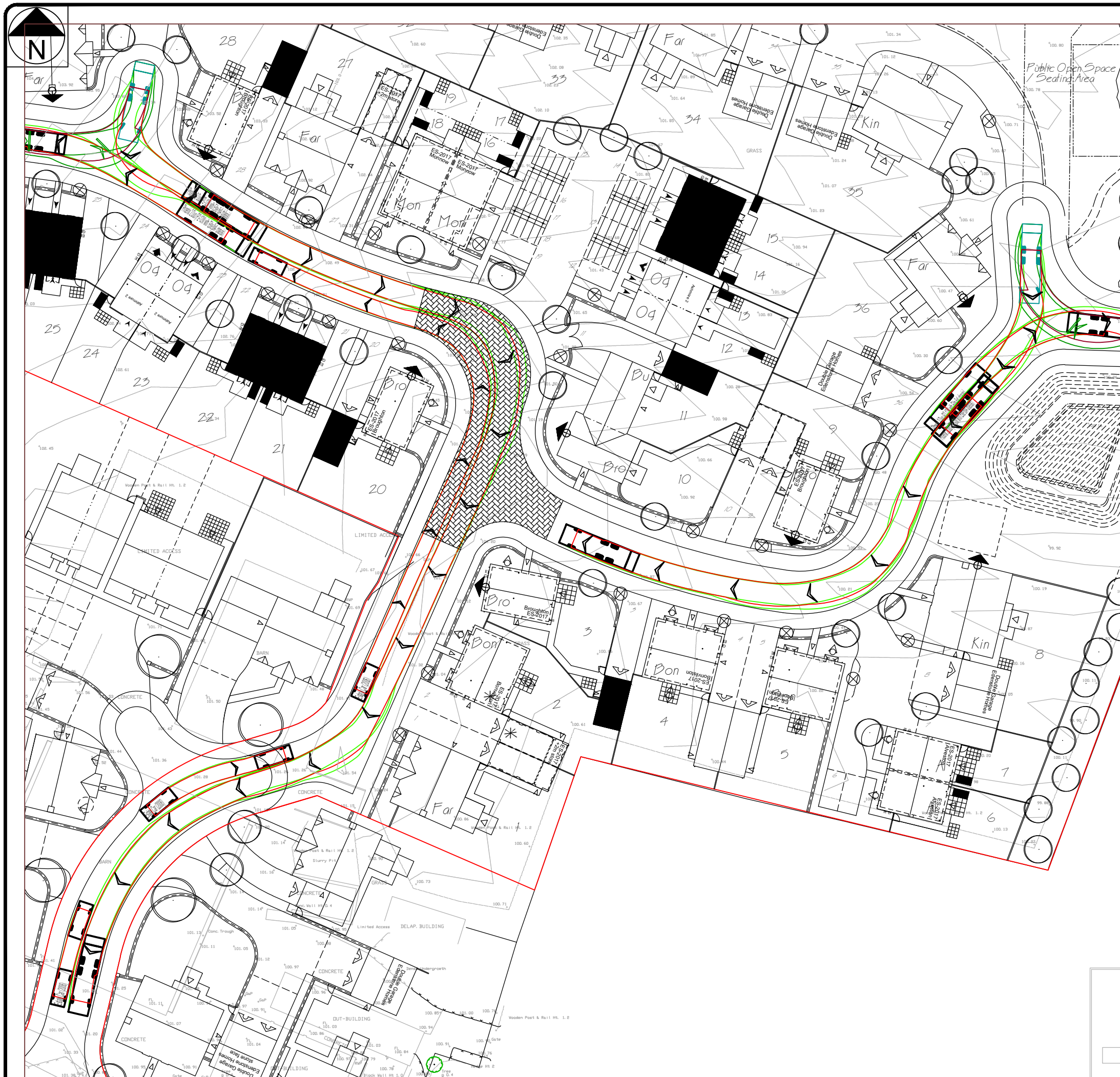
Drawing Title:
Refuse Vehicle and Estate Car

Client:
Edenstone Homes

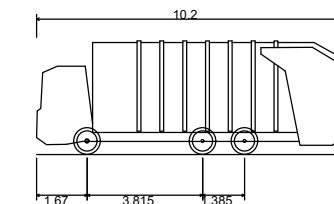
Project:
Ridgeway Farm, Crudwell - Phase 2

Drawing No: SP05	Revision: B
Date Drawn: 23.11.17	Issue Date: 11.10.18
Drawn by: LG	Checked by: AP
Project Code: CTP-17-346	Scale at A3: 1:500

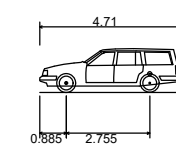
Drawing Status:
INFORMATION



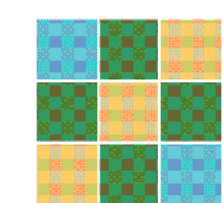
Notes:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



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Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Refuse Vehicle and Estate Car

Client:
Edenstone Homes

Project:
Ridgeway Farm, Crudwell - Phase 2

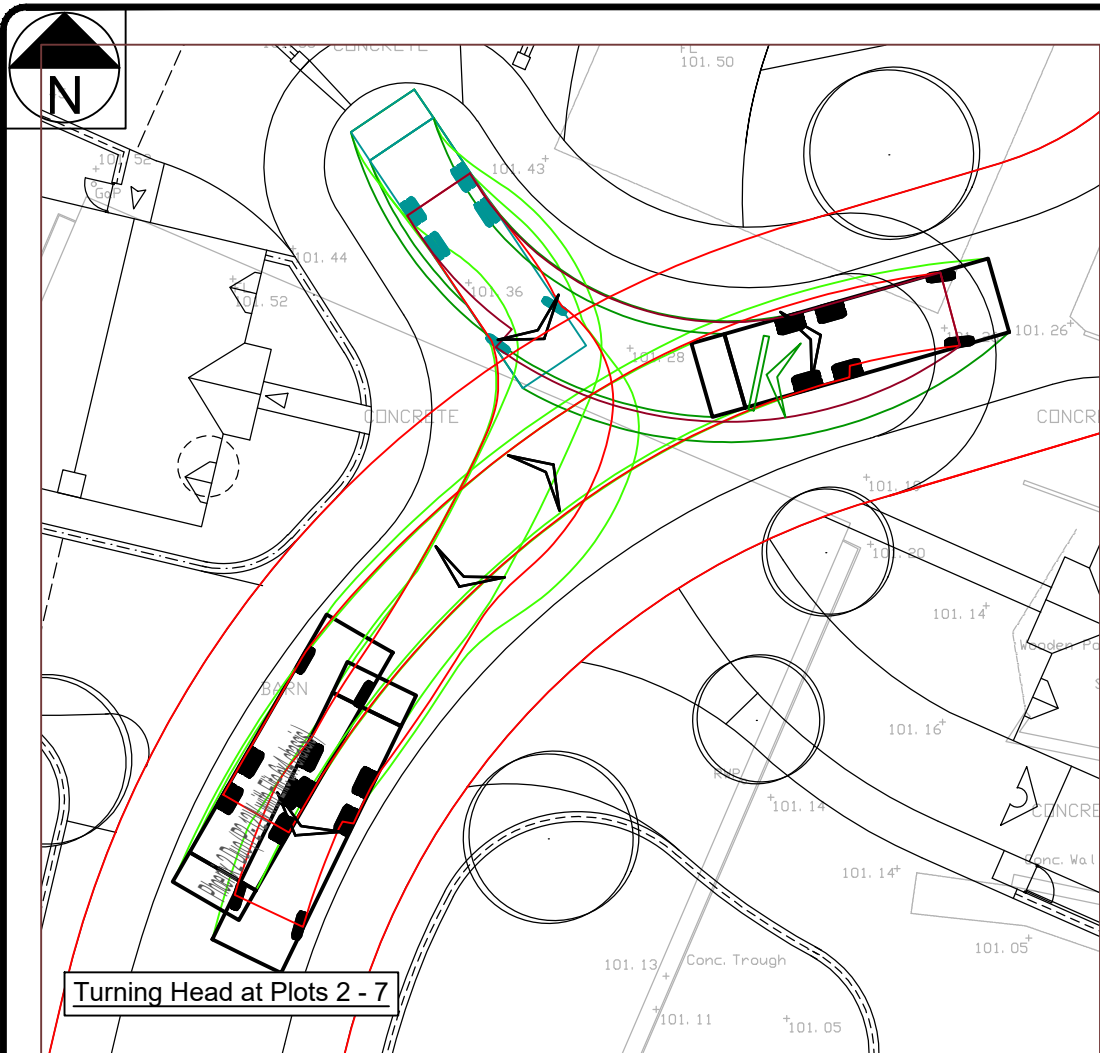
Drawing No: SP06	Revision: B
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Date Drawn: 23.11.17	Issue Date: 11.10.18
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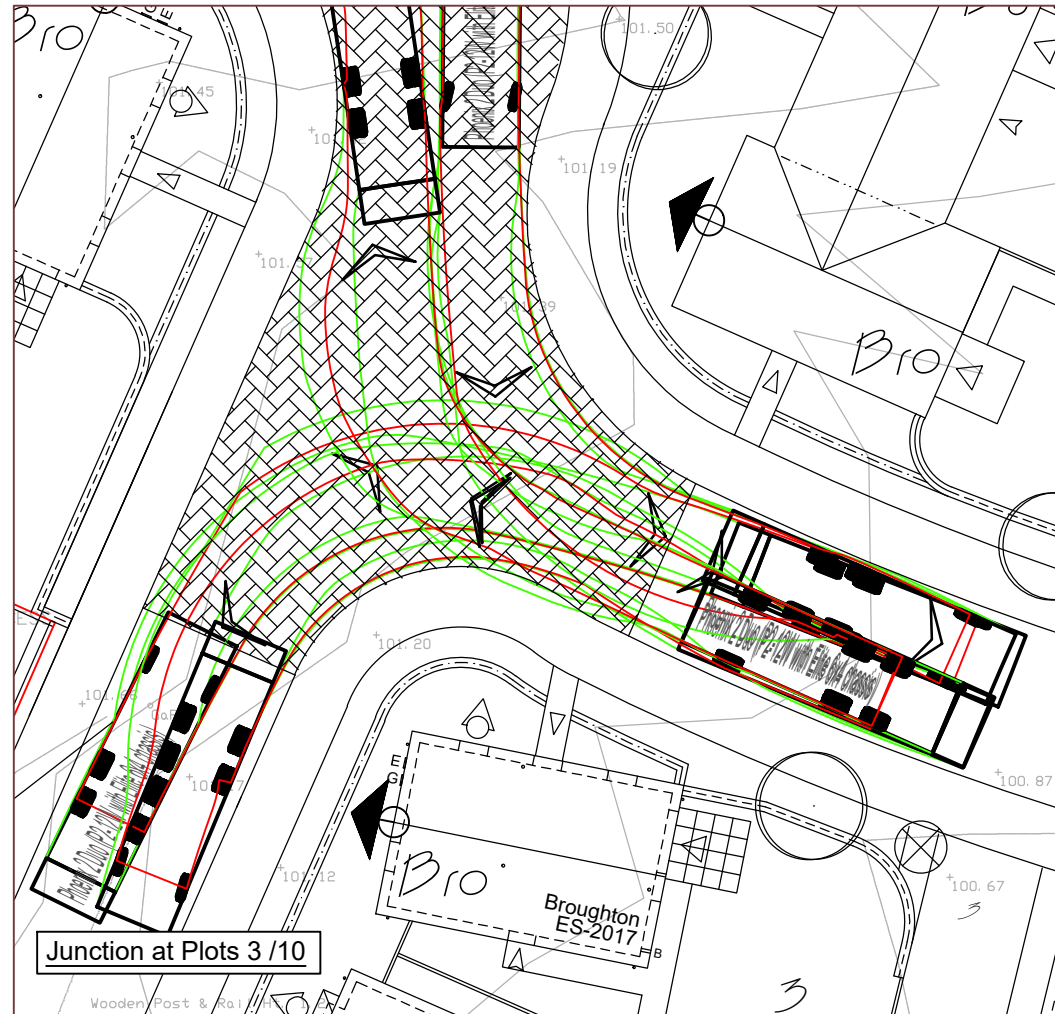
Drawn by: LG	Checked by: AP
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Project Code: CTP-17-346	Scale at A3: 1:500
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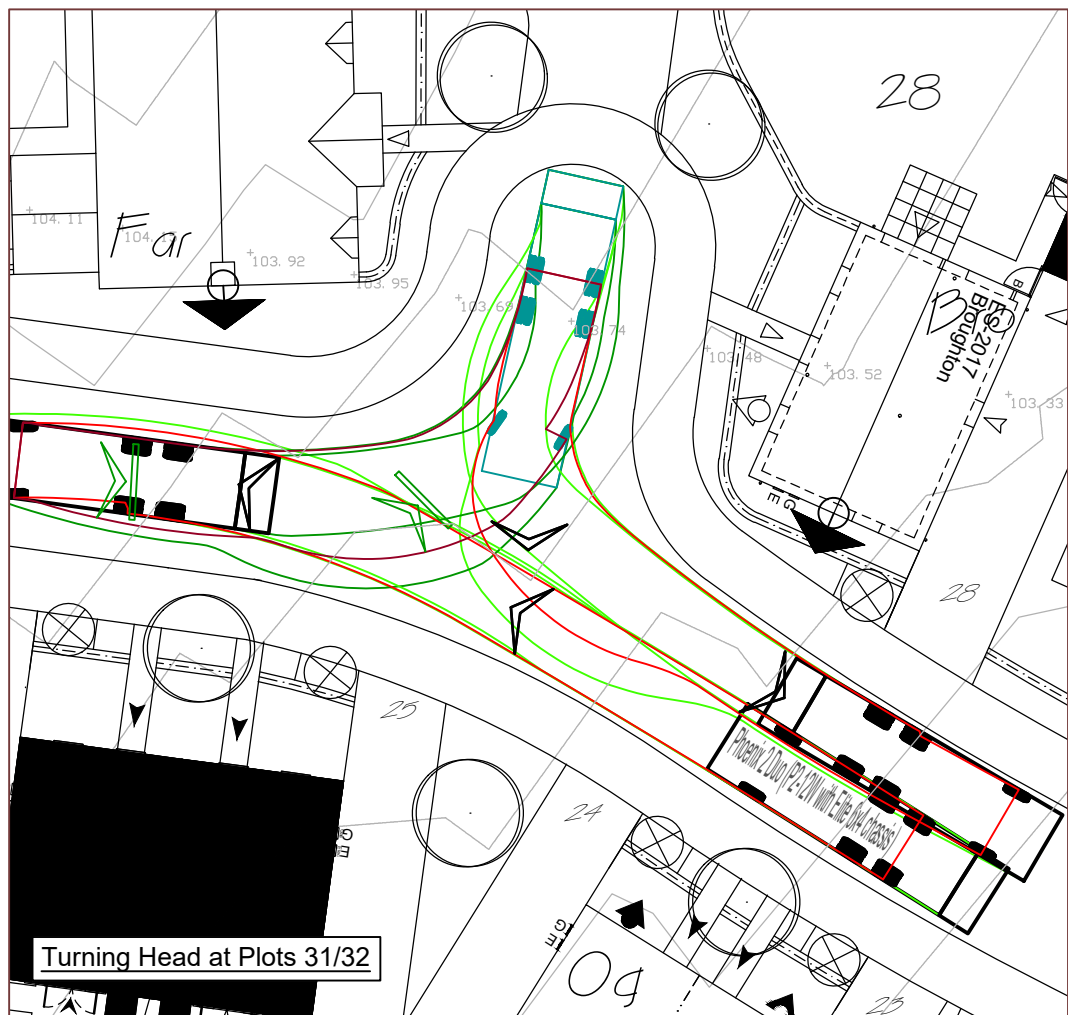
Drawing Status:
INFORMATION



