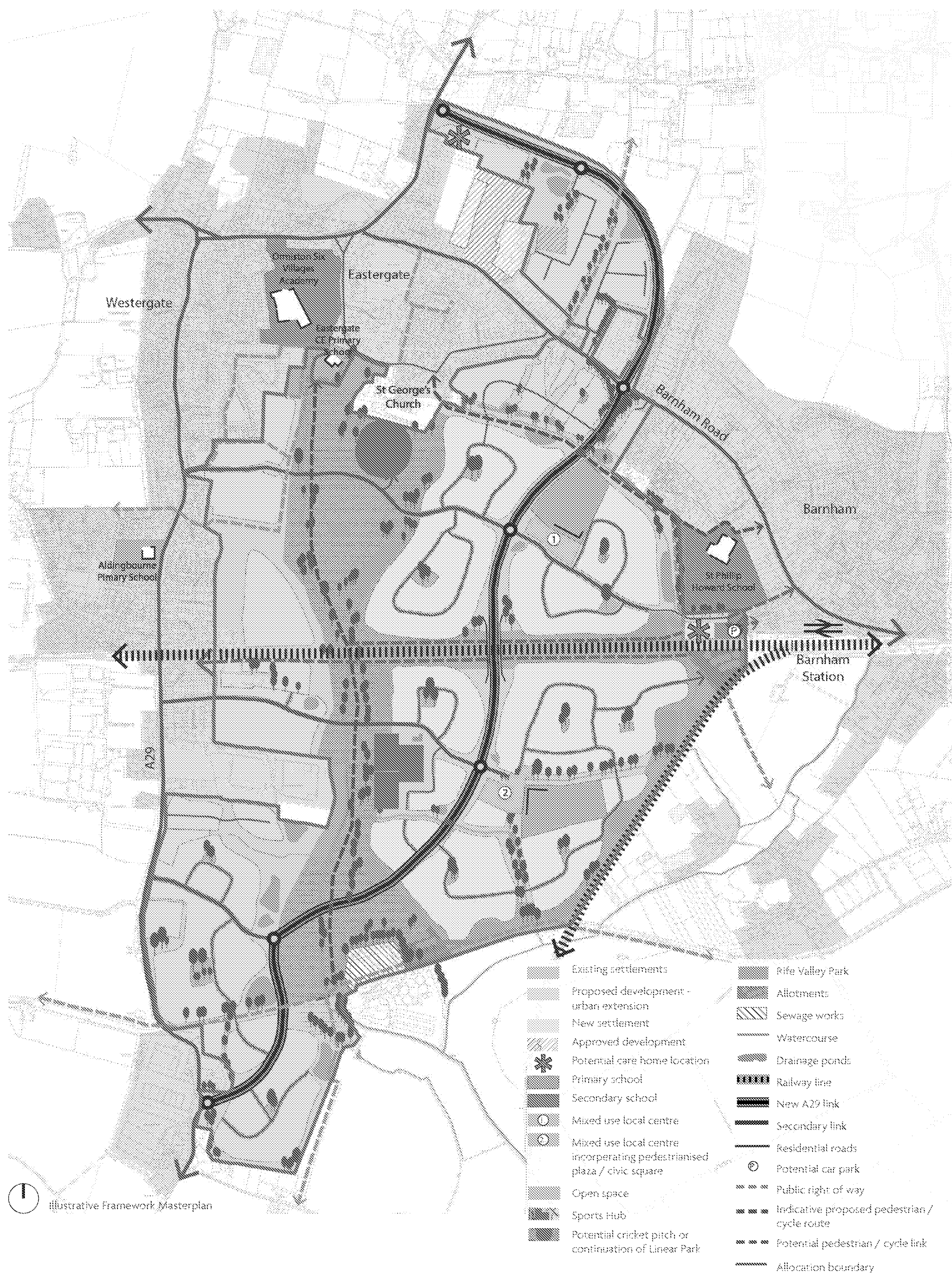
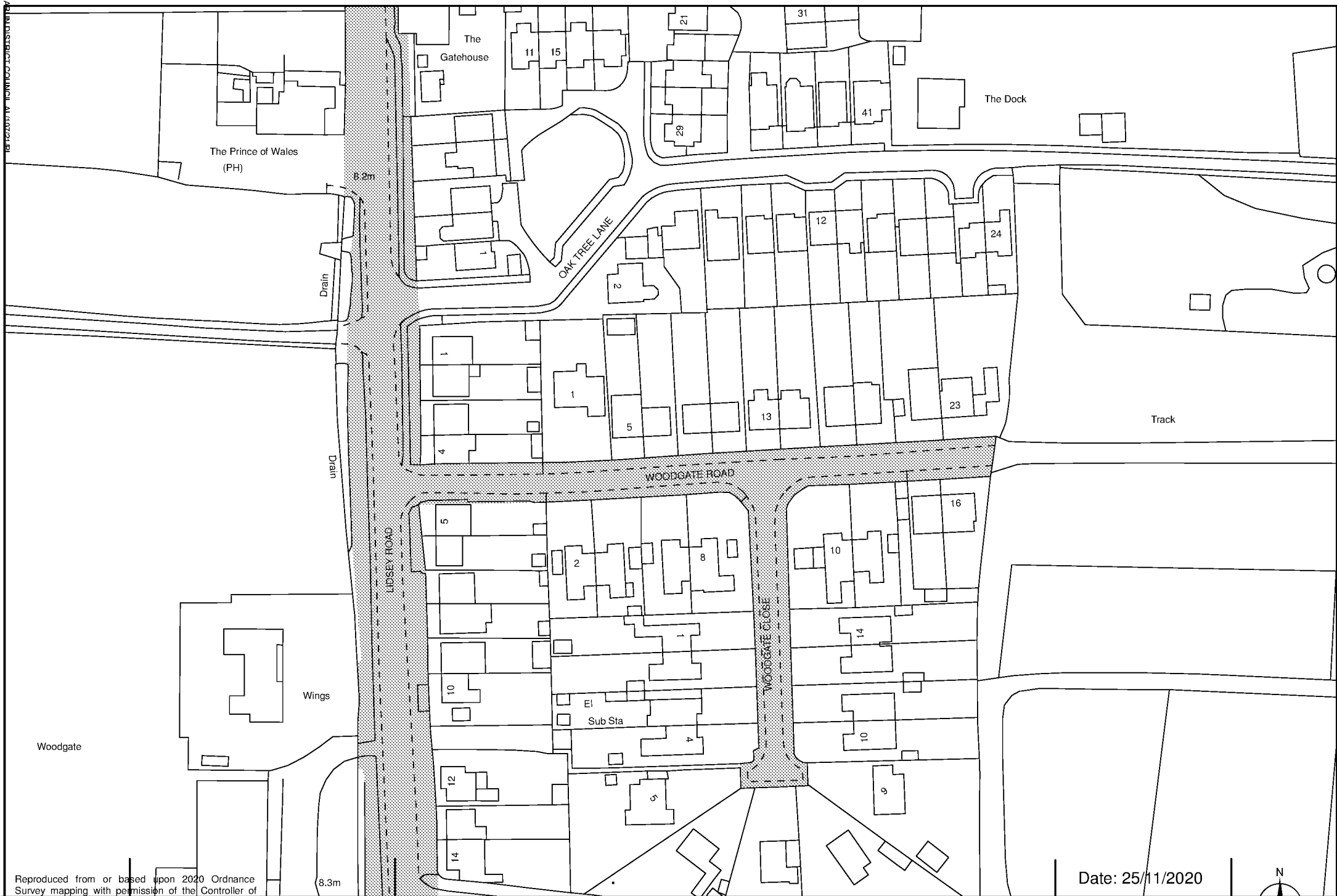


Appendix F BEW Framework Masterplan

The Framework Masterplan



Appendix G Highway Boundary Information



Reproduced from or based upon 2020 Ordnance Survey mapping with permission of the Controller of HMSO © Crown Copyright reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings
West Sussex County Council Licence No. 100023447

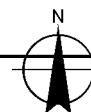
Local Development

for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 25/11/2020

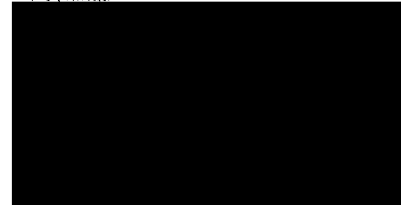
Scale: 1:1,250



Appendix H Stage 1 Road Safety Audit



Downview
Poynings Road
Poynings



C & A CONSULTING ENGINEERS LTD

LIDSEY ROAD/WOODGATE ROAD
PROPOSED RIGHT TURN LANE AND CYCLE FACILITIES

ROAD SAFETY AUDIT STAGE 1
MAY 2021

CONTENTS

	Page No.
1. Introduction	2
2. Stage 1 Road Safety Audit	4
3. Audit Team Statement	6

Appendix

- A. Schedule of Documents Examined
- B. Annotated Drawings

1.0 INTRODUCTION

- 1.1 This report presents the findings of a Stage 1 Road Safety Audit (preliminary design) into proposals for a new right turn lane and new cycle facilities at the Lidsey Road/Woodgate Road, West Sussex.
- 1.2 This Audit was carried out at the request of Mr Prabin Limbu of C & A Consulting Engineers Ltd and the Audit Team has acted independently of the Design Team and the Audit Team had no previous knowledge of this scheme. LSA has carried out a number of audits in the area of Lidsey Road but none were specifically involved with the Woodgate Road scheme.
- 1.3 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Thursday 7th May 2021 in daylight. The visit occurred between the hours of 11:00 – 11:30 and during the visit the weather was dry with clear visibility, record photographs were taken during the inspection.
- 1.4 The Audit Team membership was as follows:
- | | |
|--------------------------------------|-------------|
| Laurence Shaw MCIHT MSoRSA Cert Comp | Team Leader |
| Christina George BSc MCIHT MSoRSA | Team Member |
- 1.5 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2, GG119. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.
- 1.6 Lidsey Road is the A29 and Woodgate Road is currently a cul-de-sac that are in a semi-rural area with a 30mph speed limit. The road does have a system of street lighting and no night visit was carried out at this time.

- 1.7 The proposals under consideration include a right turn lane for northbound traffic and new cycle facilities including shared use of the footway on Lidsey Road between Woodgate Road and Hook Lane.
- 1.8 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.
- 1.9 No departures from standard have been advised to the Auditor by the design team.
- 1.10 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.
- 1.11 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of C & A Consulting Engineers Ltd and their clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

2.0 STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: Lidsey Road.

Summary: Sections of the shared use cycle facility are shown to be sub-standard and may lead to accidents.

The Audit Team noted that the proposed cycle facility, a shared use cycle/pedestrian facility between Woodgate Road and Hook Lane and the whole of Woodgate Road, are shown to be 2.5m in width although the current national standard for a shared use cycle/pedestrian facility is 3.0m. The sub-standard width may lead to cycle/pedestrian collisions.

Recommendation

It is recommended that all sections of the shared use facility are upgraded to be 3.0m in width.

2.2 Problem

Location: Lidsey Road.

Summary: The lack of safe facilities for cycles to re-join the carriageway may lead to accidents.

The Audit Team noted that the proposed cycle facility ends at the Lidsey Road/Hook Lane junction and there is no indication of how cycles should re-join the carriageway. Northbound cyclists would have very poor visibility at the Hook Lane junction due to no footway on the south side and leaving the shared use facility to the carriageway may lead to vehicle/cycle collisions.