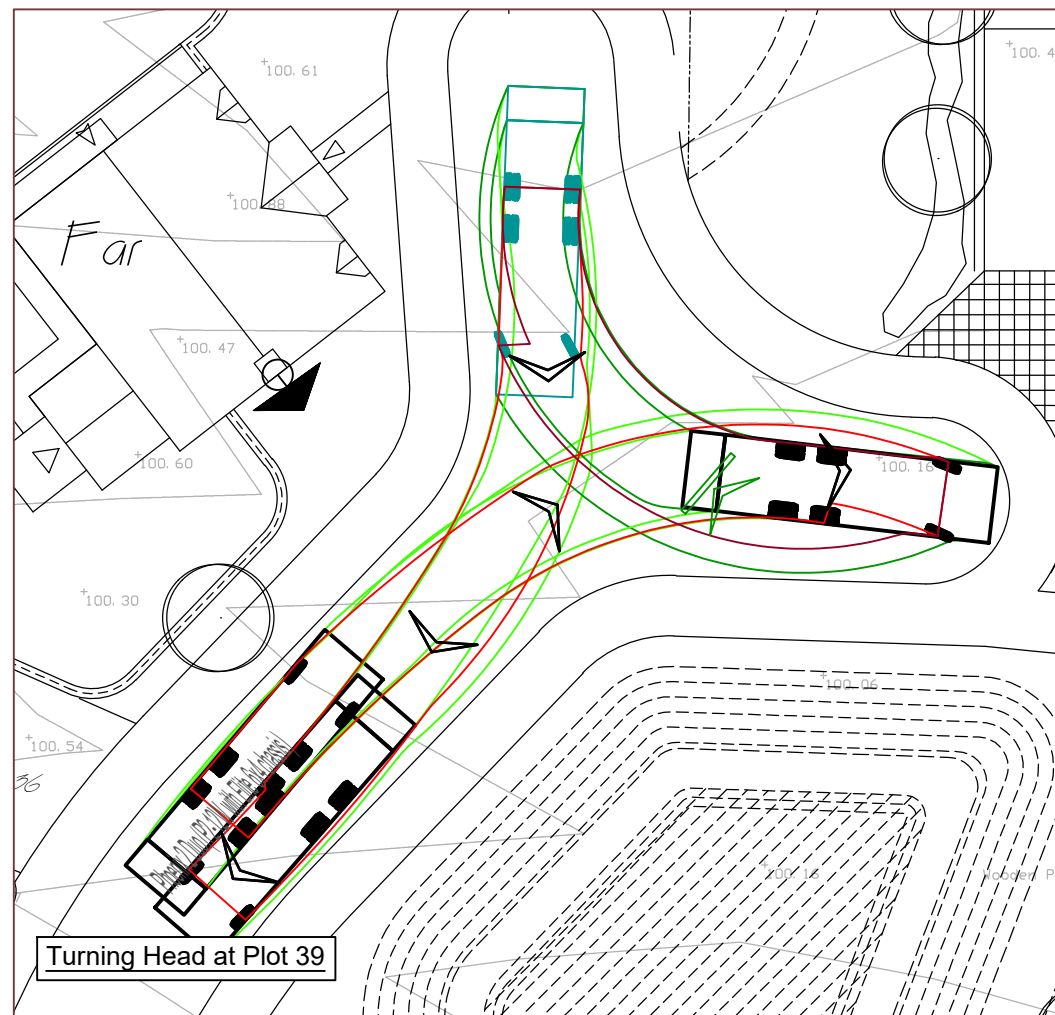
Turning Head at Plots 2 - 7



Junction at Plots 3 /10

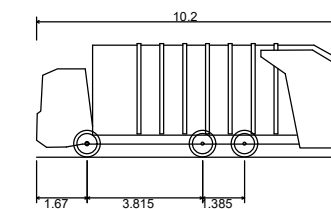


Turning Head at Plots 31/32

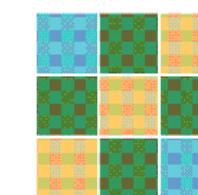


Turning Head at Plot 39

Notes:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m



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Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Refuse Vehicle Swept Path Analysis

Client:
Edenstone Homes

Project:
Ridgeway Farm, Crudwell - Phase 2

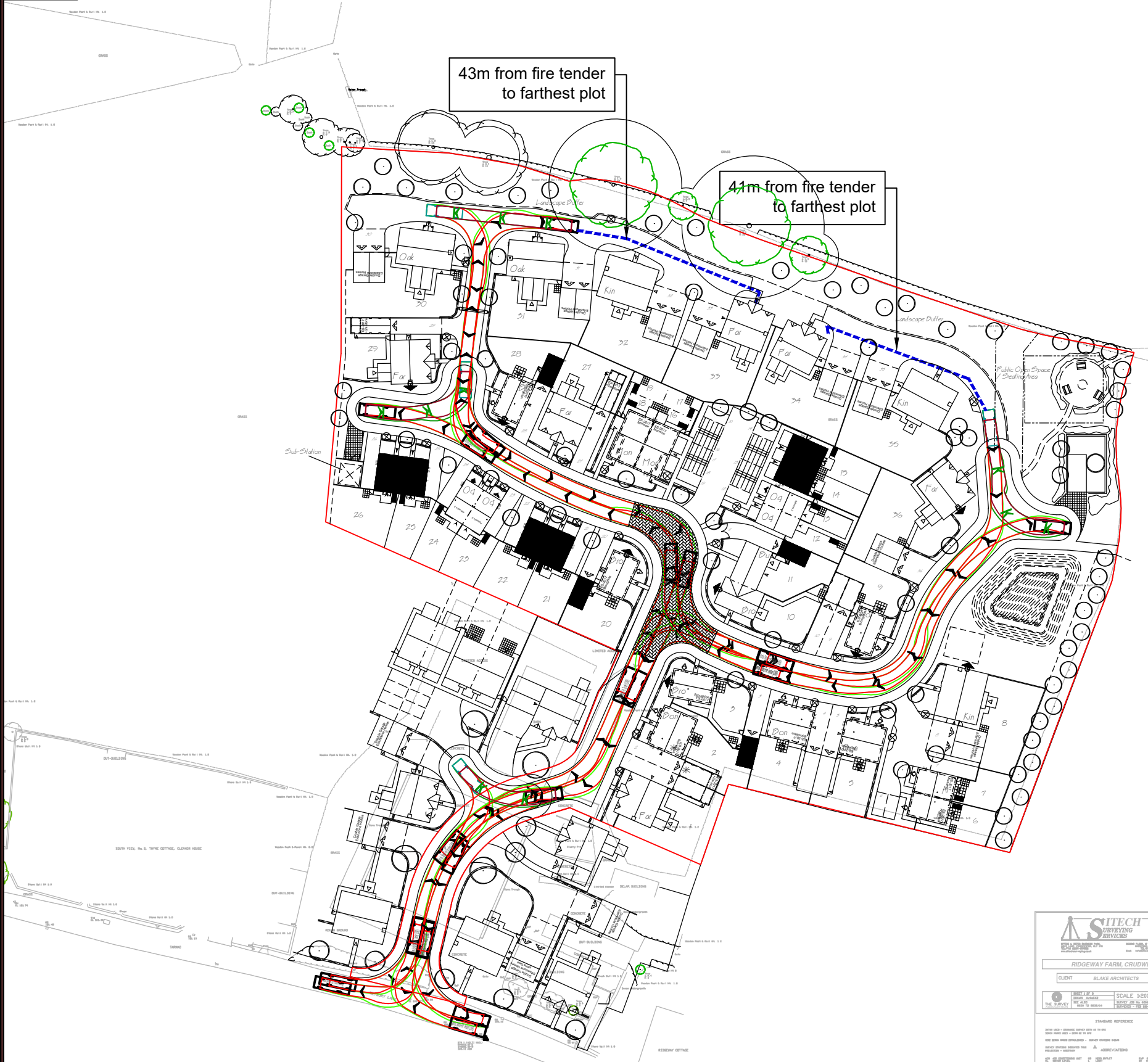
Drawing No: SP07	Revision: B
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Date Drawn: 23.11.17	Issue Date: 11.10.18
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Drawn by: LG	Checked by: AP
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Project Code: CTP-17-346	Scale at A3: 1:250
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Drawing Status:
INFORMATION



SITECH
SURVEYING
SERVICES

RIDGEWAY FARM, CRUDWELL

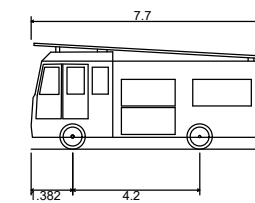
CLIENT: BLAKE ARCHITECTS

SCALE 1:500

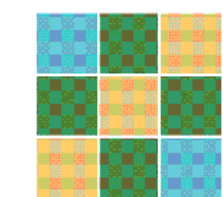
DATE: 23.11.17

PROJECT: CTP-17-346

Notes:



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Overall Body Height	0.397m
Min Body Ground Clearance	2.380m
Track Width	5.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



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Cotswold Transport Planning Ltd
121 Promenade
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Tel: 01242 370283
cheltenham@cotswoldtp.co.uk
www.cotswoldtp.co.uk

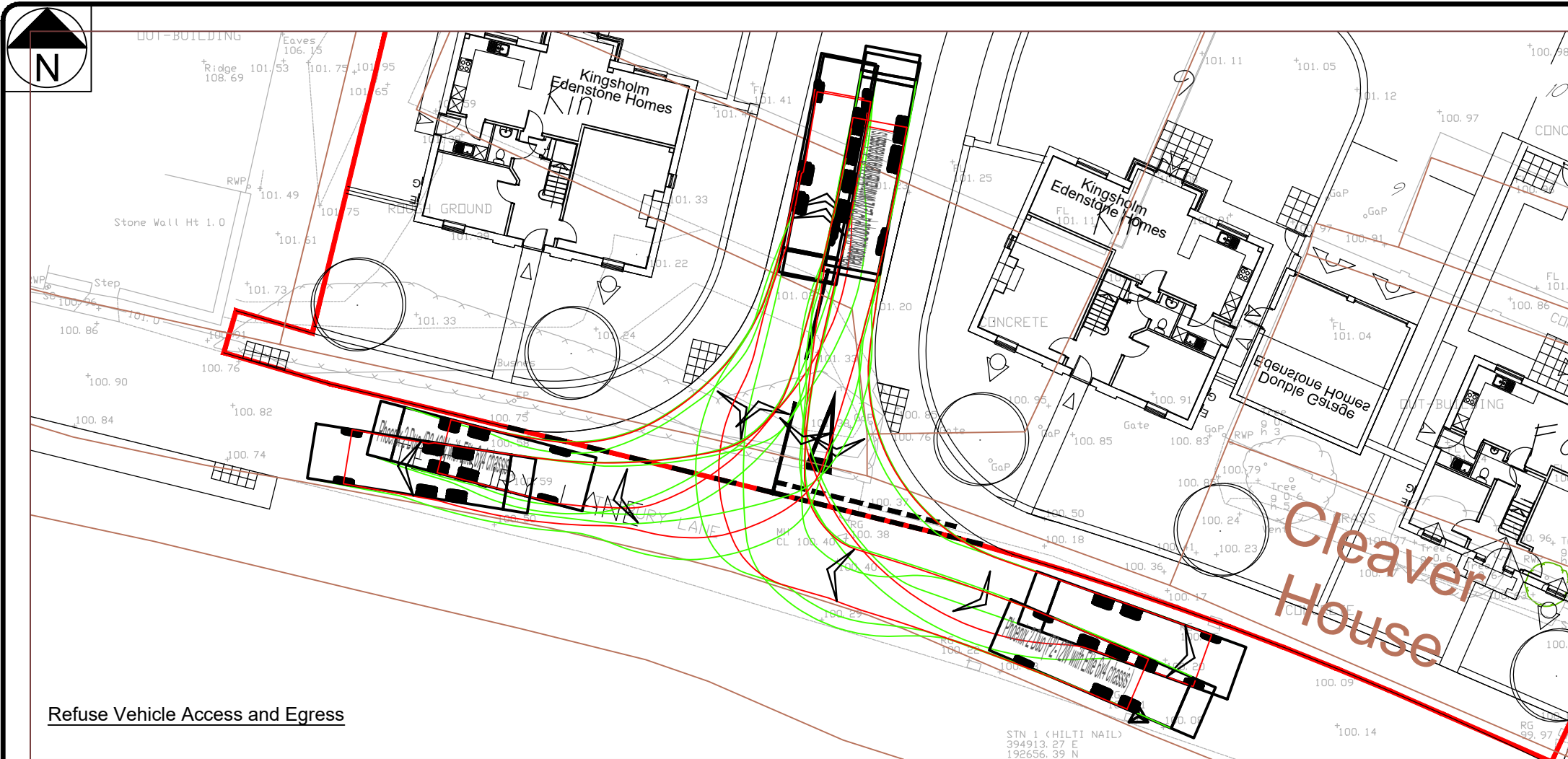
Drawing Title:
Fire Appliance Swept Path Analysis

Client:
Edenstone Homes Ltd

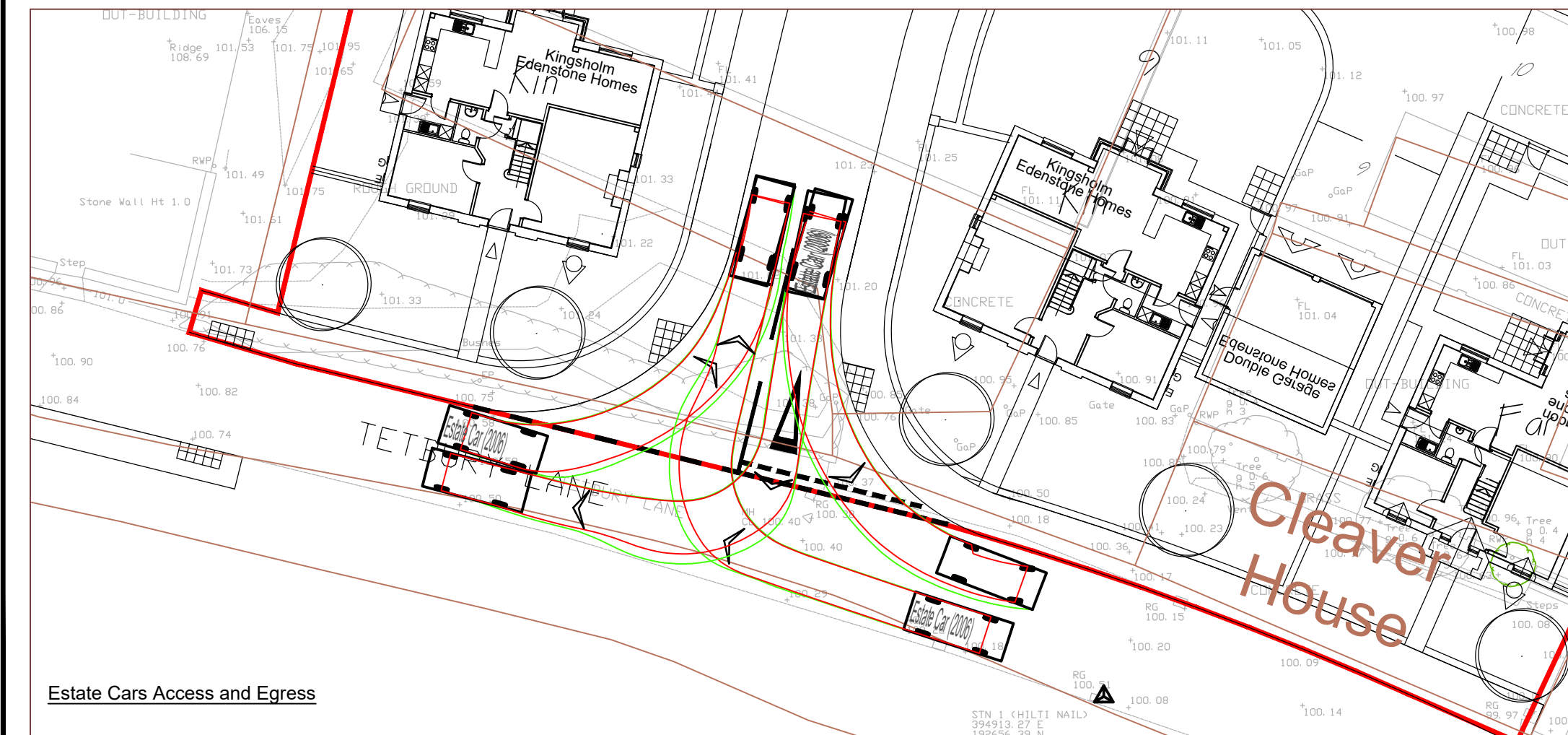
Project:
Ridgeway Farm, Crudwell - Phase 2

Drawing No: SP08	Revision: B
Date Drawn: 23.11.17	Issue Date: 11.10.18
Drawn by: LG	Checked by: AP
Project Code: CTP-17-346	Scale at A3: 1:1000

Drawing Status:
INFORMATION

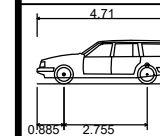


Refuse Vehicle Access and Egress

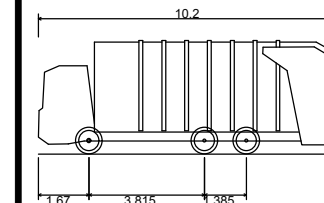


Estate Cars Access and Egress

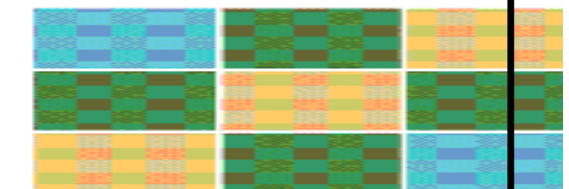
Notes:



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m



Cotswold Transport Planning Ltd
 121 Promenade
 Cheltenham Gloucestershire GL50 1NW
 Tel: 01242 370283
 cheltenham@cotswoldtp.co.uk
 www.cotswoldtp.co.uk