Recommendation

It is recommended that the shared use facility is terminated south of the level crossing with suitable signage and dropped kerbs.

3.0 AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1

We certify that this road safety audit has been carried out in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

Audit Team Leader

L. E. Shaw MCIHT MSoRSA
Senior Associate
Laurence Shaw Associates
1 Dyke Close
Poynings
West Sussex
BN45 7BB

Signed

Dated 10th May 2021

Team Member

Christina George BSc MCIHT MSoRSA

Signed

Dated 10th May 2021

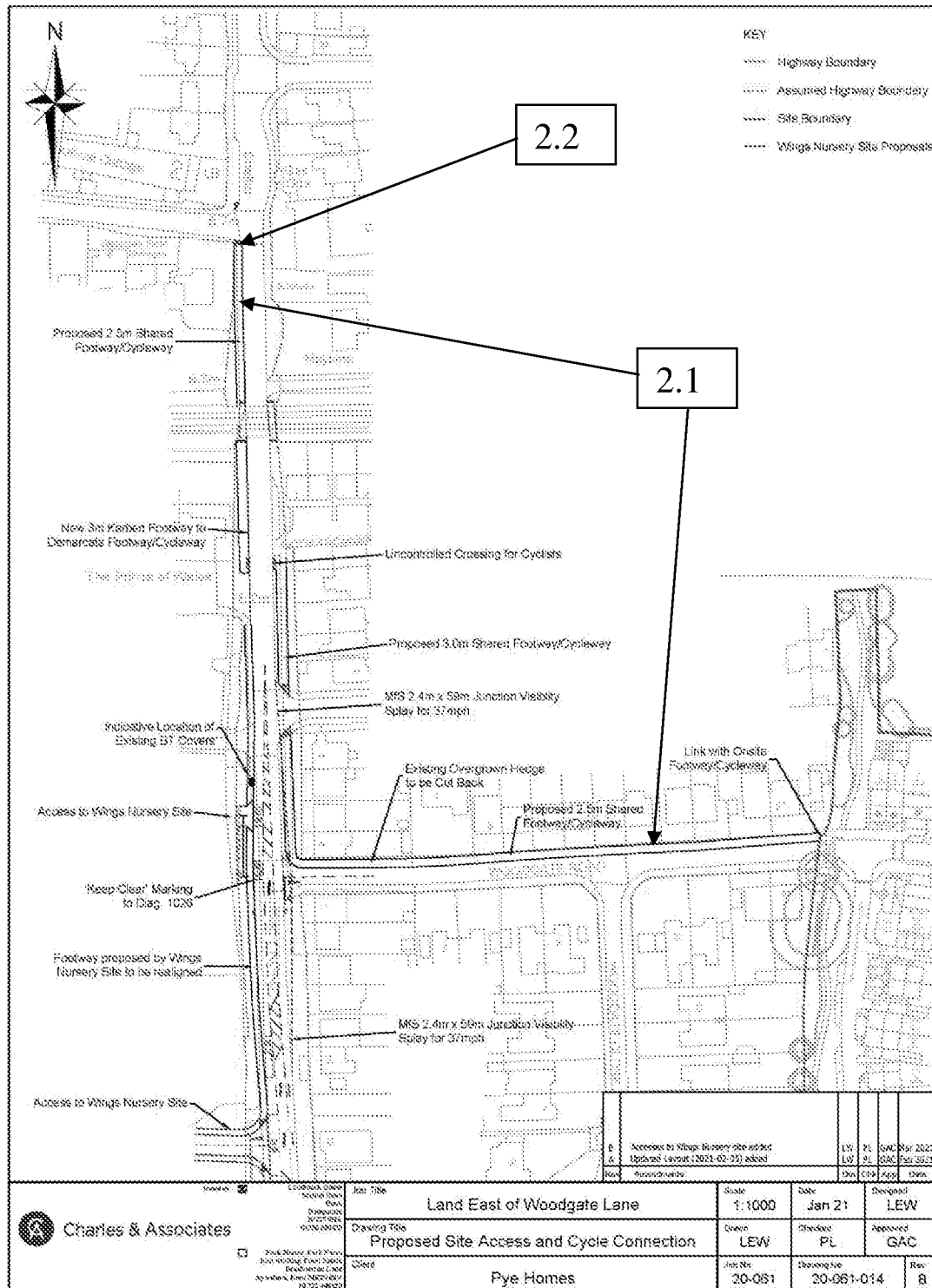
APPENDIX A

Schedule of documents examined

Drawing No.	Rev.	Title	Description	Scale
20-061-014	B	Land East of Woodgate Lane	Proposed Site Access and Cycle Connection	1:1000 @ A3

APPENDIX B

SCHEME DRAWINGS





Charles & Associates

LAND EAST OF WOODGATE ROAD

Designer's Response to the Stage 1 Safety Audit

Project No. 20-061

May 2021

LAND EAST OF WOODGATE ROAD

Designer's Response to the Stage 1 Safety Audit

C & A Consulting Engineers
Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford



Project No. 20-061
May 2021

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	FINAL	LW	PL	GAC	GAC	25/05/21

DESIGNER'S STATEMENT

C & A Consulting Engineers prepared a site access design for the proposed residential development at Land East of Woodgate Road. A Stage 1 Road Safety Audit was carried out on the designs shown on Drawing Number 20-061-014. The Audit was undertaken by Laurence Shaw Associates and the Auditor Team identified a few issues.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

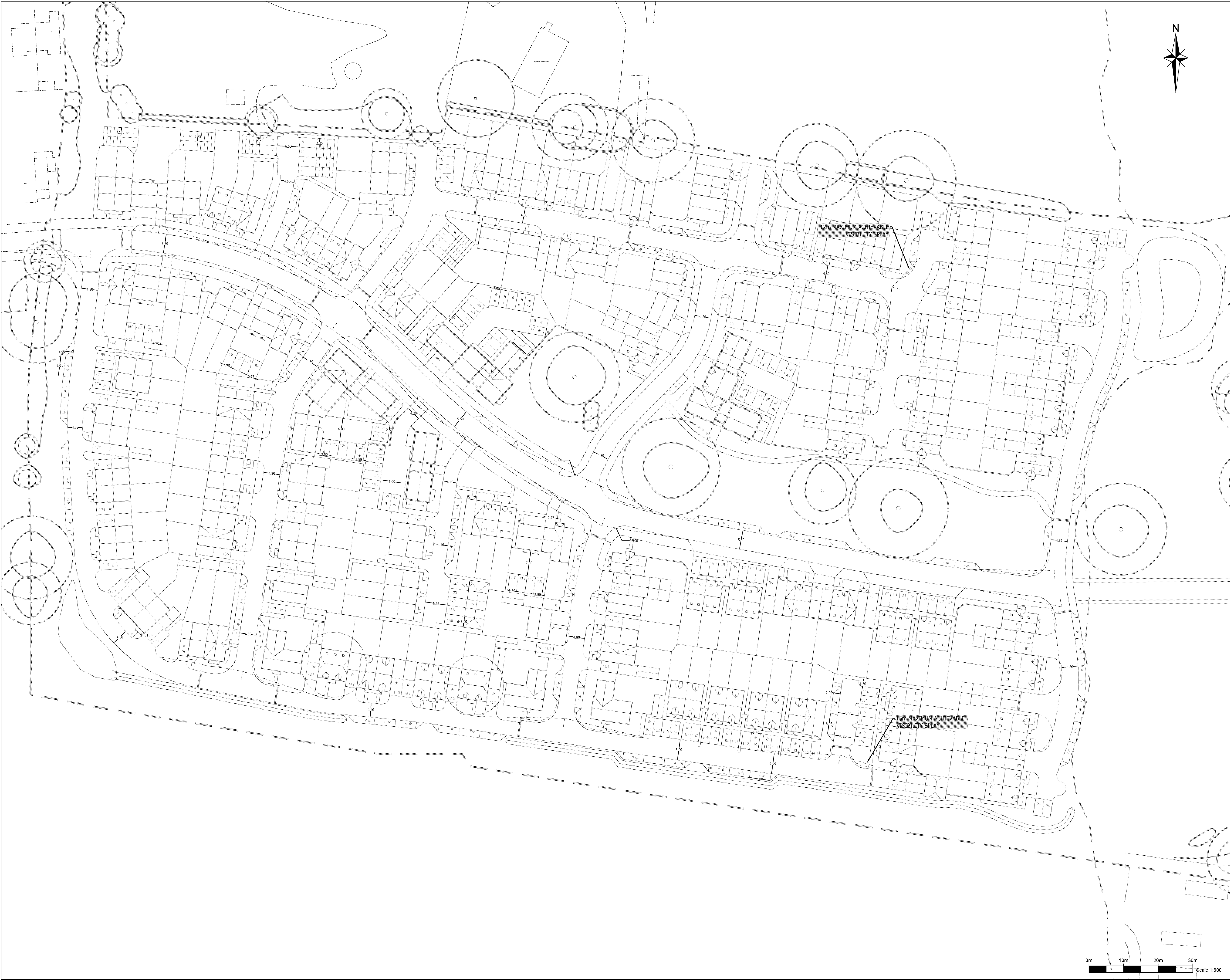
- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed: LW

Date: 25/05/2021

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
Proposed Site Access – Drawing 20-061-014				
2.1	Location: Lidsey Road Summary: Sections of the shared use cycle facility are shown to be sub-standard and may lead to accidents. The Audit Team noted that the proposed cycle facility, a shared use cycle/pedestrian facility between Woodgate Road and Hook Lane and the whole of Woodgate Road, are shown to be 2.5m in width although the current national standard for a shared use cycle/pedestrian facility is 3.0m. The sub-standards width may lead to cycle/pedestrian collisions.	Recommendation: It is recommended that all sections of the shared use facility are upgraded to be 3.0m in width.	Agree/Disagree: Partly agree – that the current national standard for a shared use facility is 3.0m, however, West Sussex cycleway design guide also states that 2.5m is the absolute minimum acceptable width for such facility. Therefore, adhering to the above, where highway land is available, 3.0m wide shared facility is proposed, whereas 2.5m wide facility is proposed where 3.0 is not achievable. The recommendation of upgrading all sections to 3.0 width is undeliverable due to highway land limitation.	
2.2	Location: Lidsey Road Summary: The lack of safe facilities for cycles to re-join the carriageway may lead to accidents. The Audit Team noted that the proposed cycle facility ends at the Lidsey Road/Hook Lane junction and there is no indication of how cycles should re-join the carriageway. Northbound cyclist would have very poor visibility at the Hook Lane junction due to no footway on the south side and leaving the shared use facility to the carriageway may lead to vehicle/cycle collisions.	Recommendation: It is recommended that the shared use facility is terminated south of the level crossing with suitable signage and dropped kerbs.	Agree/Disagree: Partly agree, however, the shared use facility has not been terminated south of the level crossing. Instead, the latest drawing has been updated to show how the cyclist safely re-join the carriageway with appropriate dropped kerbs, signages and tactile before reaching the Hook Lane junction. This is to ensure cyclists' facility is available as far as possible.	

Appendix I Internal Layout Review Plan

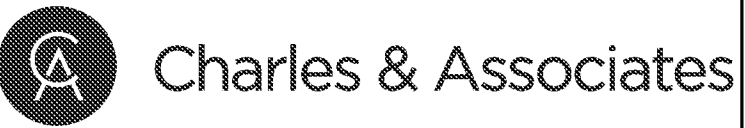


NOTES

Background Masterplan: ECE Architecture CAD file "6781 Site Plan 02-Rev P.dwg" rec'd 28.07.2021.