Drawing Title:
 Existing Access Swept Path Analysis

Client:
 Edenstone Homes

Project:
 Ridgeway Farm, Crudwell

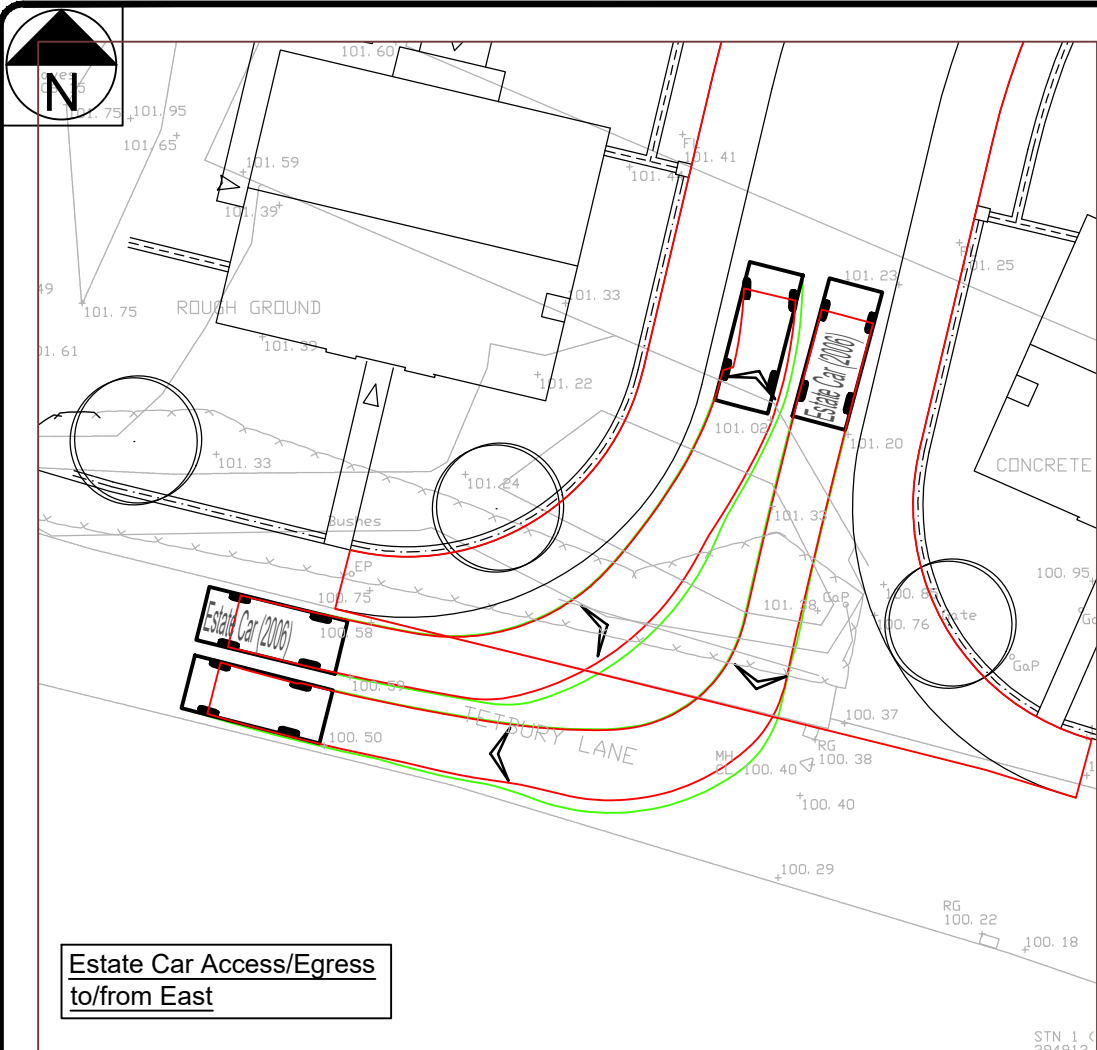
Drawing No: SP01	Revision: B
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Date Drawn: 27.07.17	Issue Date: 05.06.18
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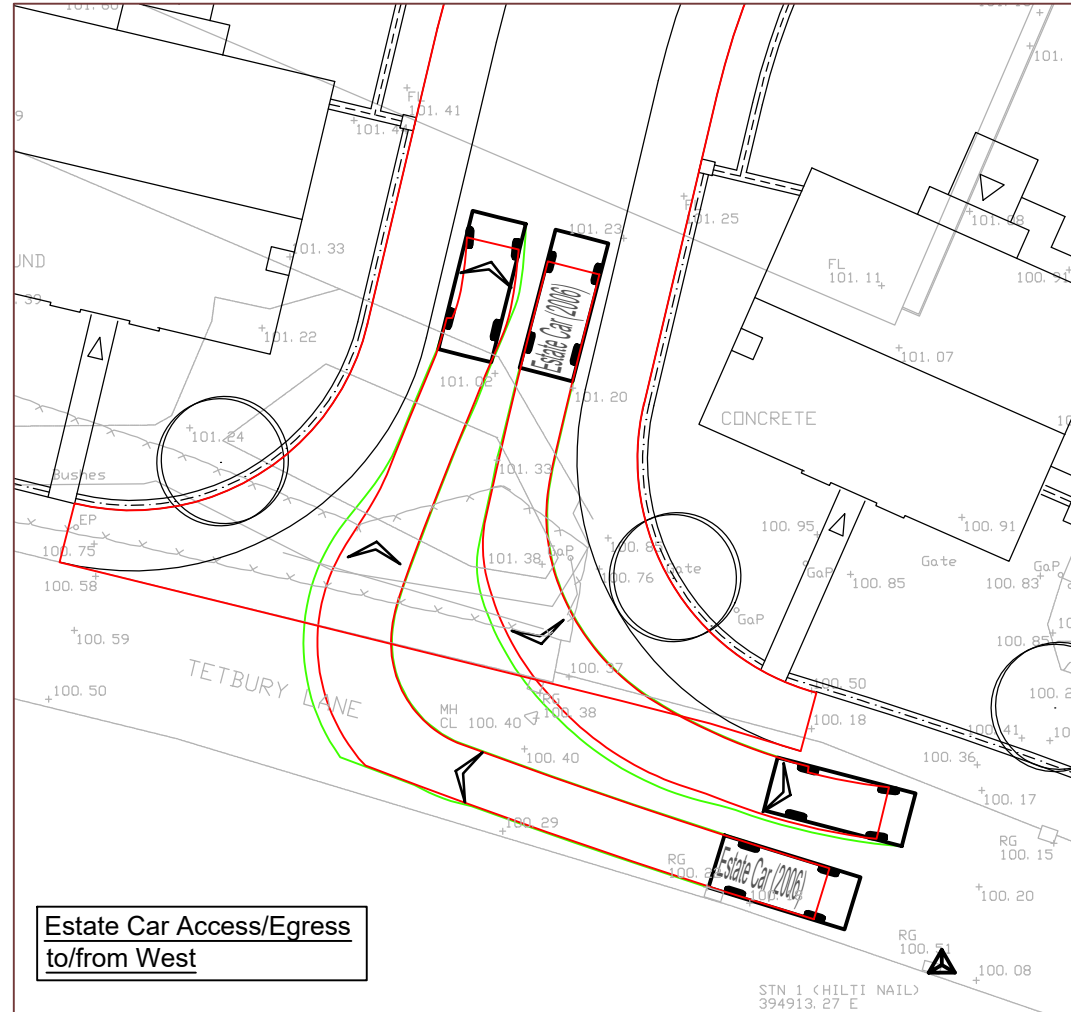
Drawn by: LG	Checked by: MG
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Project Code: CTP-17-346	Scale at A3: 1:250
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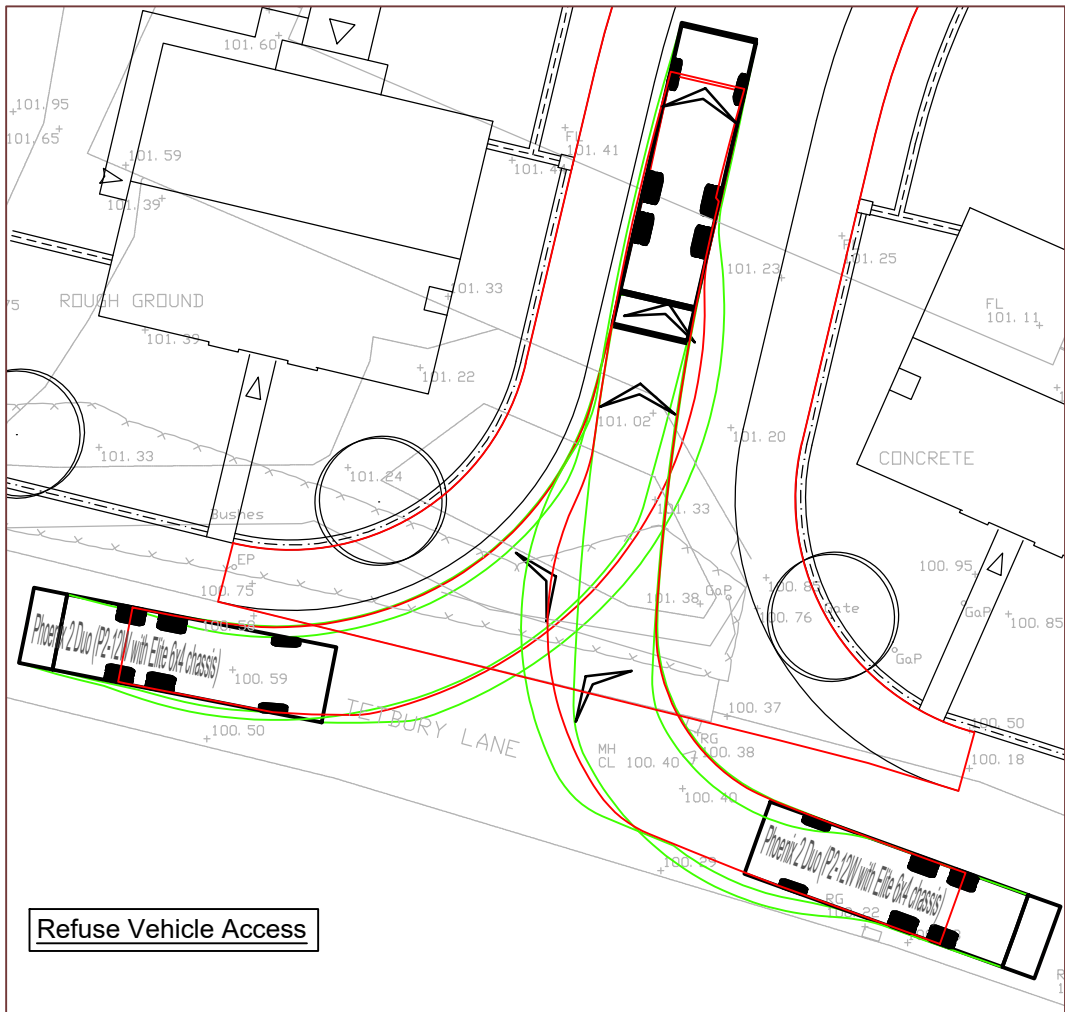
Drawing Status:
 PLANNING



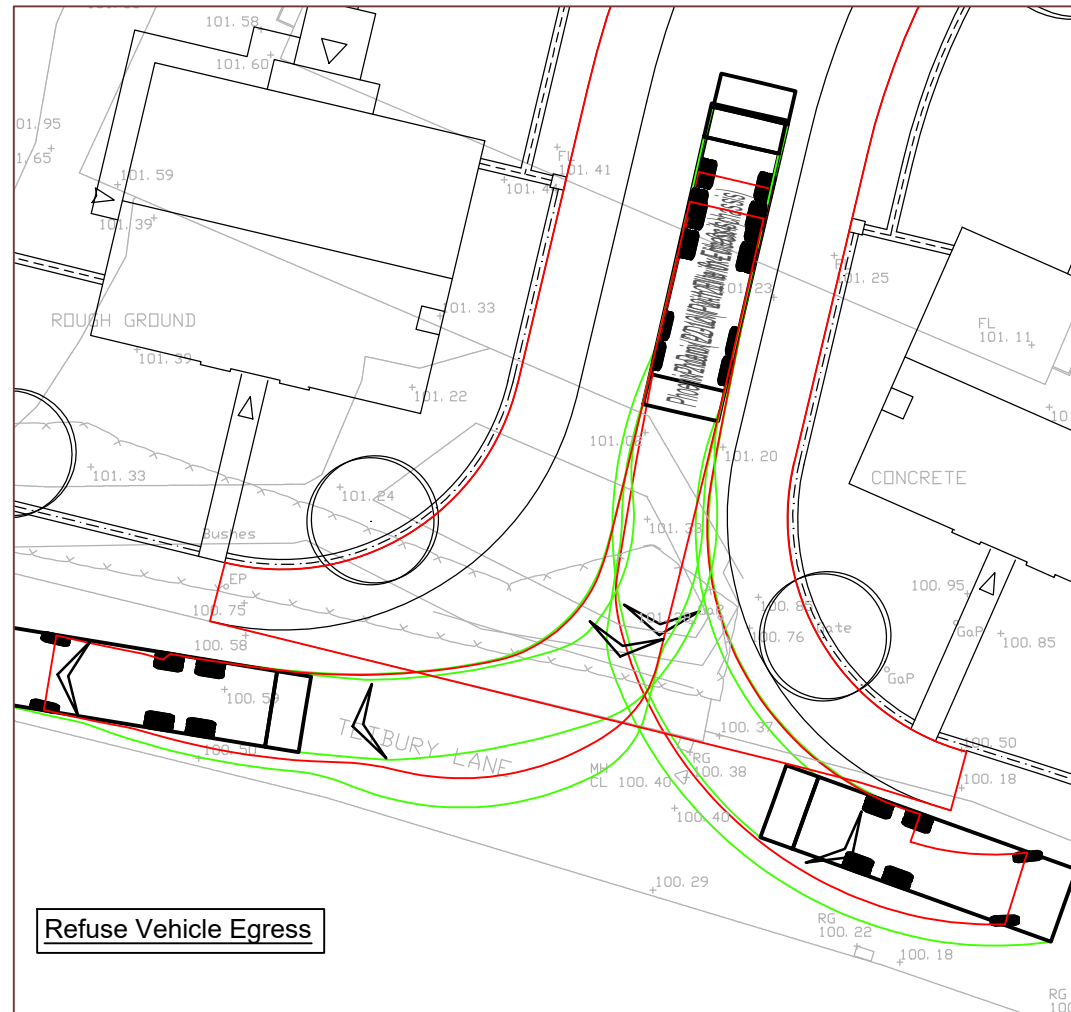
Estate Car Access/Egress to/from East



Estate Car Access/Egress to/from West

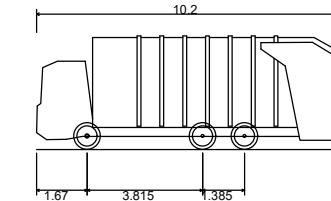


Refuse Vehicle Access

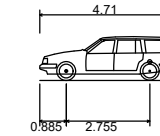


Refuse Vehicle Egress

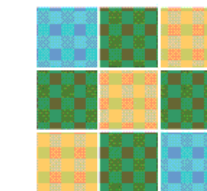
Notes:



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	
Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



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121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
Proposed Site Access Swept Path Analysis

Client:
Edenstone Homes

Project:
Ridgeway Farm, Crudwell - Phase 2

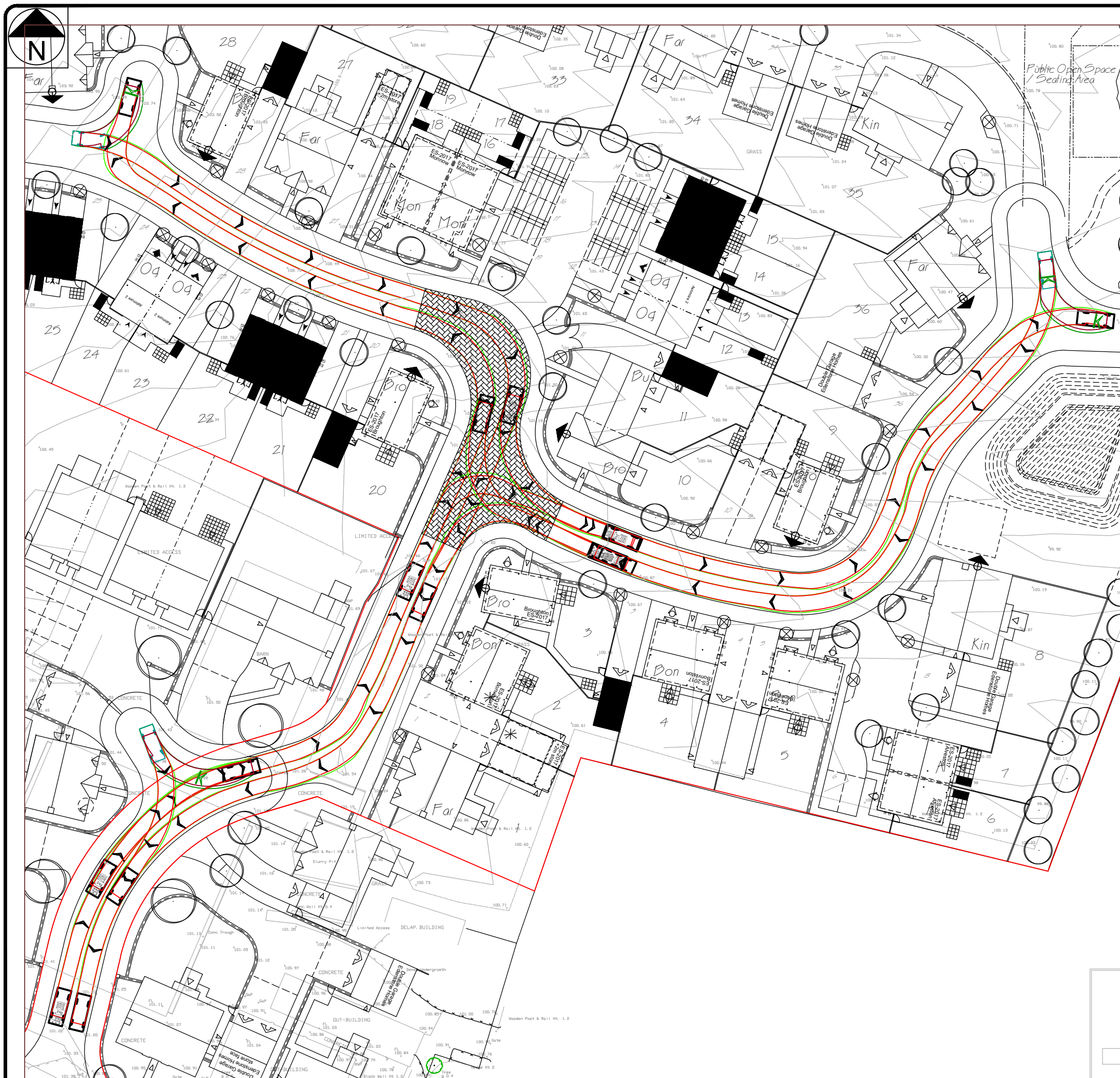
Drawing No: SP02	Revision: B
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Date Drawn: 23.11.17	Issue Date: 11.10.18
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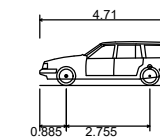
Drawn by: LG	Checked by: AP
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Project Code: CTP-17-346	Scale at A3: 1:250
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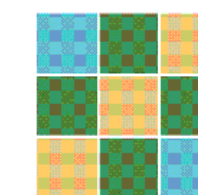
Drawing Status:
INFORMATION



Notes:



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	



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Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

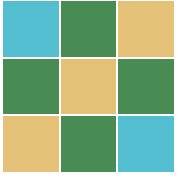
Drawing Title:
Two Estate Cars Swept Path Analysis

Client:
Edenstone Homes

Project:
Ridgeway Farm, Crudwell - Phase 2

Drawing No: SP03	Revision: B
Date Drawn: 23.11.17	Issue Date: 11.10.18
Drawn by: LG	Checked by: AP
Project Code: CTP-17-346	Scale at A3: 1:500

Drawing Status:
INFORMATION



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Appendix N

Census Analysis Data

Car Parking - Census Analysis



Client	Hunter Page Planning
Job	Ridgeway Farm, Crudwell
Job Code	CTP-17-346
Date	12.10.17

This document contains the car ownership based on 2011 Census Data

The site is located in the Minety Ward of the Cotswolds

The site will consist of a variety of sizes of dwellings, for robustness the total number of rooms per dwelling for car ownership has been considered

Total number of Dwellings	39
----------------------------------	-----------


Wards and Middle Super Output Area (MSOA)

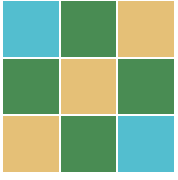
Ward	MSOA
E36001530 : Minety	Cotswold 002

Tempro 7.2 Growth Rates	2011 -2022
Cotswold 002	1.1427

Census Analysis 1 - Minety

E36001530 : Minety	Dwelling Ownership		Total: Number of Dwellings	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	2011 Average Car Ownership per dwelling	2022 TEMPRO Growth Rate	2022 Average Car Ownership		Number of Dwellings	Number of Spaces Required
House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,509	53	375	723	358	1.9185	1.1427	2.1923		39	85

	Project Title	Client	Hunter Page Planning
	Ridgeway Farm, Crudwell	Project Code	CTP-17-346
		Date	12.10.17
		Number	Sheet 1



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PLANNING

Appendix O

Speed Survey Data

A429 Crudwell Speed Survey



Speed Limit



Weather

Weds 29th Aug 2018

All speeds are recorded from free flowing vehicles

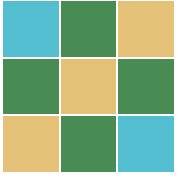
Dry/Bright

1000-1300

Northbound				Southbound					
	Speeds(mph)		Speeds(mph)			Speeds (mph)		Speeds (mph)	
1	27	51	33		1	23	51	33	
2	28	52	33		2	28	52	33	
3	28	53	33		3	30	53	33	
4	28	54	33		4	30	54	33	
5	29	55	33		5	30	55	33	
6	30	56	33		6	30	56	33	
7	30	57	33		7	30	57	33	
8	30	58	33		8	31	58	33	
9	30	59	33		9	31	59	33	
10	30	60	33		10	31	60	34	
11	30	61	33		11	31	61	34	
12	30	62	33		12	31	62	34	
13	31	63	33		13	31	63	34	
14	31	64	33		14	31	64	34	
15	31	65	34		15	31	65	34	
16	31	66	34		16	31	66	34	
17	31	67	34		17	31	67	34	
18	31	68	34		18	31	68	34	
19	31	69	34		19	31	69	34	
20	31	70	34		20	31	70	34	
21	31	71	34		21	31	71	34	
22	31	72	34		22	32	72	34	
23	31	73	34		23	32	73	34	
24	31	74	34		24	32	74	34	
25	31	75	34		25	32	75	34	
26	31	76	34		26	32	76	35	
27	31	77	34		27	32	77	35	
28	31	78	34		28	32	78	35	
29	31	79	34		29	32	79	35	
30	31	80	34		30	32	80	35	
31	31	81	34		31	32	81	35	
32	31	82	34		32	32	82	35	
33	31	83	34		33	32	83	35	
34	31	84	34		34	32	84	35	
35	31	85	34		35	32	85	35	
36	31	86	34		36	32	86	35	
37	32	87	34		37	32	87	35	
38	32	88	34		38	32	88	35	
39	32	89	34		39	32	89	35	
40	32	90	34		40	32	90	35	
41	32	91	34		41	32	91	35	
42	32	92	35		42	32	92	35	
43	32	93	35		43	32	93	36	
44	32	94	36		44	32	94	36	
45	32	95	36		45	32	95	36	
46	33	96	36		46	33	96	36	
47	33	97	36		47	33	97	38	
48	33	98	37		48	33	98	38	
49	33	99	38		49	33	99	41	
50	33	100	40		50	33	100	42	

ROAD SURFACE - DRY

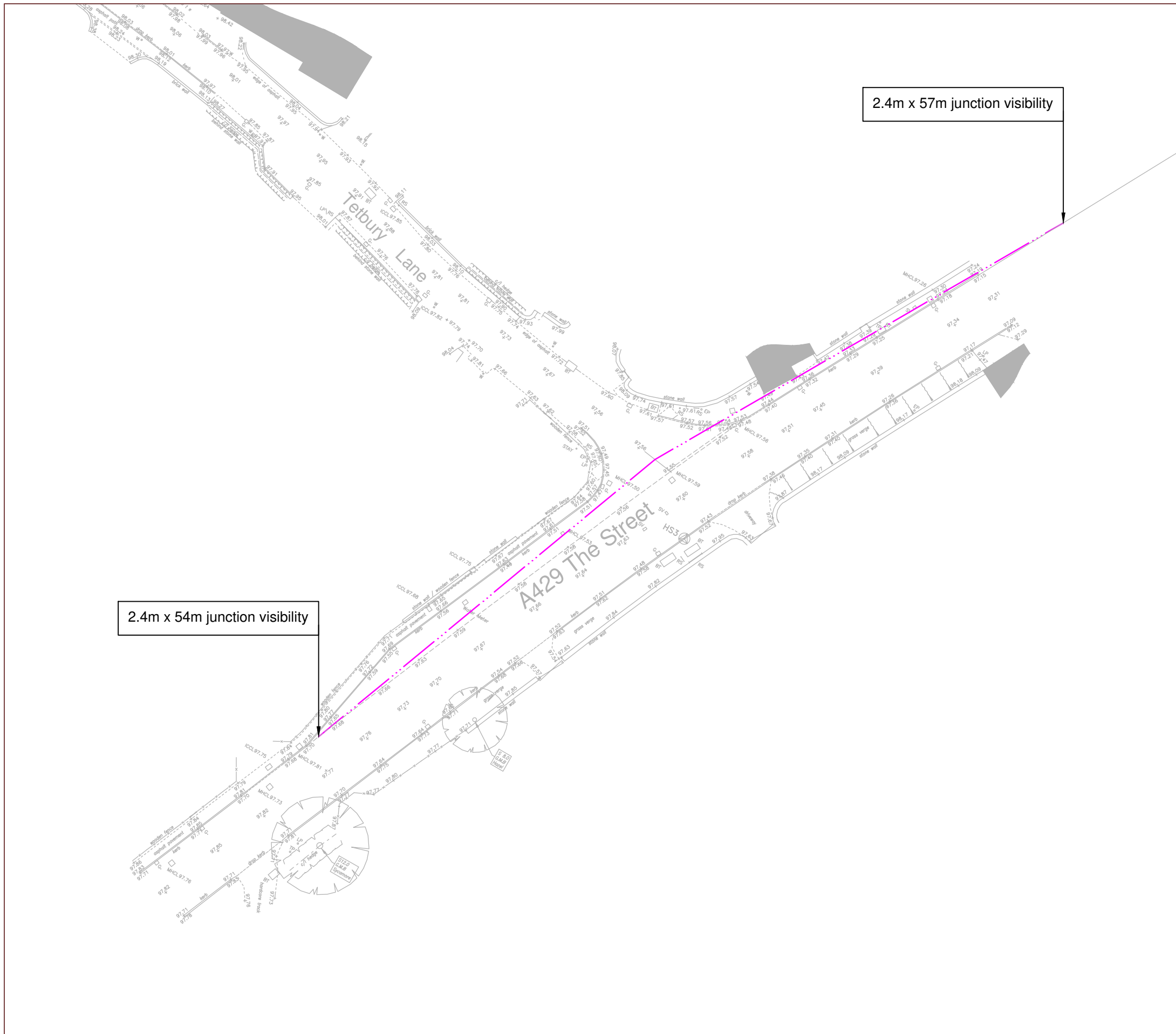
Average Northbound	32.6	Average Southbound	33.1
85th%ile Northbound	34.0	85th%ile Southbound	35.0
% > Speed Limit Northbound	88%	% > Speed Limit Southbound	93%
% > 15mph over Speed Limit Northbound	0%	% > 15mph over Speed Limit Southbound	0%



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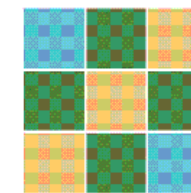
Appendix P

Visibility Splay Drawing -
Tetbury Lane onto the A429



Notes:

1. Junction visibility splays have been calculated from recorded 85th percentile traffic speeds of 35mph southbound and 34mph northbound.
2. The visibility splay to the north extends beyond the extents of the topographical survey and the western kerline has been shown extending in a straight line from the final surveyed point to the required visibility splay. Site observations support that the road does continue in a straight line to this point.



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Cotswold Transport Planning Ltd
121 Promenade
Cheltenham Tel: 01242 370283
Gloucestershire cheltenham@cotswoldtp.co.uk
GL50 1NW www.cotswoldtp.co.uk

Drawing Title:
 A429 / Tetbury Lane Junction Visibility

Client:
 Edenstone Homes

Project:
 Ridgeway Farm, Crudwell

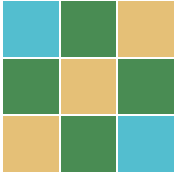
Drawing No: SK07	Revision: -
---------------------	----------------

Date Drawn: 05.09.18	Issue Date: 05.09.18
-------------------------	-------------------------

Drawn by: MP	Checked by: MG
-----------------	-------------------

Project Code: CTP-17-346	Scale at A3: 1:500
-----------------------------	-----------------------

Drawing Status:
 PLANNING



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Appendix Q

TRICS Output

LIST OF SITES relevant to selection parameters (Cont.)