VISIBILITY SPLAYS	
	2.4m x 25m (or tangent) Visibility Splay for 20mph residential road.
Area within Visibility Splays to be kept clear of obstructions above 600mm.	

B	Updated Layout added (2021-07-28)	DH	PL	GAC	July 2021
A	Updated Layout added (2021-07-27)	DH	PL	GAC	July 2021
Rev	Amendments	Dm	Chk	App	Date



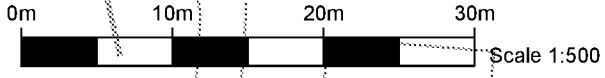
Landmark House Station Road Berk Hampshire RG27 9HA 01256 650420 www.c-a.co.uk		owned by	Park House Park Farm East Milling Train Lane Bridport Lane Aylesford Kent ME20 6SS 01752 448135
--	--	----------	--

Job Title
Land East of Woodgate Lane

Drawing Title
**Highways Review
Visibility Splays**

Client
Pye Homes

Scale	1:500	Date	July 21	Designed	DH
Drawn	DH	Checked	GW	Approved	GAC
Job No	20-061	Drawing No	20-061/028	Rev	B





NOTES

Background Masterplan: ECE Architecture CAD file "6781 Site Plan 02-Rev P.dwg" rec'd 28.07.2021.

Refuse vehicle size and tracking subject to pre-app discussions with WSCC.

Waste Collection distances:

Refuse collector distance to storage bin (25m max)

Resident distance to storage bin (30m max)

Bin Store Location

11.00

Chichester Refuse Vehicle

Width

Track

Lock to Lock Time

Steering Angle

2.55

2.15

6.0

31.8

B

Updated Layout added (2021-07-28)

DH

PL

GAC

July 2021

A

Updated Layout added (2021-07-27)

DH

PL

GAC

July 2021

Rev

Amendments

DM

CHK

APP

Date

Charles & Associates

Landmark House

Station Road

Berk

Hampshire

RG27 9HA

01256 634820

www.c-a.co.uk

owned by

Park House

East Milling

Train Farm

Headbourne Lane

Aylesford

Kent

ME20 6SN

01757 448130

Job Title

Land East of Woodgate Lane

Drawing Title

Highways Review
Refuse Strategy

Client

Pye Homes

Scale

1:500

Date

July 2021

Designed

DH

Drawn

DH

Checked

GW

Approved

GAC

Job No

20-061

Drawing No

20-061/029

Rev

B

ARUN DISTRICT COUNCIL AL10721PL



NOTES

Background Masterplan: ECE Architecture CAD file "6781 Site Plan 02-Rev P.dwg" rec'd 28.07.2021.

Fire tender distances:

----- Fire operative route

Fire operative route - hose route needs to be able to access every point of a dwelling with a maximum distance of 45m

Note: maximum 20m reversing distance used in line with Manual for Streets.

7.88

1.41

4.30

Fire Appliance Scania Emergency One

meters

Width : 2.45

Track : 2.45

Lock to Lock Time : 6.0

Steering Angle : 33.7

B	Updated Layout added (2021-07-28)	DH	PL	GAC	July 2021
A	Updated Layout added (2021-07-27)	DH	PL	GAC	July 2021
Rev	Amendments	Dm	Chk	App	Date

Charles & Associates

Landmark House
Station Road
Berk
Hampshire
RG27 9HA
01256 628420
www.c-a.co.uk

owned by

Park House
Park Farm
East Milling Train Farm
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448130

enquiries@c-a.co.uk

Job Title

Land East of Woodgate Lane

Highways Review
Fire Strategy

Pye Homes

Scale	1:500	Date	July 2021	Designed	DH
Drawn	DH	Checked	GW	Approved	GAC
Job No	20-061	Drawing No	20-061/030	Rev	B



Appendix J Accommodation Schedule/Breakdown

Land East of Woodgate Lane, Woodgate
Pye Homes

6781 K01/-REV G

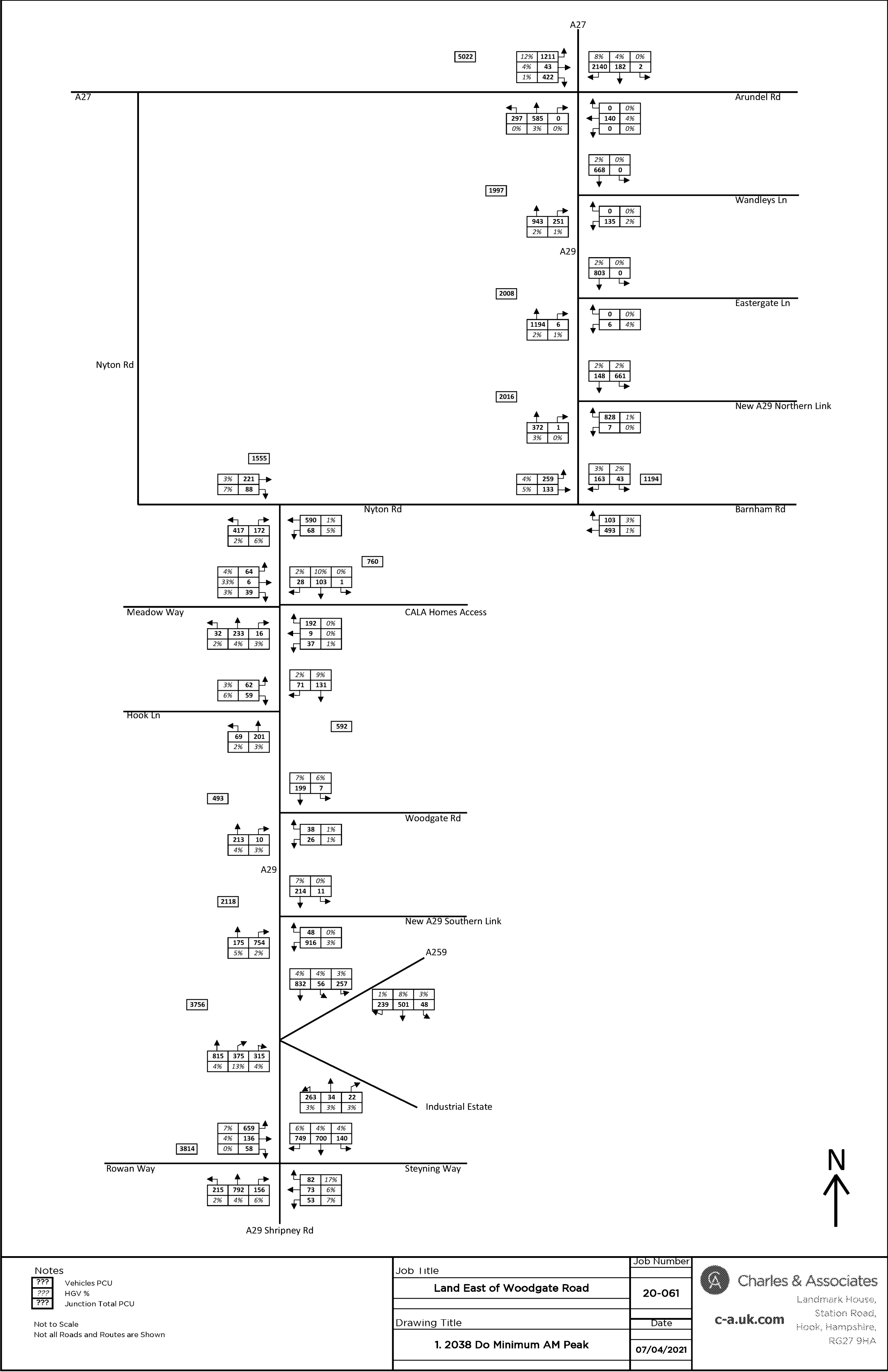
Residential Accommodation Breakdown by Plot