15	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
16	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	92	0.082	16	92	0.276	16	92	0.358
08:00 - 09:00	16	92	0.156	16	92	0.414	16	92	0.570
09:00 - 10:00	16	92	0.160	16	92	0.193	16	92	0.353
10:00 - 11:00	16	92	0.139	16	92	0.185	16	92	0.324
11:00 - 12:00	16	92	0.183	16	92	0.172	16	92	0.355
12:00 - 13:00	16	92	0.177	16	92	0.160	16	92	0.337
13:00 - 14:00	16	92	0.158	16	92	0.163	16	92	0.321
14:00 - 15:00	16	92	0.189	16	92	0.193	16	92	0.382
15:00 - 16:00	16	92	0.292	16	92	0.214	16	92	0.506
16:00 - 17:00	16	92	0.315	16	92	0.192	16	92	0.507
17:00 - 18:00	16	92	0.360	16	92	0.201	16	92	0.561
18:00 - 19:00	16	92	0.285	16	92	0.201	16	92	0.486
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.496			2.564			5.060

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

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

Parameter summary

Trip rate parameter range selected: 10 - 432 (units:)
 Survey date date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	92	0.001	16	92	0.009	16	92	0.010
08:00 - 09:00	16	92	0.005	16	92	0.014	16	92	0.019
09:00 - 10:00	16	92	0.001	16	92	0.003	16	92	0.004
10:00 - 11:00	16	92	0.001	16	92	0.007	16	92	0.008
11:00 - 12:00	16	92	0.005	16	92	0.003	16	92	0.008
12:00 - 13:00	16	92	0.005	16	92	0.004	16	92	0.009
13:00 - 14:00	16	92	0.006	16	92	0.003	16	92	0.009
14:00 - 15:00	16	92	0.003	16	92	0.003	16	92	0.006
15:00 - 16:00	16	92	0.020	16	92	0.012	16	92	0.032
16:00 - 17:00	16	92	0.011	16	92	0.006	16	92	0.017
17:00 - 18:00	16	92	0.009	16	92	0.005	16	92	0.014
18:00 - 19:00	16	92	0.007	16	92	0.004	16	92	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.073			0.147

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

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

Parameter summary

Trip rate parameter range selected: 10 - 432 (units:)
 Survey date date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	92	0.020	16	92	0.043	16	92	0.063
08:00 - 09:00	16	92	0.043	16	92	0.132	16	92	0.175
09:00 - 10:00	16	92	0.032	16	92	0.045	16	92	0.077
10:00 - 11:00	16	92	0.034	16	92	0.037	16	92	0.071
11:00 - 12:00	16	92	0.034	16	92	0.039	16	92	0.073
12:00 - 13:00	16	92	0.024	16	92	0.026	16	92	0.050
13:00 - 14:00	16	92	0.026	16	92	0.025	16	92	0.051
14:00 - 15:00	16	92	0.048	16	92	0.038	16	92	0.086
15:00 - 16:00	16	92	0.149	16	92	0.067	16	92	0.216
16:00 - 17:00	16	92	0.066	16	92	0.046	16	92	0.112
17:00 - 18:00	16	92	0.057	16	92	0.043	16	92	0.100
18:00 - 19:00	16	92	0.043	16	92	0.041	16	92	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.576			0.582			1.158

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

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

Parameter summary

Trip rate parameter range selected: 10 - 432 (units:)
 Survey date date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	92	0.000	16	92	0.011	16	92	0.011
08:00 - 09:00	16	92	0.003	16	92	0.008	16	92	0.011
09:00 - 10:00	16	92	0.003	16	92	0.007	16	92	0.010
10:00 - 11:00	16	92	0.001	16	92	0.005	16	92	0.006
11:00 - 12:00	16	92	0.004	16	92	0.006	16	92	0.010
12:00 - 13:00	16	92	0.006	16	92	0.005	16	92	0.011
13:00 - 14:00	16	92	0.004	16	92	0.003	16	92	0.007
14:00 - 15:00	16	92	0.005	16	92	0.002	16	92	0.007
15:00 - 16:00	16	92	0.009	16	92	0.006	16	92	0.015
16:00 - 17:00	16	92	0.014	16	92	0.003	16	92	0.017
17:00 - 18:00	16	92	0.014	16	92	0.008	16	92	0.022
18:00 - 19:00	16	92	0.005	16	92	0.001	16	92	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.065			0.133

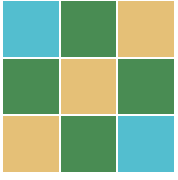
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected: 10 - 432 (units:)
Survey date date range: 01/01/07 - 22/05/14
Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

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

Traffic Flow Diagrams

Client: **Edenstone Homes**
Project Title: **Ridgeway Farm, Crudwell**

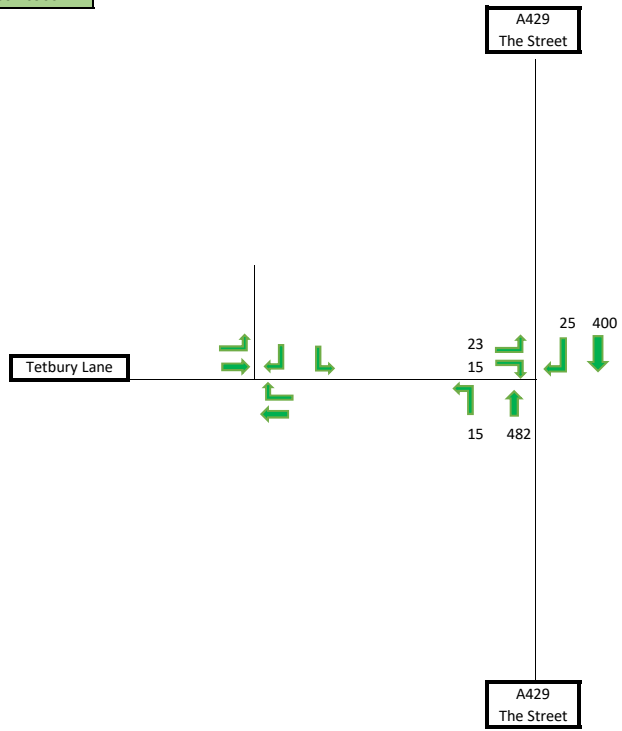
Date: **12.10.17**
Project Code: **CTP-17-346**

Time AM Peak **0800 - 0900**
PM Peak **1700 - 1800**

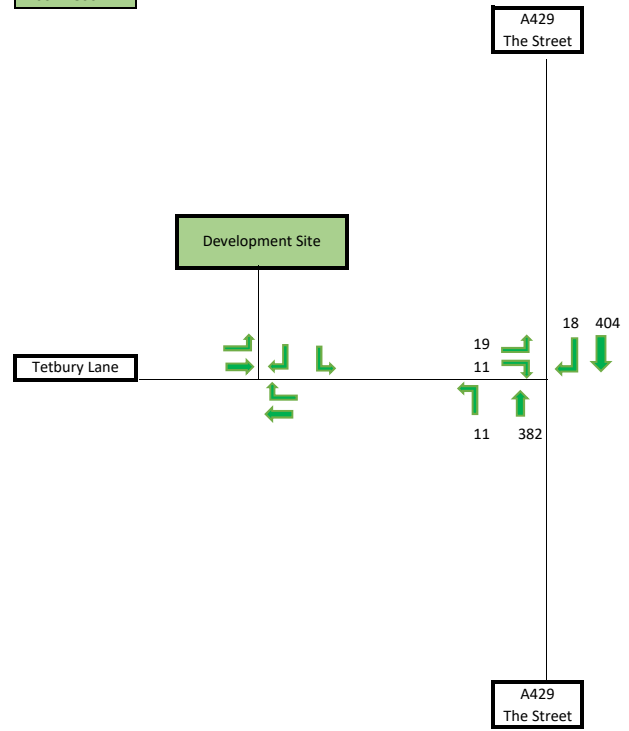
Growth Rates	AM	PM
2017 - 2022	1.0707	1.0694

TFD_01	Base 2017 (PCU's)
TFD_02	Base 2022 (PCU's)
TFD_03	Development Trip Assignment (Pro-Rata)
TFD_04	Development Trips (PCU's)
TFD_05	Base 2022 + Development Trips (PCU's)

AM PEAK
0800 - 0900



PM PEAK
1700 - 1800



Client: **Edenstone Homes**
Project: **Ridgeway Farm, Crudwell**

Drawing Title: **Base 2017 (PCU's)**

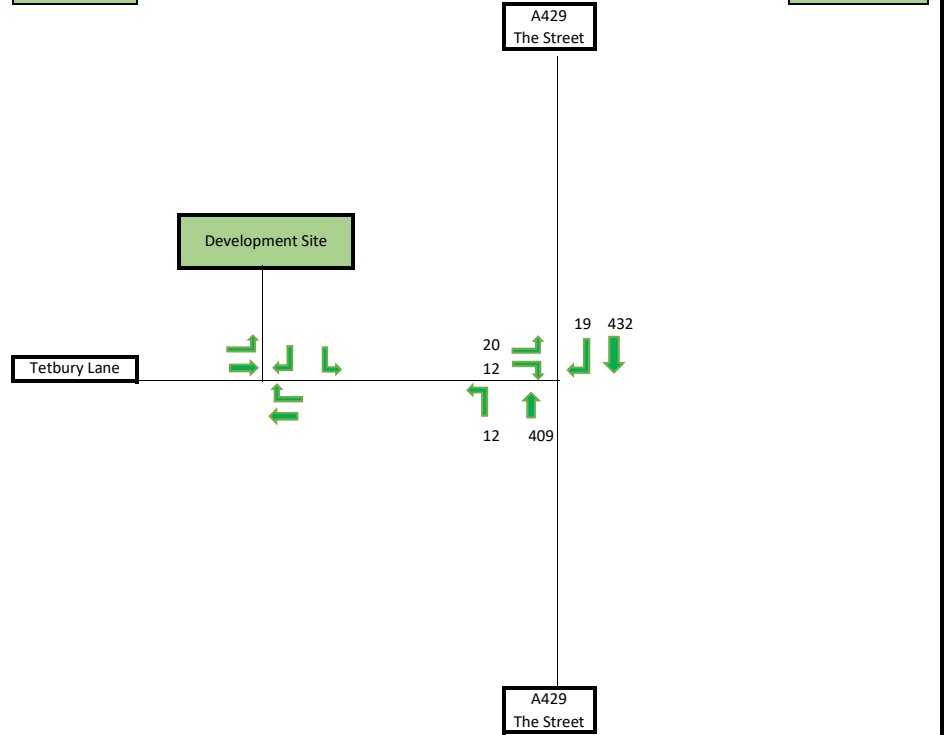
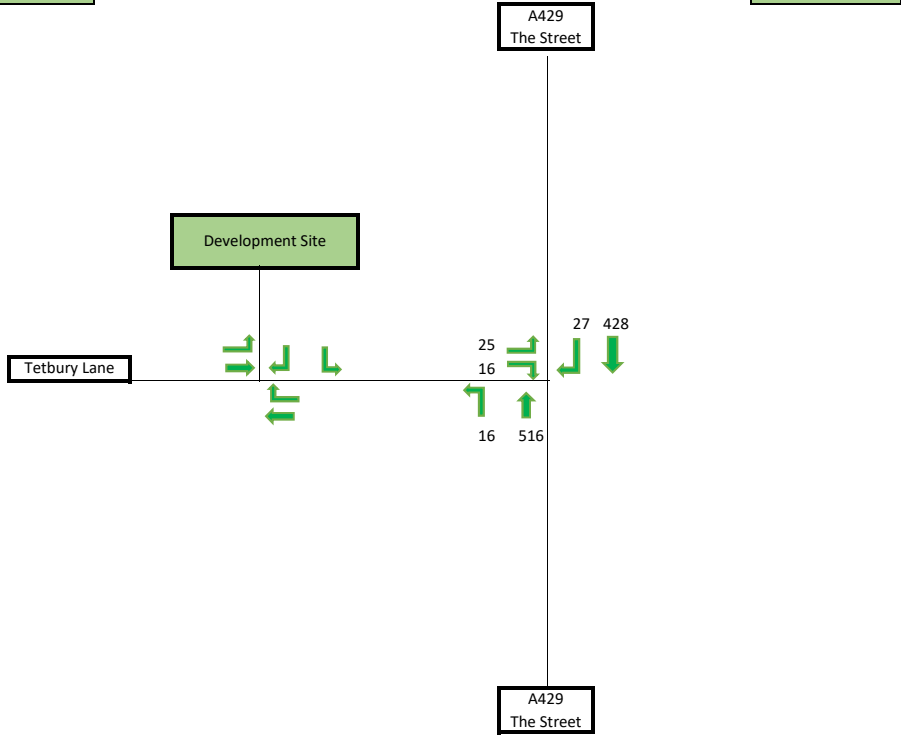
Date: **12.10.17**
Project Code: **CTP-17-346**
TFD No. **TFD_01**