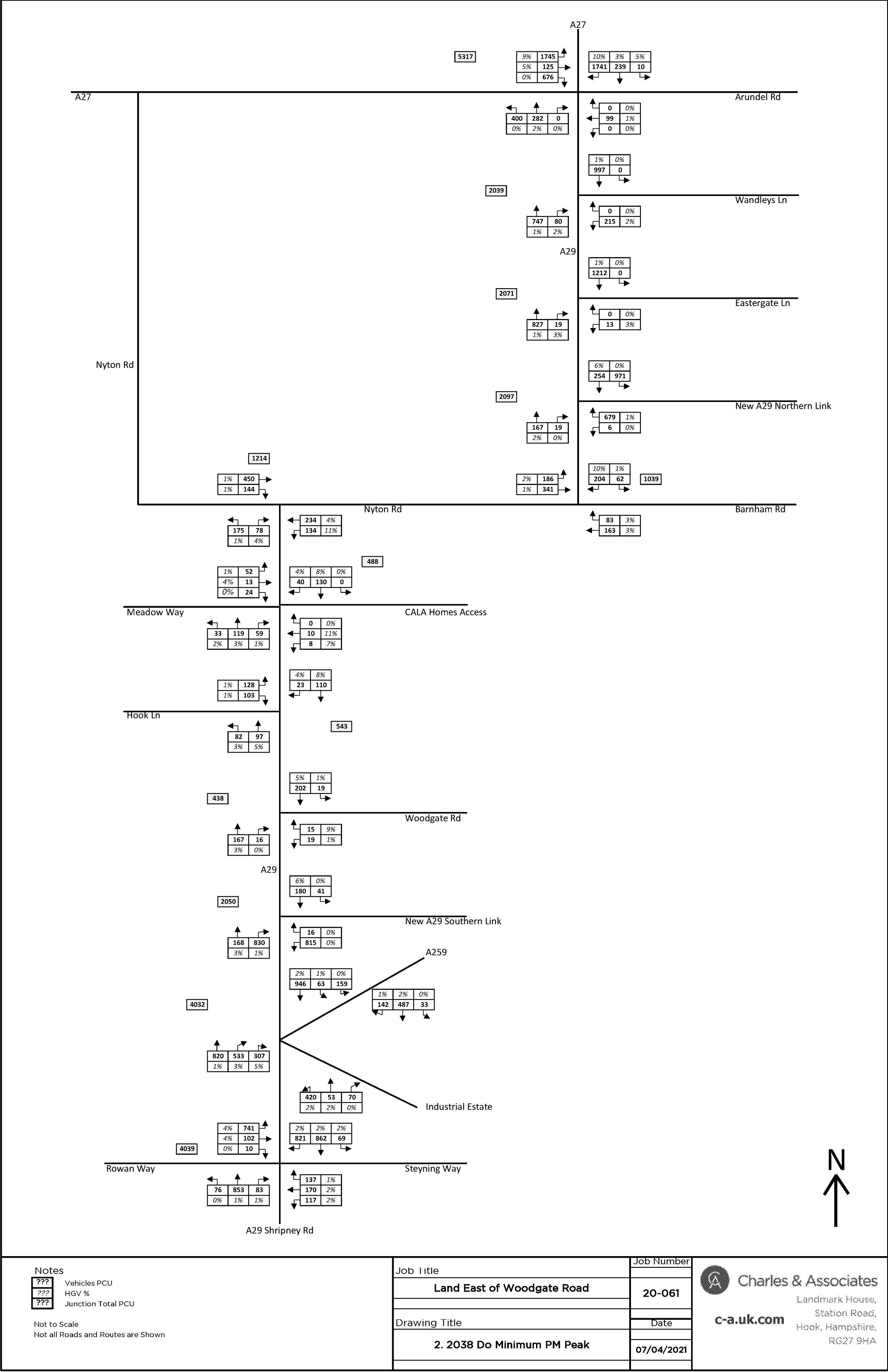
Plot Number	Housetype	Tenure	Position	Bedrooms	Part M4 compliance	Parking No. Spaces	Garages	Dwelling GIA sqm	Dwelling GIA sqft
1	Type E1	AF	Terrace	2B4P		2		79.20	853
2	Type E1	AF	Terrace	2B4P	M4(2)	2		79.20	853
3	Type A2	AF	FOG	2B4P		2		70.79	762
4	Type E1	AF	Terrace	2B4P		2		79.20	853
5	Type E1	AF	Terrace	2B4P	M4(2)	2		79.20	853
6	Type S	OM	Terrace	3B5P		2		99.08	1066
7	Type S	OM	Terrace	3B5P		2		99.08	1066
8	Type J	OM	Terrace	3B5P		2		95.00	1023
9	Type F	OM	Terrace	3B5P		2		108.60	1169
10	Type S	OM	Terrace	3B5P		2		99.08	1066
11	Type S	OM	Terrace	3B5P		2		99.08	1066
12	Type F	OM	Terrace	3B5P		2		108.60	1169
13	Type F	OM	Semi	3B5P		2		108.60	1169
14	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
15	Type I	AF	Semi	3B5P		2		95.00	1023
16	Type A	AF	FOG	2B4P		1		69.79	751
17	N/A	AF	Apartment	1B2P	M4(2)	1		51.45	554
18	N/A	AF	Apartment	1B2P	M4(2)	1		50.33	542
19	N/A	AF	Apartment	1B2P	M4(2)	1		53.03	571
20	N/A	AF	Apartment	1B2P		1		51.45	554
21	N/A	AF	Apartment	1B2P		1		50.33	542
22	N/A	AF	Apartment	1B2P		1		53.03	571
23	N/A	AF	Apartment	1B2P		1		51.45	554
24	N/A	AF	Apartment	1B2P		1		50.33	542
25	N/A	AF	Apartment	1B2P		1		53.03	571
26	Type R	OM	Detached	4B8P		2.5	Shared Double	135.49	1458
27	Type M	OM	Detached	3B5P		2.5	Shared Double	96.50	1039
28	Type G1	OM	Detached	3B5P		2		97.59	1050
29	Type L1	OM	Detached	4B7P		2		133.07	1432
30	Type J	OM	Detached	3B5P		2		95.00	1023
31	Type J	OM	Detached	3B5P		2		95.00	1023
32	Type I	AF	Detached	3B5P		2		95.00	1023
33	Type I	AF	Semi	3B5P		2		95.00	1023
34	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
35	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
36	Type I	AF	Semi	3B5P		2		95.00	1023
37	Type K	AF	Semi	4B6P		2		106.76	1149
38	Type K	AF	Semi	4B6P		2		106.76	1149
39	Type M	OM	Semi	3B5P		2		96.50	1039
40	Type M	OM	Semi	3B5P		2		96.50	1039
41	Type J	OM	Semi	3B5P		2		95.00	1023
42	Type M	OM	Semi	3B5P		2		96.50	1039
43	Type A	OM	FOG	2B4P		1		69.79	751
44	N/A	OM	Apartment	2B4P	M4(2)	1		61.70	664
45	N/A	OM	Apartment	2B4P	M4(2)	1		61.00	657
46	N/A	OM	Apartment	2B4P	M4(2)	1		61.20	659
47	N/A	OM	Apartment	2B4P		1		61.70	664
48	N/A	OM	Apartment	2B4P		1		61.00	657
49	N/A	OM	Apartment	2B4P		1		61.20	659
50	N/A	OM	Apartment	2B4P		1		61.70	664
51	N/A	OM	Apartment	2B4P		1		61.00	657
52	N/A	OM	Apartment	2B4P		1		61.20	659
53	Type L2	OM	Detached	4B7P		2.5	Single	133.07	1432
54	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
55	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
56	Type G1	OM	Detached	3B5P		2.5	Single	97.59	1050
57	Type E2	OM	Semi	2B4P		2		79.20	853

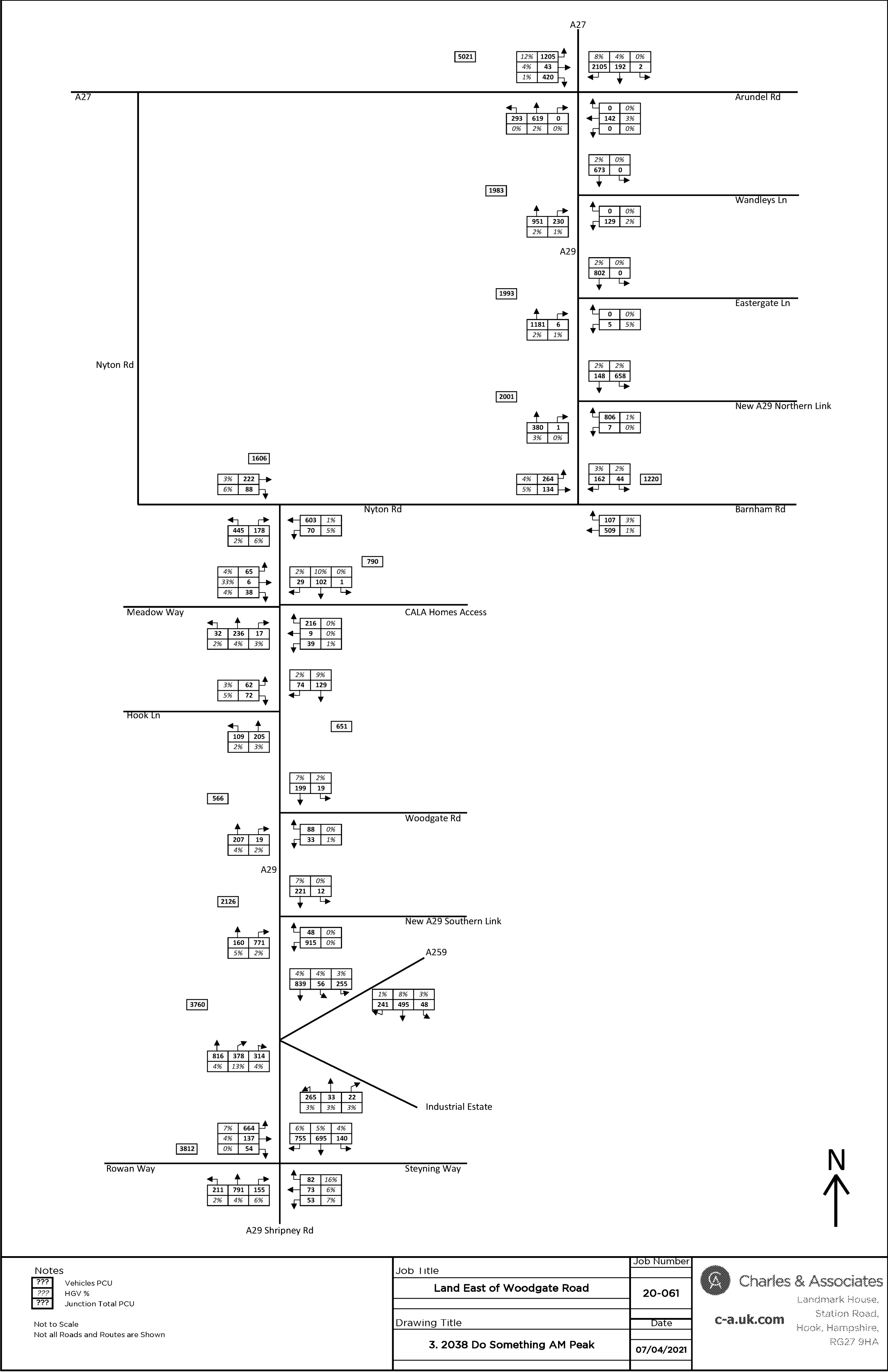
Plot Number	Housetype	Tenure	Position	Bedrooms	Part M4 compliance	Parking No. Spaces	Garages	Dwelling GIA sqm	Dwelling GIA sqft
58	Type E2	OM	Semi	2B4P		2		79.20	853
59	Type R	OM	Detached	4B8P		2.5	Single	135.49	1458
60	Type L1	OM	Detached	4B7P		2.5	Single	133.07	1432
61	Type I	AF	Semi	3B5P		2		95.00	1023
62	Type I	AF	Semi	3B5P		2		95.00	1023
63	Type I	AF	Detached	3B5P		2		95.00	1023
64	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
65	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
66	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
67	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
68	Type K	AF	Semi	4B6P		2		106.76	1149
69	Type K	AF	Semi	4B6P		2		106.76	1149
70	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
71	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
72	Type R	OM	Detached	4B8P		2.5	Single	135.49	1458
73	Type R	OM	Detached	4B8P		2.5	Shared Double	135.49	1458
74	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
75	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
76	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
77	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
78	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
79	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
80	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
81	Type T	OM	Semi	2B4P		2		113.02	1217
82	Type T	OM	Semi	2B4P		2		113.02	1217
83	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
84	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
85	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
86	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
87	Type T	OM	Semi	2B4P		2.5	Shared Double	113.02	1217
88	Type R	OM	Detached	4B8P		2.5	Shared Double	135.49	1458
89	Type S	OM	Semi	3B5P		2		99.08	1066
90	Type S	OM	Semi	3B5P		2		99.08	1066
91	Type S	OM	Semi	3B5P		2		99.08	1066
92	Type S	OM	Semi	3B5P		2		99.08	1066
93	Type J	OM	Semi	3B5P		2		95.00	1023
94	Type S	OM	Semi	3B5P		2		99.08	1066
95	Type S	OM	Semi	3B5P		2		99.08	1066
96	Type J	OM	Semi	3B5P		2		95.00	1023
97	Type S	OM	Semi	3B5P		2		99.08	1066
98	Type S	OM	Semi	3B5P		2		99.08	1066
99	Type S	OM	Semi	3B5P		2		99.08	1066
100	Type S	OM	Semi	3B5P		2		99.08	1066
101	Type R	OM	Detached	4B8P		2.5	Shared Double	135.49	1458
102	Type J	OM	Semi	3B5P		2.5	Shared Double	95.00	1023
103	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
104	Type J	OM	Semi	3B5P		2.5	Single	95.00	1023
105	Type C	OM	Bungalow	3B5P	M4(3)	2.5	Single	86.13	927
106	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
107	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
108	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
109	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
110	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
111	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
112	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
113	Type J	OM	Semi	3B5P		2		95.00	1023
114	Type S	OM	Semi	3B5P		2		99.08	1066
115	Type S	OM	Semi	3B5P		2		99.08	1066
116	Type S	OM	Semi	3B5P		2.5	Shared Double	99.08	1066
117	Type F	OM	Semi	3B5P		2.5	Shared Double	108.60	1169
118	Type M	OM	Detached	3B5P		2.5	Single	96.50	1039
119	Type J	OM	Semi	3B5P		2		95.00	1023
120	Type A2	OM	FOG	2B4P		2		70.79	762
121	Type S	OM	Terrace	3B5P		2		99.08	1066
122	Type S	OM	Terrace	3B5P		2		99.08	1066
123	Type J	OM	Terrace	3B5P		2		95.00	1023
124	N/A	AF	Apartment	1B2P	M4(2)	1		50.60	545
125	N/A	AF	Apartment	1B2P	M4(2)	1		50.40	543
126	N/A	AF	Apartment	1B2P	M4(2)	1		50.60	545
127	N/A	AF	Apartment	1B2P		1		50.40	543
128	N/A	AF	Apartment	1B2P		1		50.60	545

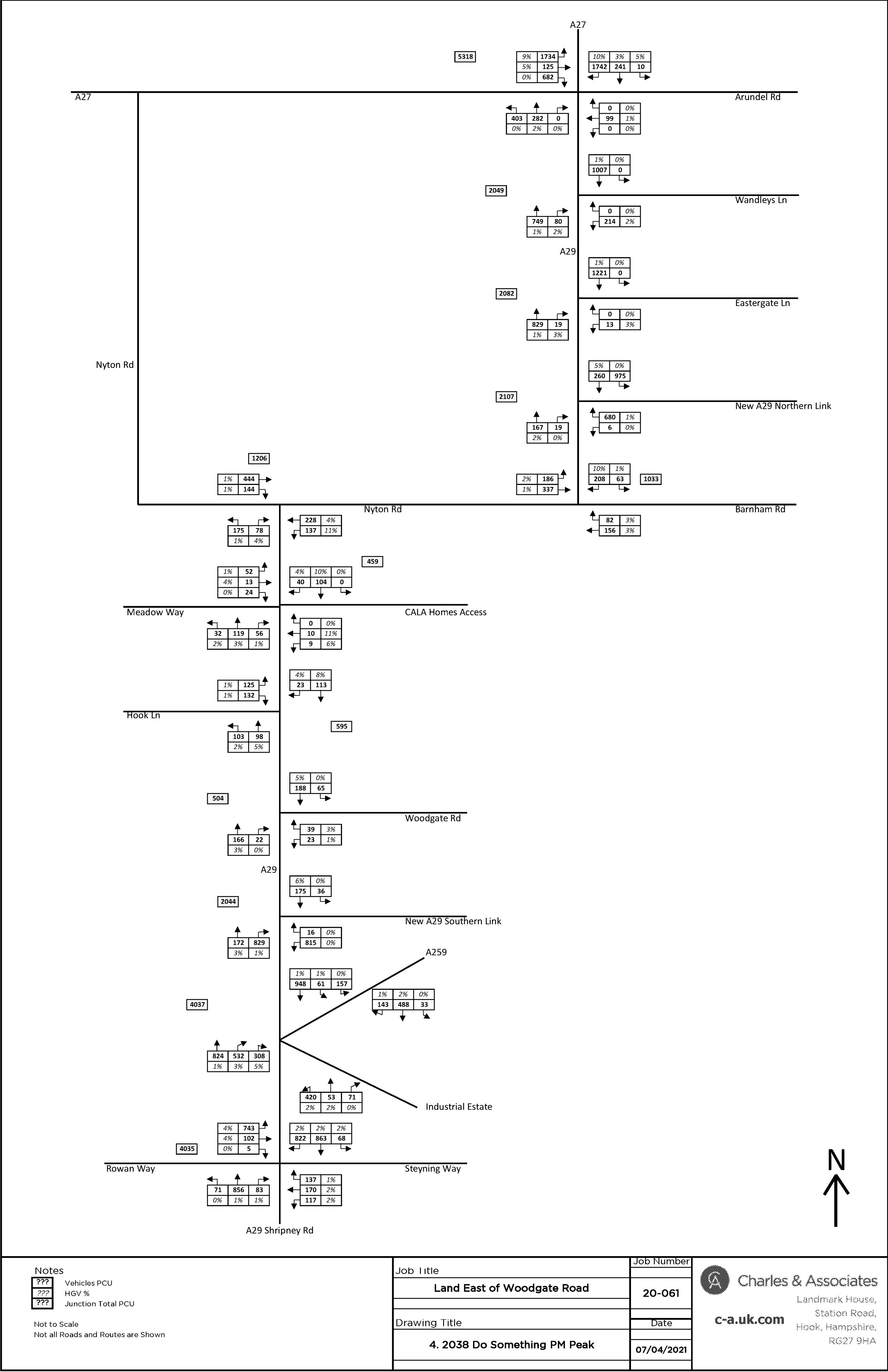
Plot Number	Housetype	Tenure	Position	Bedrooms	Part M4 compliance	Parking No. Spaces	Garages	Dwelling GIA sqm	Dwelling GIA sqft
129	N/A	AF	Apartment	1B2P		1		50.40	543
130	N/A	OM	Apartment	2B4P	M4(2)	1		61.00	657
131	N/A	OM	Apartment	2B4P	M4(2)	1		61.60	663
132	N/A	OM	Apartment	2B4P	M4(2)	1		61.40	661
133	N/A	OM	Apartment	2B4P		1		61.00	657
134	N/A	OM	Apartment	2B4P		1		61.60	663
135	N/A	OM	Apartment	2B4P		1		61.40	661
136	Type A1	OM	FOG	2B4P		2		70.79	762
137	Type I	AF	Semi	3B5P		2		95.00	1023
138	Type I	AF	Semi	3B5P		2		95.00	1023
139	Type I	AF	Semi	3B5P		2		95.00	1023
140	Type I	AF	Semi	3B5P		2		95.00	1023
141	Type J	OM	Detached	3B5P		2.5	Single	95.00	1023
142	Type E1	AF	Semi	2B4P		2		79.20	853
143	Type E1	AF	Semi	2B4P		2		79.20	853
144	Type E1	AF	Terrace	2B4P		2		79.20	853
145	Type E1	AF	Terrace	2B4P		2		79.20	853
146	Type E1	AF	Terrace	2B4P		2		79.20	853
147	Type C	OM	Bungalow	3B5P	M4(3)	2.5	Single	86.13	927
148	Type U	OM	Chalet	3B5P	M4(2)	2.5	Single	107.26	1155
149	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
150	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
151	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
152	Type D	OM	Chalet	2B4P	M4(2)	2		79.20	853
153	Type U	OM	Chalet	3B5P	M4(2)	2.5	Single	107.26	1155
154	Type C	OM	Bungalow	3B5P	M4(3)	2.5	Single	86.13	927
155	Type I	AF	Semi	3B5P		2		95.00	1023
156	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
157	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
158	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
159	Type E1	AF	Semi	2B4P	M4(2)	2		79.20	853
160	Type I	AF	Semi	3B5P		2		95.00	1023
161	Type F	OM	Terrace	3B5P		2.5	Single	108.60	1169
162	Type A2	OM	FOG	2B4P		2		70.79	762
163	Type E2	OM	Terrace	2B4P		2		79.20	853
164	Type E2	OM	Terrace	2B4P		2		79.20	853
165	Type E2	OM	Terrace	2B4P		2		79.20	853
166	Type E2	OM	Terrace	2B4P		2		79.20	853
167	Type A2	OM	FOG	2B4P		2		70.79	762
168	Type F	OM	Terrace	3B5P		2.5	Single	108.60	1169
169	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
170	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
171	Type H	OM	Semi	3B5P		2.5	Single	95.00	1023
172	Type H	OM	Semi	3B5P		2.5	Single	95.00	1023
173	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
174	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
175	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
176	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
177	Type H	OM	Semi	3B5P		2.5	Single	95.00	1023
178	Type H	OM	Semi	3B5P		2.5	Single	95.00	1023
179	Type E2	OM	Semi	2B4P	M4(2)	2		79.20	853
180	Type F	OM	Semi	3B5P		2.5	Single	108.60	1169
TOTALS	180							15831.24	170406