AM PEAK
0800 - 0900

AM Growth Rate
1.0707

PM PEAK
1700 - 1800

PM Growth Rate
1.0694



Client: **Edenstone Homes**

Project: **Ridgeway Farm, Crudwell**

Drawing Title: **Base 2022 (PCU's)**

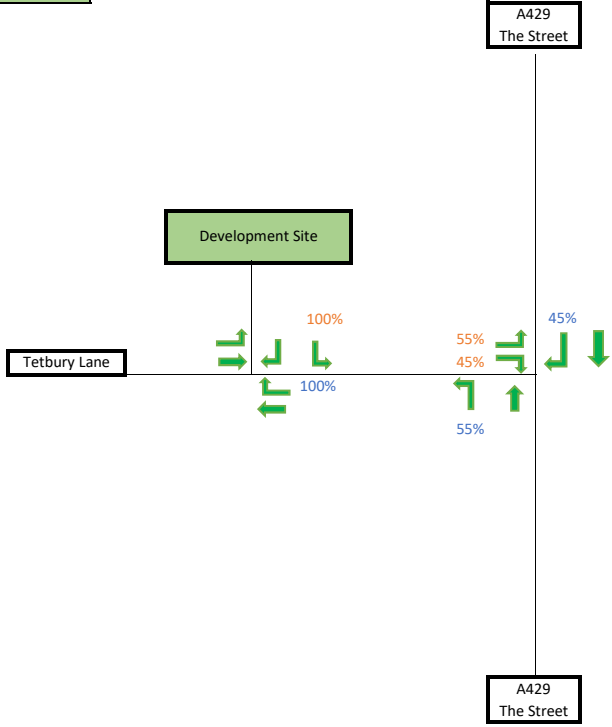
Date: **12.10.17**

Project Code: **CTP-17-346**

TFD No. **TFD_02**

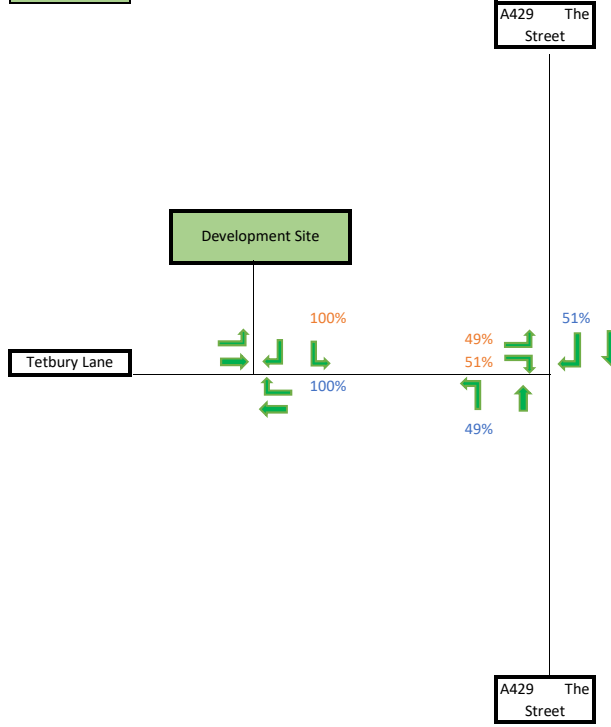
AM PEAK
0800 - 0900

Inbound
Outbound



PM PEAK
1700 - 1800

Inbound 14
Outbound 8



Client: Edenstone Homes

Project: Ridgeway Farm, Crudwell

Drawing Title: Development Trip Assignment (Pro-Rata)

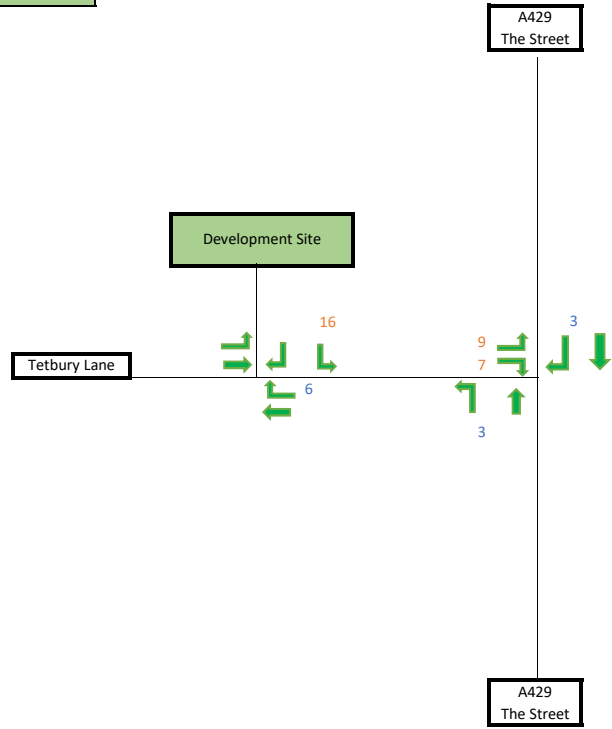
Date: 12.10.17

Project Code: CTP-17-346

TFD No. TFD_03

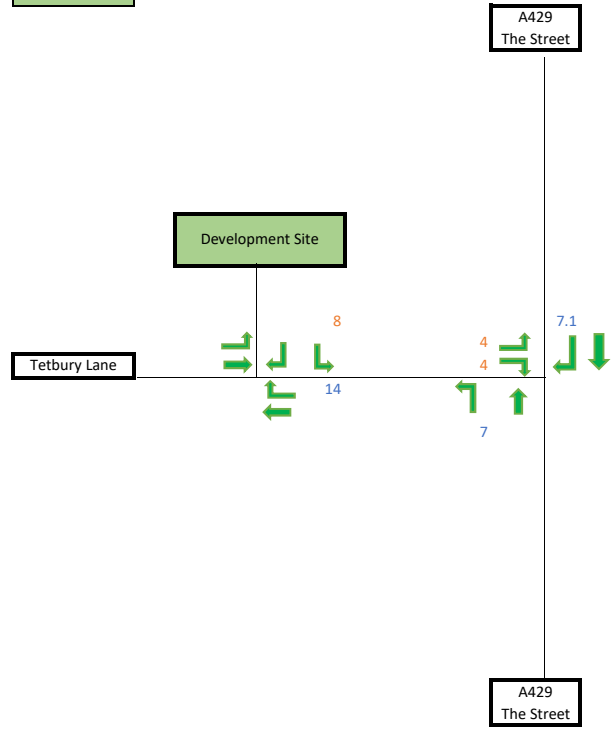
AM PEAK
0800 - 0900

Inbound 6
Outbound 16



PM PEAK
1700 - 1800

Inbound 14
Outbound 8

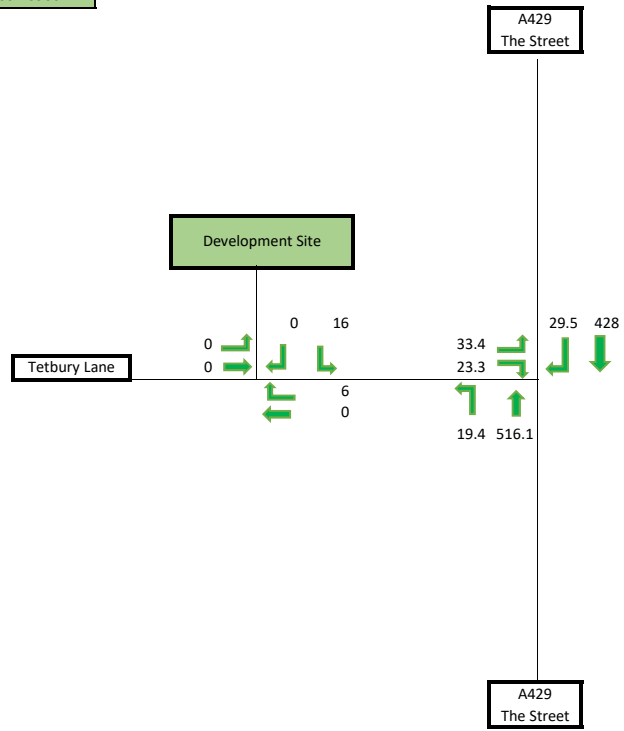


Client: Edenstone Homes
Project: Ridgeway Farm, Crudwell

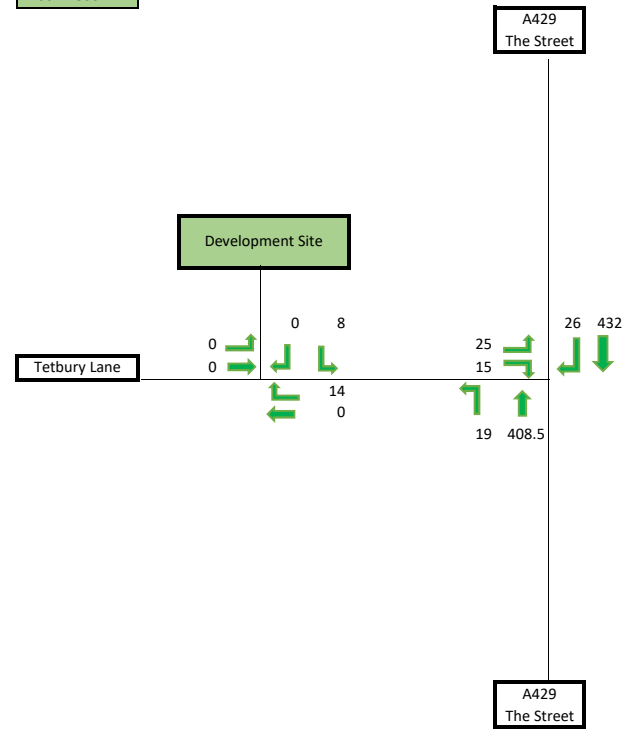
Drawing Title: Development Trips (PCU's)

Date: 12.10.17
Project Code: CTP-17-346
TFD No. TFD_04

AM PEAK
0800 - 0900



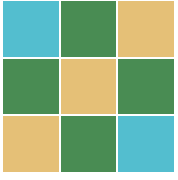
PM PEAK
1700 - 1800



Client: **Edenstone Homes**
Project: **Ridgeway Farm, Crudwell**

Drawing Title: **Base 2022 + Development Trips (PCU's)**

Date: **12.10.17**
Project Code: **CTP-17-346**
TFD No. **TFD_05**



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Appendix S

TEMPRO Output

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2017
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	1.0320	1.0472

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	71	115

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	2,210	2,425

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	2,280	2,540

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
▶ NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Wiltshire 002 (E02006645)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006645	Wiltshire 002	1.0707

Dataset Version:	72
Result Type:	Trip ends by time period
Base Year:	2017
Future Year:	2022
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/Destination
Alternative Assumptions Applied:	No

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	1.0433	1.0333

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	111	75

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	2,558	2,261

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
E02006645	Wiltshire 002	2,669	2,336

NTM Traffic Growth Calculations



1: Select NTM Dataset:

NTM Dataset Description	From	To
▶ NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Wiltshire 002 (E02006645)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

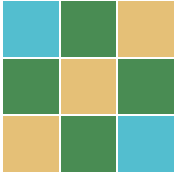
5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02006645	Wiltshire 002	1.0694



COTSWOLD
TRANSPORT
PLANNING

Appendix T

PICADY Output Report

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: 170925_Ridgeway Farm_02.j9

Path: C:\Users\Adam Padmore\Documents\Junctions\170925_Ridgeway Farm_Junctions 9 Report

Report generation date: 12/10/2017 10:11:34

- »Ridgeway Farm - Base 2017, AM
- »Ridgeway Farm - Base 2017, PM
- »Ridgeway Farm - Base 2022, AM
- »Ridgeway Farm - Base 2022, PM
- »Ridgeway Farm - Base 2022 + Development, AM
- »Ridgeway Farm - Base 2022 + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Ridgeway Farm - Base 2017								
Stream B-C	0.1	7.33	0.04	A	0.0	6.80	0.03	A
Stream B-A	0.1	12.77	0.05	B	0.0	11.59	0.03	B
Stream C-AB	0.1	5.20	0.07	A	0.1	5.01	0.05	A
Ridgeway Farm - Base 2022								
Stream B-C	0.1	7.51	0.05	A	0.0	6.94	0.04	A
Stream B-A	0.1	13.46	0.06	B	0.0	12.04	0.04	B
Stream C-AB	0.2	5.16	0.08	A	0.1	4.97	0.05	A
Ridgeway Farm - Base 2022 + Development								
Stream B-C	0.1	7.74	0.07	A	0.1	7.04	0.05	A
Stream B-A	0.1	13.80	0.08	B	0.1	12.30	0.05	B
Stream C-AB	0.2	5.18	0.08	A	0.1	5.03	0.07	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