Appendix K Traffic Flow Figures

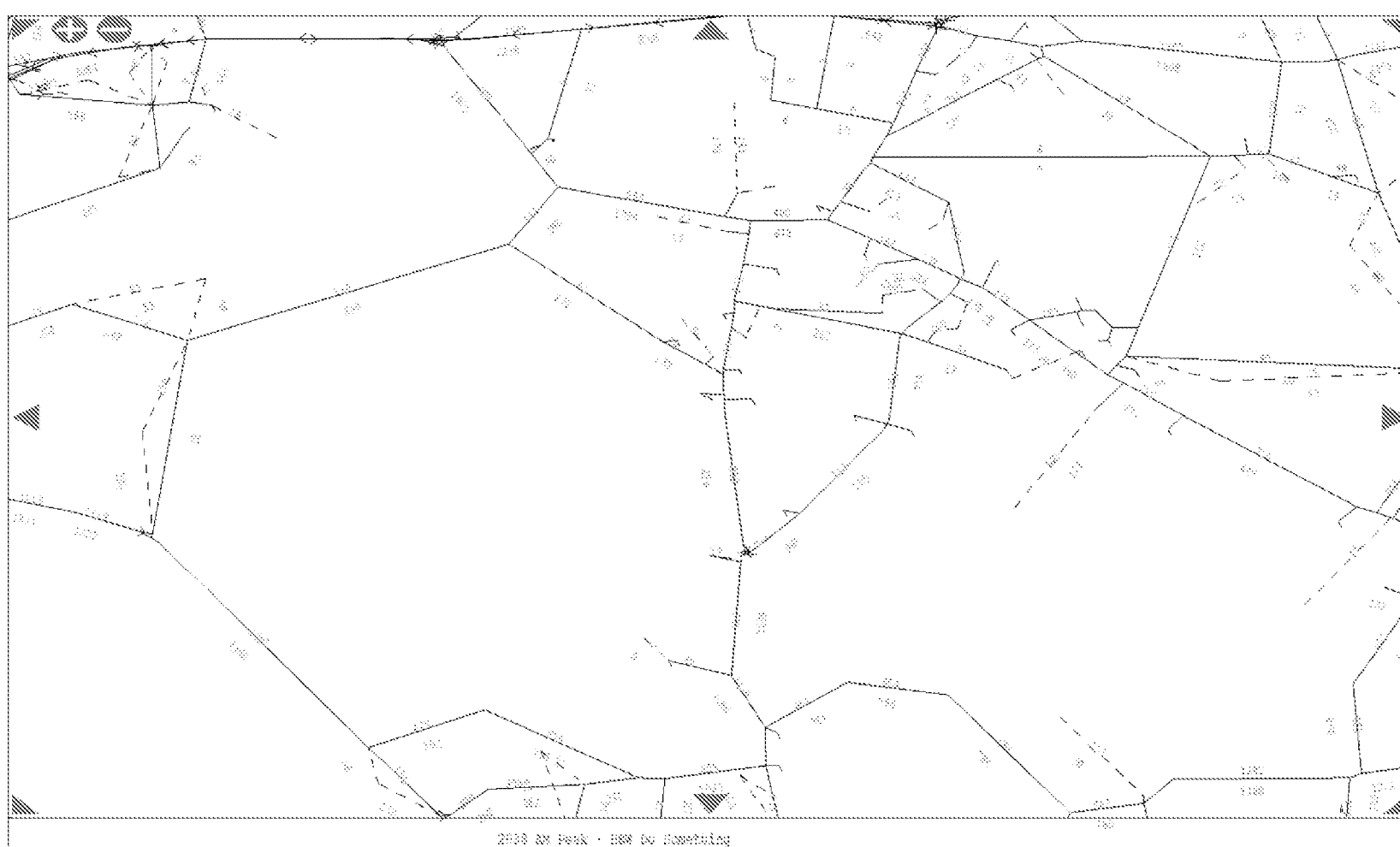


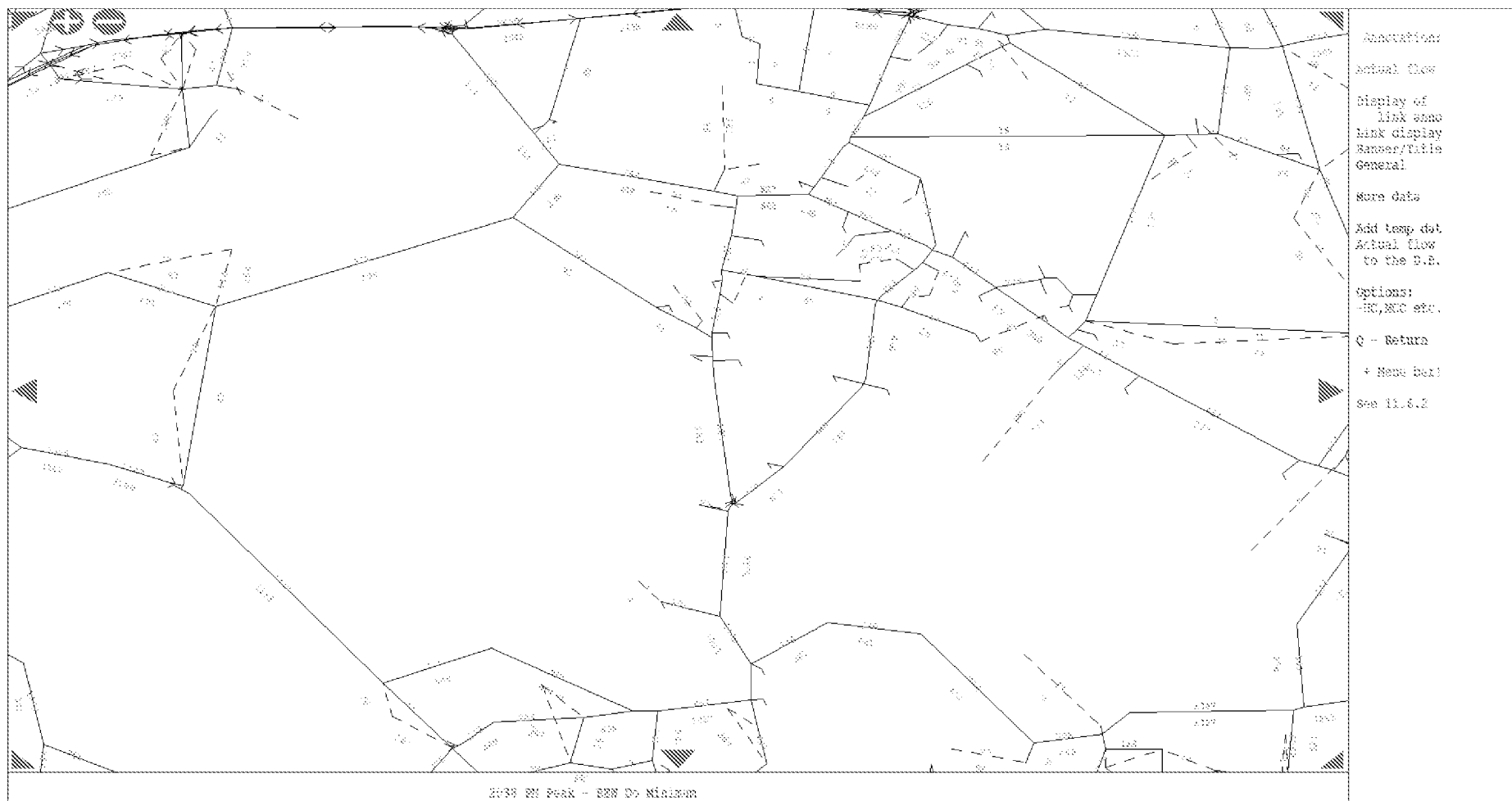






Appendix L 2038 Do Minimum and Do Something SATURN Network







Appendix M PICADY and ARCADY Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: [REDACTED]
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: A29 Cala Homes Access Junction.j9
Path: P:\20-061 Land East of Woodgate Road\Trans\Picady
Report generation date: 06/04/2021 12:36:14

- »2038 Do Minimum, AM
- »2038 Do Minimum, PM
- »2038 With Development, AM
- »2038 With Development, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2038 Do Minimum									
Stream B-ACD	1.2	16.57	0.55	C	33 % [Stream B-ACD]	0.0	6.23	0.03	A	199 % [Stream D-ABC]
Stream AB-CD	0.1	6.96	0.07	A		0.1	7.10	0.10	A	
Stream D-ABC	0.3	9.67	0.24	A		0.2	8.14	0.18	A	
Stream CD-AB	0.0	6.48	0.04	A		0.2	6.66	0.13	A	
	2038 With Development									
Stream B-ACD	1.5	19.35	0.61	C	23 % [Stream B-ACD]	0.0	6.14	0.03	A	205 % [Stream D-ABC]
Stream AB-CD	0.1	6.98	0.08	A		0.1	7.13	0.10	A	
Stream D-ABC	0.3	9.70	0.23	A		0.2	8.09	0.18	A	
Stream CD-AB	0.0	6.47	0.04	A		0.1	6.55	0.12	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	A29 Cala Homes Access Junction
Location	
Site number	
Date	29/03/2021
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	CA-PC06\PLimbu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	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 segment length (min)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 Do Minimum, 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	A29 Cala Homes Access Junction	Left-Right Stagger	Two-way		4.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-ACD

Arms

Arms

Arm	Name	Description	Arm type
A	A29 N		Major
B	Cala Homes Access E		Minor
C	A29 S		Major
D	Meadow Way W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A29 N	6.40		✓	2.50	61.9	✓	1.00
C - A29 S	6.40		✓	2.50	100.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Cala Homes Access E	One lane	3.94	25	25
D - Meadow Way W	One lane	3.37	25	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	630	-	-	-	-	-	0.240	0.240	0.240	-	-
B-A	545	0.097	0.246	0.246	-	-	0.155	0.352	-	0.155	0.352
B-CD	700	0.105	0.266	0.266	-	-	-	-	-	-	-
CD-B	653	0.248	0.248	0.248	-	-	-	-	-	-	-
D-AB	662	-	-	-	-	-	0.252	0.252	0.100	-	-
D-C	515	-	0.147	0.333	0.147	0.333	0.233	0.233	0.092	-	-

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)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	132	100.000
B - Cala Homes Access E		ONE HOUR	✓	238	100.000
C - A29 S		ONE HOUR	✓	281	100.000
D - Meadow Way W		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	1	103	28
	B - Cala Homes Access E	192	0	37	9
	C - A29 S	233	16	0	32
	D - Meadow Way W	64	6	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	10	2
	B - Cala Homes Access E	0	0	1	0
	C - A29 S	4	3	0	2
	D - Meadow Way W	4	33	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.55	16.57	1.2	C	218	328
AB					0.92	1
AC					95	142
AD					26	39
AB-CD	0.07	6.96	0.1	A	34	52
AB-C					128	192
D-ABC	0.24	9.67	0.3	A	100	150
C-D					29	44
C-A					214	321
C-B					15	22
CD-AB	0.04	6.48	0.0	A	21	31
CD-A					272	408

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	179	45	508	0.353	177	0.0	0.5	10.823	B
AB	0.75	0.19			0.75				
AC	78	19			78				
AD	21	5			21				
AB-CD	28	7	584	0.048	28	0.0	0.1	6.569	A
AB-C	105	26			105				
D-ABC	82	21	539	0.152	81	0.0	0.2	8.230	A
C-D	24	6			24				
C-A	175	44			175				
C-B	12	3			12				
CD-AB	17	4	636	0.026	17	0.0	0.0	6.373	A
CD-A	223	56			223				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	214	53	496	0.431	213	0.5	0.7	12.706	B
AB	0.90	0.22			0.90				
AC	93	23			93				
AD	25	6			25				
AB-CD	34	8	577	0.058	34	0.1	0.1	6.732	A
AB-C	125	31			125				
D-ABC	98	24	527	0.186	98	0.2	0.2	8.788	A
C-D	29	7			29				
C-A	209	52			209				
C-B	14	4			14				
CD-AB	20	5	635	0.032	20	0.0	0.0	6.422	A
CD-A	267	67			267				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	262	66	479	0.547	260	0.7	1.2	16.332	C
AB	1	0.28			1				
AC	113	28			113				
AD	31	8			31				
AB-CD	42	10	567	0.073	41	0.1	0.1	6.957	A
AB-C	153	38			153				
D-ABC	120	30	510	0.235	120	0.2	0.3	9.655	A
C-D	35	9			35				
C-A	257	64			257				
C-B	18	4			18				
CD-AB	25	6	634	0.039	25	0.0	0.0	6.480	A
CD-A	326	82			326				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	262	66	479	0.547	262	1.2	1.2	16.568	C
AB	1	0.28			1				
AC	113	28			113				
AD	31	8			31				
AB-CD	42	10	567	0.073	42	0.1	0.1	6.958	A
AB-C	153	38			153				
D-ABC	120	30	510	0.235	120	0.3	0.3	9.671	A
C-D	35	9			35				
C-A	257	64			257				
C-B	18	4			18				
CD-AB	25	6	634	0.039	25	0.0	0.0	6.483	A
CD-A	326	82			326				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	214	53	496	0.431	216	1.2	0.8	12.935	B
AB	0.90	0.22			0.90				
AC	93	23			93				
AD	25	6			25				
AB-CD	34	8	577	0.059	34	0.1	0.1	6.734	A
AB-C	126	31			126				
D-ABC	98	24	527	0.186	98	0.3	0.2	8.810	A
C-D	29	7			29				
C-A	209	52			209				
C-B	14	4			14				
CD-AB	20	5	634	0.032	20	0.0	0.0	6.424	A
CD-A	267	67			267				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	179	45	508	0.353	180	0.8	0.6	11.027	B
AB	0.75	0.19			0.75				
AC	78	19			78				
AD	21	5			21				
AB-CD	28	7	584	0.048	28	0.1	0.1	6.573	A
AB-C	105	26			105				
D-ABC	82	21	539	0.152	82	0.2	0.2	8.267	A
C-D	24	6			24				
C-A	175	44			175				
C-B	12	3			12				
CD-AB	17	4	636	0.026	17	0.0	0.0	6.377	A
CD-A	224	56			224				

2038 Do Minimum, 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	A29 Cala Homes Access Junction	Left-Right Stagger	Two-way		1.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	199	Stream D-ABC

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)	Run automatically
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	170	100.000
B - Cala Homes Access E		ONE HOUR	✓	18	100.000
C - A29 S		ONE HOUR	✓	211	100.000
D - Meadow Way W		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	130	40
	B - Cala Homes Access E	0	0	8	10
	C - A29 S	119	59	0	33
	D - Meadow Way W	52	13	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	8	4
	B - Cala Homes Access E	0	0	8	10
	C - A29 S	3	1	0	2
	D - Meadow Way W	1	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.03	6.23	0.0	A	17	25
AB					0	0
AC					119	179
AD					37	55
AB-CD	0.10	7.10	0.1	A	47	70
AB-C					126	188
D-ABC	0.18	8.14	0.2	A	82	123
C-D					30	45
C-A					109	164
C-B					54	81
CD-AB	0.13	6.66	0.2	A	68	102
CD-A					155	232

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	3	666	0.020	13	0.0	0.0	6.021	A
AB	0	0			0				
AC	98	24			98				
AD	30	8			30				
AB-CD	38	10	599	0.064	38	0.0	0.1	6.741	A
AB-C	103	26			103				
D-ABC	67	17	568	0.118	66	0.0	0.1	7.257	A
C-D	25	6			25				
C-A	90	22			90				
C-B	44	11			44				
CD-AB	55	14	632	0.087	55	0.0	0.1	6.325	A
CD-A	127	32			127				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	16	4	659	0.025	16	0.0	0.0	6.107	A
AB	0	0			0				
AC	117	29			117				
AD	36	9			36				
AB-CD	46	11	595	0.077	46	0.1	0.1	6.893	A
AB-C	123	31			123				
D-ABC	80	20	558	0.143	80	0.1	0.2	7.608	A
C-D	30	7			30				
C-A	107	27			107				
C-B	53	13			53				
CD-AB	66	17	631	0.105	66	0.1	0.1	6.471	A
CD-A	152	38			152				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	650	0.030	20	0.0	0.0	6.231	A
AB	0	0			0				
AC	143	36			143				
AD	44	11			44				
AB-CD	57	14	590	0.096	57	0.1	0.1	7.095	A
AB-C	150	38			150				
D-ABC	98	24	545	0.180	98	0.2	0.2	8.132	A
C-D	36	9			36				
C-A	131	33			131				
C-B	65	16			65				
CD-AB	83	21	631	0.131	82	0.1	0.2	6.658	A
CD-A	185	46			185				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	650	0.030	20	0.0	0.0	6.231	A
AB	0	0			0				
AC	143	36			143				
AD	44	11			44				
AB-CD	57	14	590	0.096	57	0.1	0.1	7.098	A
AB-C	150	38			150				
D-ABC	98	24	545	0.180	98	0.2	0.2	8.138	A
C-D	36	9			36				
C-A	131	33			131				
C-B	65	16			65				
CD-AB	83	21	631	0.131	83	0.2	0.2	6.664	A
CD-A	185	46			185				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	16	4	659	0.025	16	0.0	0.0	6.110	A
AB	0	0			0				
AC	117	29			117				
AD	36	9			36				
AB-CD	46	11	595	0.077	46	0.1	0.1	6.896	A
AB-C	123	31			123				
D-ABC	80	20	558	0.143	80	0.2	0.2	7.618	A
C-D	30	7			30				
C-A	107	27			107				
C-B	53	13			53				
CD-AB	67	17	631	0.105	67	0.2	0.1	6.478	A
CD-A	152	38			152				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	3	666	0.020	14	0.0	0.0	6.021	A
A-B	0	0			0				
A-C	98	24			98				
A-D	30	8			30				
AB-CD	38	10	599	0.064	38	0.1	0.1	6.752	A
AB-C	103	26			103				
D-ABC	67	17	568	0.118	67	0.2	0.1	7.277	A
C-D	25	6			25				
C-A	90	22			90				
C-B	44	11			44				
CD-AB	55	14	632	0.087	55	0.1	0.1	6.335	A
CD-A	128	32			128				

2038 With Development, 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	A29 Cala Homes Access Junction	Left-Right Stagger	Two-way		5.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	23	Stream B-ACD

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)	Run automatically
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	132	100.000
B - Cala Homes Access E		ONE HOUR	✓	264	100.000
C - A29 S		ONE HOUR	✓	285	100.000
D - Meadow Way W		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	1	102	29
	B - Cala Homes Access E	216	0	39	9
	C - A29 S	236	17	0	32
	D - Meadow Way W	65	6	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	10	2
	B - Cala Homes Access E	0	0	1	0
	C - A29 S	4	3	0	2
	D - Meadow Way W	4	33	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.61	19.35	1.5	C	242	363
AB					0.92	1
AC					94	140
AD					27	40
AB-CD	0.08	6.98	0.1	A	35	53
AB-C					129	193
D-ABC	0.23	9.70	0.3	A	100	150
C-D					29	44
C-A					217	325
C-B					16	23
CD-AB	0.04	6.47	0.0	A	22	32
CD-A					276	414

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	199	50	506	0.393	196	0.0	0.6	11.559	B
AB	0.75	0.19			0.75				
AC	77	19			77				
AD	22	5			22				
AB-CD	29	7	584	0.049	29	0.0	0.1	6.585	A
AB-C	106	26			106				
D-ABC	82	21	540	0.152	81	0.0	0.2	8.246	A
C-D	24	6			24				
C-A	178	44			178				
C-B	13	3			13				
CD-AB	18	4	636	0.028	17	0.0	0.0	6.356	A
CD-A	226	56			226				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	237	59	493	0.481	236	0.6	0.9	13.958	B
AB	0.90	0.22			0.90				
AC	92	23			92				
AD	26	7			26				
AB-CD	35	9	576	0.060	35	0.1	0.1	6.751	A
AB-C	126	32			126				
D-ABC	98	24	528	0.186	98	0.2	0.2	8.808	A
C-D	29	7			29				
C-A	212	53			212				
C-B	15	4			15				
CD-AB	21	5	635	0.033	21	0.0	0.0	6.408	A
CD-A	270	68			270				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	291	73	477	0.610	288	0.9	1.5	18.911	C
AB	1	0.28			1				
AC	112	28			112				
AD	32	8			32				
AB-CD	43	11	567	0.075	43	0.1	0.1	6.982	A
AB-C	154	38			154				
D-ABC	120	30	511	0.235	120	0.2	0.3	9.680	A
C-D	35	9			35				
C-A	260	65			260				
C-B	19	5			19				
CD-AB	26	7	634	0.041	26	0.0	0.0	6.466	A
CD-A	330	83			330				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	291	73	476	0.610	291	1.5	1.5	19.346	C
AB	1	0.28			1				
AC	112	28			112				
AD	32	8			32				
AB-CD	43	11	567	0.075	43	0.1	0.1	6.982	A
AB-C	154	39			154				
D-ABC	120	30	511	0.235	120	0.3	0.3	9.696	A
C-D	35	9			35				
C-A	260	65			260				
C-B	19	5			19				
CD-AB	26	7	634	0.041	26	0.0	0.0	6.466	A
CD-A	331	83			331				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	237	59	493	0.481	240	1.5	1.0	14.336	B
AB	0.90	0.22			0.90				
AC	92	23			92				
AD	26	7			26				
AB-CD	35	9	576	0.060	35	0.1	0.1	6.756	A
AB-C	127	32			127				
D-ABC	98	24	528	0.186	98	0.3	0.2	8.829	A
C-D	29	7			29				
C-A	212	53			212				
C-B	15	4			15				
CD-AB	21	5	635	0.033	21	0.0	0.0	6.413	A
CD-A	270	68			270				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	199	50	506	0.393	200	1.0	0.7	11.843	E
A-B	0.75	0.19			0.75				
A-C	77	19			77				
A-D	22	5			22				
AB-CD	29	7	584	0.050	29	0.1	0.1	6.592	A
AB-C	106	27			106				
D-ABC	82	21	540	0.152	82	0.2	0.2	8.281	A
C-D	24	6			24				
C-A	178	44			178				
C-B	13	3			13				
CD-AB	18	4	636	0.028	18	0.0	0.0	6.363	A
CD-A	226	57			226				

2038 With Development, 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	A29 Cala Homes Access Junction	Left-Right Stagger	Two-way		1.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	205	Stream D-ABC

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)	Run automatically
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	144	100.000
B - Cala Homes Access E		ONE HOUR	✓	19	100.000
C - A29 S		ONE HOUR	✓	207	100.000
D - Meadow Way W		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	104	40
	B - Cala Homes Access E	0	0	9	10
	C - A29 S	119	56	0	32
	D - Meadow Way W	52	13	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A29 N	B - Cala Homes Access E	C - A29 S	D - Meadow Way W
From	A - A29 N	0	0	10	4
	B - Cala Homes Access E	0	0	6	11
	C - A29 S	3	1	0	2
	D - Meadow Way W	1	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.03	6.14	0.0	A	17	26
AB					0	0
AC					95	143
AD					37	55
AB-CD	0.10	7.13	0.1	A	47	70
AB-C					103	154
D-ABC	0.18	8.09	0.2	A	82	123
C-D					29	44
C-A					109	164
C-B					51	77
CD-AB	0.12	6.55	0.1	A	65	98
CD-A					155	233

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	671	0.021	14	0.0	0.0	5.951	A
AB	0	0			0				
AC	78	20			78				
AD	30	8			30				
AB-CD	38	9	599	0.063	38	0.0	0.1	6.760	A
AB-C	85	21			85				
D-ABC	67	17	569	0.118	66	0.0	0.1	7.232	A
C-D	24	6			24				
C-A	90	22			90				
C-B	42	11			42				
CD-AB	53	13	637	0.083	52	0.0	0.1	6.254	A
CD-A	128	32			128				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	17	4	665	0.026	17	0.0	0.0	6.028	A
AB	0	0			0				
AC	93	23			93				
AD	36	9			36				
AB-CD	46	11	594	0.077	46	0.1	0.1	6.917	A
AB-C	101	25			101				
D-ABC	80	20	561	0.143	80	0.1	0.2	7.574	A
C-D	29	7			29				
C-A	107	27			107				
C-B	50	13			50				
CD-AB	64	16	636	0.100	64	0.1	0.1	6.384	A
CD-A	152	38			152				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	5	658	0.032	21	0.0	0.0	6.138	A
AB	0	0			0				
AC	115	29			115				
AD	44	11			44				
AB-CD	56	14	588	0.096	56	0.1	0.1	7.130	A
AB-C	123	31			123				
D-ABC	98	24	548	0.179	98	0.2	0.2	8.083	A
C-D	35	9			35				
C-A	131	33			131				
C-B	62	15			62				
CD-AB	79	20	637	0.124	79	0.1	0.1	6.547	A
CD-A	185	46			185				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21	5	658	0.032	21	0.0	0.0	6.138	A
AB	0	0			0				
AC	115	29			115				
AD	44	11			44				
AB-CD	56	14	589	0.096	56	0.1	0.1	7.130	A
AB-C	123	31			123				
D-ABC	98	24	548	0.179	98	0.2	0.2	8.089	A
C-D	35	9			35				
C-A	131	33			131				
C-B	62	15			62				
CD-AB	79	20	637	0.124	79	0.1	0.1	6.552	A
CD-A	185	46			185				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	17	4	665	0.026	17	0.0	0.0	6.031	A
AB	0	0			0				
AC	93	23			93				
AD	36	9			36				
AB-CD	46	11	594	0.077	46	0.1	0.1	6.923	A
AB-C	101	25			101				
D-ABC	80	20	561	0.143	80	0.2	0.2	7.586	A
C-D	29	7			29				
C-A	107	27			107				
C-B	50	13			50				
CD-AB	64	16	636	0.100	64	0.1	0.1	6.390	A
CD-A	152	38			152				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	671	0.021	14	0.0	0.0	5.951	A
A-B	0	0			0				
A-C	78	20			78				
A-D	30	8			30				
AB-CD	38	10	599	0.064	38	0.1	0.1	6.768	A
AB-C	85	21			85				
D-ABC	67	17	569	0.118	67	0.2	0.1	7.251	A
C-D	24	6			24				
C-A	90	22			90				
C-B	42	11			42				
CD-AB	53	13	637	0.083	53	0.1	0.1	6.264	A
CD-A	128	32			128				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
For sale	
The users of this computer program for the solution of an engineering problem are in no way released of their responsibility for the correctness of the solution	