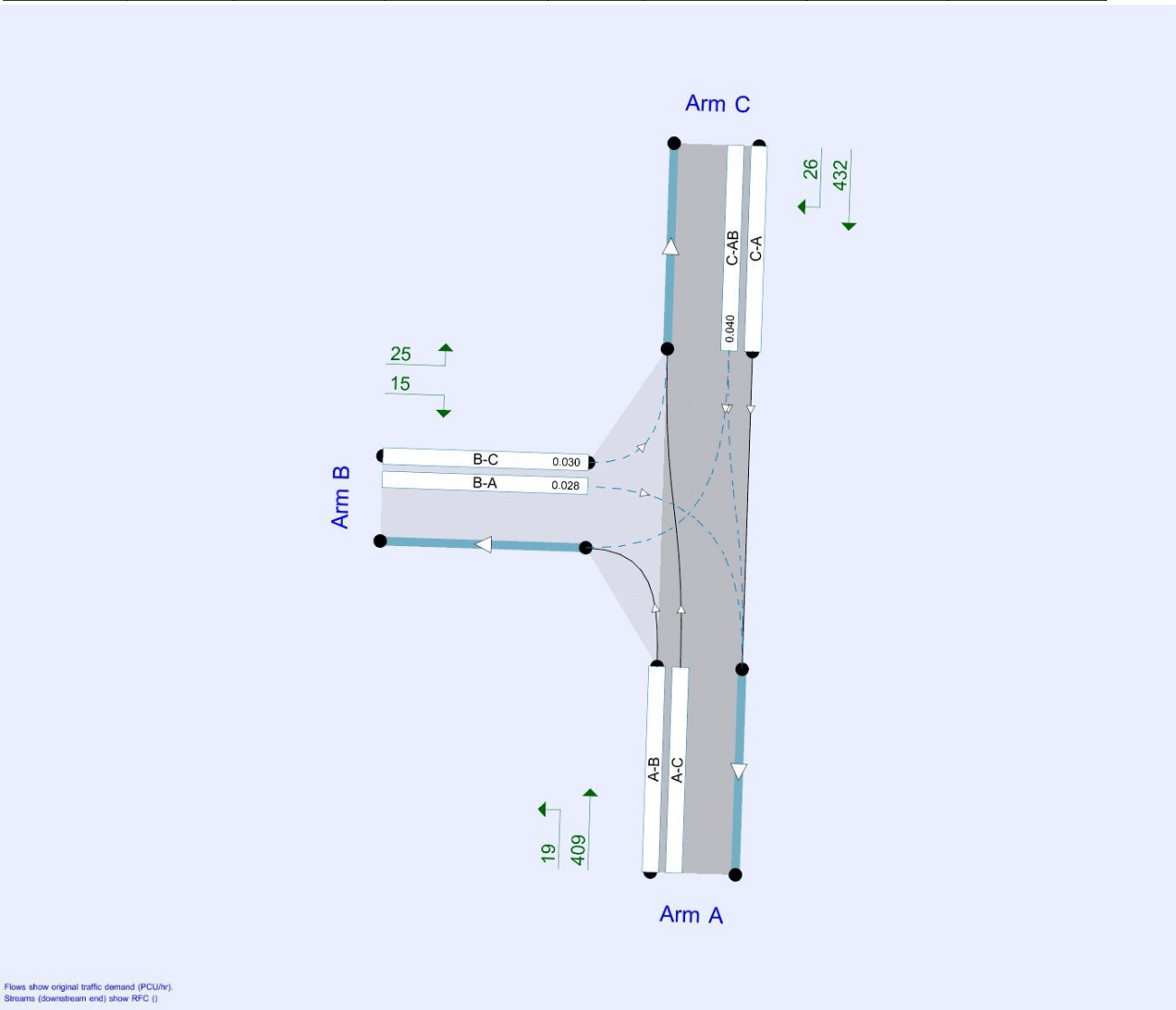
File summary

File Description

Title	Ridgeway Farm, Crudwell
Location	A429 The Street_Tetbury Lane
Site number	
Date	25/09/2017
Version	01
Status	Issue
Identifier	
Client	Edenstone Homes
Jobnumber	CTP-17-346
Enumerator	Martin Whitelow
Description	Priority T junction between the A429 The Street and Tetbury Lane

Units

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



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:45	09:15	15
D2	Base 2017	PM	ONE HOUR	16:45	18:15	15
D3	Base 2022	AM	ONE HOUR	07:45	09:15	15
D4	Base 2022	PM	ONE HOUR	16:45	18:15	15
D5	Base 2022 + Development	AM	ONE HOUR	07:45	09:15	15
D6	Base 2022 + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Ridgeway Farm	100.000

Ridgeway Farm - Base 2017, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A429 (S)		Major
B	Tetbury Lane		Minor
C	A429 (N)		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	6.20			200.0	✓	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	5.79	3.94	3.60	3.60	✓	1.00	37	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	536	0.097	0.244	0.154	0.349
1	B-C	722	0.110	0.277	-	-
1	C-B	690	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2017	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	497	100.000
B		✓	38	100.000
C		✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	482
	B	15	0	23
	C	400	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.33	0.1	A
B-A	0.05	12.77	0.1	B
C-AB	0.07	5.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	616	0.028	17	0.0	6.615	A
B-A	11	393	0.029	11	0.0	10.374	B
C-AB	32	793	0.040	31	0.1	5.198	A
C-A	289			289			
A-B	11			11			
A-C	363			363			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	595	0.035	21	0.0	6.899	A
B-A	13	365	0.037	13	0.0	11.262	B
C-AB	42	817	0.051	42	0.1	5.110	A
C-A	341			341			
A-B	13			13			
A-C	433			433			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	565	0.045	25	0.1	7.330	A
B-A	17	327	0.051	16	0.1	12.765	B
C-AB	59	852	0.070	59	0.1	4.996	A
C-A	410			410			
A-B	17			17			
A-C	531			531			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	565	0.045	25	0.1	7.331	A
B-A	17	327	0.051	17	0.1	12.770	B
C-AB	60	852	0.070	60	0.1	5.000	A
C-A	409			409			
A-B	17			17			
A-C	531			531			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	594	0.035	21	0.0	6.902	A
B-A	13	365	0.037	14	0.0	11.270	B
C-AB	42	817	0.051	42	0.1	5.112	A
C-A	341			341			
A-B	13			13			
A-C	433			433			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	615	0.028	17	0.0	6.621	A
B-A	11	393	0.029	11	0.0	10.383	B
C-AB	32	793	0.040	32	0.1	5.204	A
C-A	289			289			
A-B	11			11			
A-C	363			363			

Ridgeway Farm - Base 2017, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2017	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	393	100.000
B		✓	30	100.000
C		✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	382
	B	11	0	19
	C	404	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	6.80	0.0	A
B-A	0.03	11.59	0.0	B
C-AB	0.05	5.01	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	643	0.022	14	0.0	6.301	A
B-A	8	410	0.020	8	0.0	9.854	A
C-AB	22	812	0.027	22	0.0	5.008	A
C-A	296			296			
A-B	8			8			
A-C	288			288			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	626	0.027	17	0.0	6.502	A
B-A	10	386	0.026	10	0.0	10.518	B
C-AB	29	839	0.034	29	0.1	4.885	A
C-A	351			351			
A-B	10			10			
A-C	343			343			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	603	0.035	21	0.0	6.802	A
B-A	12	354	0.034	12	0.0	11.591	B
C-AB	40	878	0.046	40	0.1	4.727	A
C-A	424			424			
A-B	12			12			
A-C	421			421			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	603	0.035	21	0.0	6.803	A
B-A	12	354	0.034	12	0.0	11.592	B
C-AB	40	878	0.046	40	0.1	4.730	A
C-A	424			424			
A-B	12			12			
A-C	421			421			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	17	626	0.027	17	0.0	6.504	A
B-A	10	386	0.026	10	0.0	10.519	B
C-AB	29	839	0.034	29	0.1	4.888	A
C-A	351			351			
A-B	10			10			
A-C	343			343			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	14	642	0.022	14	0.0	6.303	A
B-A	8	410	0.020	8	0.0	9.857	A
C-AB	22	812	0.027	22	0.0	5.009	A
C-A	296			296			
A-B	8			8			
A-C	288			288			

Ridgeway Farm - Base 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2022	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	532	100.000
B		✓	41	100.000
C		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	516
	B	16	0	25
	C	428	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.51	0.1	A
B-A	0.06	13.46	0.1	B
C-AB	0.08	5.16	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	609	0.031	19	0.0	6.708	A
B-A	12	382	0.032	12	0.0	10.684	B
C-AB	34	801	0.042	34	0.1	5.157	A
C-A	309			309			
A-B	12			12			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	586	0.038	22	0.0	7.024	A
B-A	14	353	0.041	14	0.0	11.698	B
C-AB	46	828	0.055	45	0.1	5.063	A
C-A	364			364			
A-B	14			14			
A-C	464			464			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	28	555	0.050	27	0.1	7.508	A
B-A	18	312	0.057	18	0.1	13.454	B
C-AB	65	866	0.076	65	0.1	4.948	A
C-A	435			435			
A-B	18			18			
A-C	568			568			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	28	555	0.050	28	0.1	7.510	A
B-A	18	312	0.057	18	0.1	13.460	B
C-AB	66	866	0.076	66	0.2	4.950	A
C-A	435			435			
A-B	18			18			
A-C	568			568			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	586	0.038	23	0.0	7.027	A
B-A	14	353	0.041	14	0.0	11.706	B
C-AB	46	828	0.055	46	0.1	5.067	A
C-A	363			363			
A-B	14			14			
A-C	464			464			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	608	0.031	19	0.0	6.718	A
B-A	12	382	0.031	12	0.0	10.691	B
C-AB	34	802	0.043	34	0.1	5.162	A
C-A	308			308			
A-B	12			12			
A-C	388			388			

Ridgeway Farm - Base 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2022	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	421	100.000
B		✓	32	100.000
C		✓	451	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	409
	B	12	0	20
	C	432	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.94	0.0	A
B-A	0.04	12.04	0.0	B
C-AB	0.05	4.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	635	0.024	15	0.0	6.384	A
B-A	9	402	0.022	9	0.0	10.063	B
C-AB	24	822	0.029	24	0.0	4.962	A
C-A	316			316			
A-B	9			9			
A-C	308			308			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	617	0.029	18	0.0	6.606	A
B-A	11	377	0.029	11	0.0	10.810	B
C-AB	32	851	0.037	31	0.1	4.833	A
C-A	374			374			
A-B	11			11			
A-C	368			368			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	593	0.037	22	0.0	6.938	A
B-A	13	342	0.039	13	0.0	12.039	B
C-AB	45	893	0.050	45	0.1	4.669	A
C-A	452			452			
A-B	13			13			
A-C	450			450			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	593	0.037	22	0.0	6.939	A
B-A	13	342	0.039	13	0.0	12.041	B
C-AB	45	893	0.050	45	0.1	4.672	A
C-A	452			452			
A-B	13			13			
A-C	450			450			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	617	0.029	18	0.0	6.611	A
B-A	11	377	0.029	11	0.0	10.814	B
C-AB	32	851	0.037	32	0.1	4.837	A
C-A	374			374			
A-B	11			11			
A-C	368			368			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	635	0.024	15	0.0	6.390	A
B-A	9	402	0.022	9	0.0	10.066	B
C-AB	24	822	0.029	24	0.0	4.965	A
C-A	316			316			
A-B	9			9			
A-C	308			308			

Ridgeway Farm - Base 2022 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2022 + Development	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	535	100.000
B		✓	56	100.000
C		✓	457	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	19	516
	B	23	0	33
	C	428	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.74	0.1	A
B-A	0.08	13.80	0.1	B
C-AB	0.08	5.18	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	603	0.041	25	0.0	6.843	A
B-A	17	384	0.045	17	0.1	10.794	B
C-AB	37	801	0.046	36	0.1	5.178	A
C-A	308			308			
A-B	14			14			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	580	0.051	30	0.1	7.193	A
B-A	21	354	0.058	21	0.1	11.879	B
C-AB	49	827	0.059	49	0.1	5.089	A
C-A	362			362			
A-B	17			17			
A-C	464			464			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	548	0.066	36	0.1	7.740	A
B-A	25	312	0.081	25	0.1	13.785	B
C-AB	70	865	0.081	70	0.2	4.983	A
C-A	433			433			
A-B	21			21			
A-C	568			568			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	36	548	0.066	36	0.1	7.743	A
B-A	25	312	0.081	25	0.1	13.796	B
C-AB	70	865	0.081	70	0.2	4.986	A
C-A	433			433			
A-B	21			21			
A-C	568			568			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	30	580	0.051	30	0.1	7.198	A
B-A	21	354	0.058	21	0.1	11.894	B
C-AB	49	827	0.059	49	0.1	5.093	A
C-A	362			362			
A-B	17			17			
A-C	464			464			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	603	0.041	25	0.0	6.853	A
B-A	17	384	0.045	17	0.1	10.809	B
C-AB	37	801	0.046	37	0.1	5.185	A
C-A	307			307			
A-B	14			14			
A-C	388			388			

Ridgeway Farm - Base 2022 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2022 + Development	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	428	100.000
B		✓	40	100.000
C		✓	458	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	19	409
	B	15	0	25
	C	432	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	7.04	0.1	A
B-A	0.05	12.30	0.1	B
C-AB	0.07	5.03	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	634	0.030	19	0.0	6.436	A
B-A	11	400	0.028	11	0.0	10.180	B
C-AB	32	820	0.040	32	0.1	5.022	A
C-A	312			312			
A-B	14			14			
A-C	308			308			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	615	0.037	22	0.0	6.677	A
B-A	13	374	0.036	13	0.0	10.973	B
C-AB	43	849	0.051	43	0.1	4.913	A
C-A	369			369			
A-B	17			17			
A-C	368			368			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	28	590	0.047	27	0.1	7.036	A
B-A	17	339	0.049	16	0.1	12.294	B
C-AB	62	891	0.069	61	0.1	4.773	A
C-A	443			443			
A-B	21			21			
A-C	450			450			

17:30 - 17:45

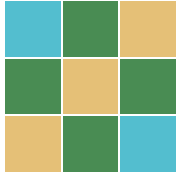
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	28	590	0.047	28	0.1	7.037	A
B-A	17	339	0.049	17	0.1	12.295	B
C-AB	62	891	0.069	62	0.1	4.775	A
C-A	443			443			
A-B	21			21			
A-C	450			450			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	615	0.037	23	0.0	6.682	A
B-A	13	374	0.036	14	0.0	10.978	B
C-AB	43	850	0.051	43	0.1	4.916	A
C-A	368			368			
A-B	17			17			
A-C	368			368			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	19	633	0.030	19	0.0	6.442	A
B-A	11	400	0.028	11	0.0	10.188	B
C-AB	33	821	0.040	33	0.1	5.027	A
C-A	312			312			
A-B	14			14			
A-C	308			308			



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