Filename: A29 Hook Ln Junction.j9

Path: P:\20-061 Land East of Woodgate Road\Trans\Picady

Report generation date: 06/04/2021 10:20:15

- »2038 Do Minimum, AM
- »2038 Do Minimum, PM
- »2038 With Development, AM
- »2038 With Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
2038 Do Minimum								
Stream B-AC	0.4	10.44	0.27	111 %	0.9	12.68	0.47	61 %
Stream C-AB	0.2	6.64	0.15	[Stream B-AC]	0.1	5.93	0.05	[Stream B-AC]
2038 With Development								
Stream B-AC	0.5	11.33	0.31	90 %	1.2	14.91	0.54	43 %
Stream C-AB	0.2	6.84	0.16	[Stream B-AC]	0.1	5.96	0.05	[Stream B-AC]

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	A29 Hook Ln Junction
Location	
Site number	
Date	29/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-PC06/PLimbu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	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 segment length (min)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 Do Minimum, 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	A29 Hook Ln Junction	T-Junction	Two-way		3.11	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	111	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A29 S		Major
B	Hook Ln W		Minor
C	A29 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 - A29 N	6.87			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Hook Ln W	One lane	3.53	19	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518	0.091	0.229	0.144	0.327
B-C	667	0.098	0.249	-	-
C-B	632	0.236	0.236	-	-

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)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 S		ONE HOUR	✓	270	100.000
B - Hook Ln W		ONE HOUR	✓	121	100.000
C - A29 N		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	69	201
	B - Hook Ln W	59	0	62
	C - A29 N	131	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	2	3
	B - Hook Ln W	6	0	3
	C - A29 N	9	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	10.44	0.4	B	111	167
C-AB	0.15	6.64	0.2	A	80	121
C-A					105	157
AB					63	95
AC					184	277

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	523	0.174	90	0.0	0.2	8.675	A
C-AB	63	16	651	0.097	62	0.0	0.1	6.302	A
C-A	89	22			89				
AB	52	13			52				
AC	151	38			151				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	510	0.213	109	0.2	0.3	9.350	A
C-AB	78	19	655	0.119	78	0.1	0.2	6.431	A
C-A	104	26			104				
A-B	62	16			62				
A-C	181	45			181				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	493	0.270	133	0.3	0.4	10.419	E
C-AB	100	25	661	0.151	100	0.2	0.2	6.629	A
C-A	122	31			122				
A-B	76	19			76				
A-C	221	55			221				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	493	0.270	133	0.4	0.4	10.442	E
C-AB	100	25	661	0.152	100	0.2	0.2	6.645	A
C-A	122	31			122				
A-B	76	19			76				
A-C	221	55			221				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	510	0.213	109	0.4	0.3	9.381	A
C-AB	78	19	655	0.119	78	0.2	0.2	6.458	A
C-A	104	26			104				
A-B	62	16			62				
A-C	181	45			181				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	523	0.174	91	0.3	0.2	8.722	A
C-AB	63	16	651	0.097	63	0.2	0.1	6.325	A
C-A	89	22			89				
A-B	52	13			52				
A-C	151	38			151				

2038 Do Minimum, 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	A29 Hook Ln Junction	T-Junction	Two-way		5.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	Stream B-AC

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)	Run automatically
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 S		ONE HOUR	✓	179	100.000
B - Hook Ln W		ONE HOUR	✓	231	100.000
C - A29 N		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	82	97
	B - Hook Ln W	103	0	128
	C - A29 N	110	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	3	5
	B - Hook Ln W	1	0	1
	C - A29 N	8	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.47	12.68	0.9	E	212	318
C-AB	0.05	5.93	0.1	A	25	38
C-A					97	145
A-B					75	113
A-C					89	134

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	557	0.312	172	0.0	0.5	9.404	A
C-AB	20	5	655	0.030	20	0.0	0.0	5.916	A
C-A	80	20			80				
A-B	62	15			62				
A-C	73	18			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	550	0.377	207	0.5	0.6	10.575	E
C-AB	24	6	660	0.037	24	0.0	0.1	5.917	A
C-A	95	24			95				
A-B	74	18			74				
A-C	87	22			87				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	64	541	0.470	253	0.6	0.9	12.587	E
C-AB	31	8	667	0.046	31	0.1	0.1	5.923	A
C-A	115	29			115				
A-B	90	23			90				
A-C	107	27			107				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	64	541	0.470	254	0.9	0.9	12.676	E
C-AB	31	8	667	0.046	31	0.1	0.1	5.925	A
C-A	115	29			115				
A-B	90	23			90				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	52	550	0.377	209	0.9	0.6	10.680	S
C-AB	24	6	660	0.037	24	0.1	0.1	5.928	A
C-A	95	24			95				
AB	74	18			74				
AC	87	22			87				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	43	557	0.312	175	0.6	0.5	9.524	A
C-AB	20	5	655	0.030	20	0.1	0.0	5.925	A
C-A	80	20			80				
AB	62	15			62				
AC	73	18			73				

2038 With Development, 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	A29 Hook Ln Junction	T-Junction	Two-way		3.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	Stream B-AC

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)	Run automatically
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 S		ONE HOUR	✓	314	100.000
B - Hook Ln W		ONE HOUR	✓	134	100.000
C - A29 N		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	109	205
	B - Hook Ln W	72	0	62
	C - A29 N	129	74	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	2	3
	B - Hook Ln W	5	0	3
	C - A29 N	9	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	11.33	0.5	B	123	184
C-AB	0.16	6.84	0.2	A	84	126
C-A					102	154
A-B					100	150
A-C					188	282

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	510	0.198	100	0.0	0.3	9.108	A
C-AB	66	16	642	0.102	65	0.0	0.1	6.420	A
C-A	87	22			87				
A-B	82	21			82				
A-C	154	39			154				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	497	0.242	120	0.3	0.3	9.937	A
C-AB	81	20	645	0.126	81	0.1	0.2	6.582	A
C-A	101	25			101				
A-B	98	24			98				
A-C	184	46			184				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	478	0.308	147	0.3	0.5	11.289	B
C-AB	104	26	649	0.161	104	0.2	0.2	6.828	A
C-A	119	30			119				
A-B	120	30			120				
A-C	226	56			226				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	478	0.308	148	0.5	0.5	11.326	B
C-AB	105	26	649	0.161	105	0.2	0.2	6.845	A
C-A	119	30			119				
A-B	120	30			120				
A-C	226	56			226				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	30	497	0.242	121	0.5	0.3	9.983	A
C-AB	81	20	645	0.126	82	0.2	0.2	6.609	A
C-A	101	25			101				
A-B	98	24			98				
A-C	184	46			184				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	25	510	0.198	101	0.3	0.3	9.168	A
C-AB	66	16	642	0.102	66	0.2	0.1	6.444	A
C-A	87	22			87				
A-B	82	21			82				
A-C	154	39			154				

2038 With Development, 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	A29 Hook Ln Junction	T-Junction	Two-way		6.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Stream B-AC

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)	Run automatically
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 S		ONE HOUR	✓	201	100.000
B - Hook Ln W		ONE HOUR	✓	257	100.000
C - A29 N		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	103	98
	B - Hook Ln W	132	0	125
	C - A29 N	113	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 S	B - Hook Ln W	C - A29 N
From	A - A29 S	0	2	5
	B - Hook Ln W	1	0	1
	C - A29 N	8	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.54	14.91	1.2	E	236	354
C-AB	0.05	5.96	0.1	A	25	38
C-A					100	149
A-B					95	142
A-C					90	135

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	544	0.356	191	0.0	0.5	10.248	E
C-AB	20	5	653	0.030	20	0.0	0.0	5.938	A
C-A	82	21			82				
A-B	78	19			78				
A-C	74	18			74				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	58	537	0.430	230	0.5	0.7	11.832	E
C-AB	24	6	658	0.037	24	0.0	0.1	5.944	A
C-A	98	24			98				
A-B	93	23			93				
A-C	88	22			88				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	71	527	0.537	281	0.7	1.1	14.733	E
C-AB	31	8	664	0.047	31	0.1	0.1	5.953	A
C-A	119	30			119				
A-B	113	28			113				
A-C	108	27			108				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	71	527	0.537	283	1.1	1.2	14.908	E
C-AB	31	8	664	0.047	31	0.1	0.1	5.957	A
C-A	119	30			119				
A-B	113	28			113				
A-C	108	27			108				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	58	537	0.431	233	1.2	0.8	12.015	E
C-AB	24	6	658	0.037	25	0.1	0.1	5.953	A
C-A	98	24			98				
A-B	93	23			93				
A-C	88	22			88				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	544	0.356	194	0.8	0.6	10.428	E
C-AB	20	5	653	0.031	20	0.1	0.0	5.947	A
C-A	82	21			82				
A-B	78	19			78				
A-C	74	18			74				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For [REDACTED]

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: A29 Nyton Rd Junction - Linked.j9

Path: P:\20-061 Land East of Woodgate Road\Trans\Picady

Report generation date: 08/04/2021 09:30:44

»2038 DM, AM

»2038 DM, PM

»2038 With Development, AM

»2038 With Development, 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
	[Lane Simulation] - 2038 DM											
1 - East Junction - A - A29 Nyton Rd S	D1	0.0	0.00		A	% []	D2	0.0	0.00		A	% []
1 - East Junction - B - Nyton Rd W		0.6	8.51		A			1.8	13.61		E	
1 - East Junction - C - Nyton Rd E		47.5	223.00		F			0.9	7.47		A	
2 - South Junction - A - A29 Westergate Rd S		1.4	7.53		A			0.0	0.00		A	
2 - South Junction - B - B2233 N		0.2	8.79		A			0.5	9.35		A	
2 - South Junction - C - A29 Nyton Rd N		0.0	0.00		A			0.0	0.00		A	
3 - West Junction - A - Nyton Rd E		0.0	0.00		A			0.0	0.00		A	
3 - West Junction - B - B2233 S		3.0	23.56		C			0.7	8.40		A	
3 - West Junction - C - Nyton Rd W		0.5	5.60		A			1.9	8.44		A	
		[Lane Simulation] - 2038 With Development										
1 - East Junction - A - A29 Nyton Rd S	D3	0.0	0.00		A	% []	D4	0.0	0.00		A	% []
1 - East Junction - B - Nyton Rd W		0.5	8.45		A			1.9	13.43		E	
1 - East Junction - C - Nyton Rd E		52.9	255.36		F			0.7	6.86		A	
2 - South Junction - A - A29 Westergate Rd S		4.1	18.34		C			0.0	0.00		A	
2 - South Junction - B - B2233 N		0.2	8.89		A			0.4	9.30		A	
2 - South Junction - C - A29 Nyton Rd N		0.0	0.00		A			0.0	0.00		A	
3 - West Junction - A - Nyton Rd E		0.0	0.00		A			0.0	0.00		A	
3 - West Junction - B - B2233 S		3.6	26.42		D			0.4	8.12		A	
3 - West Junction - C - Nyton Rd W		0.5	5.29		A			1.3	8.29		A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

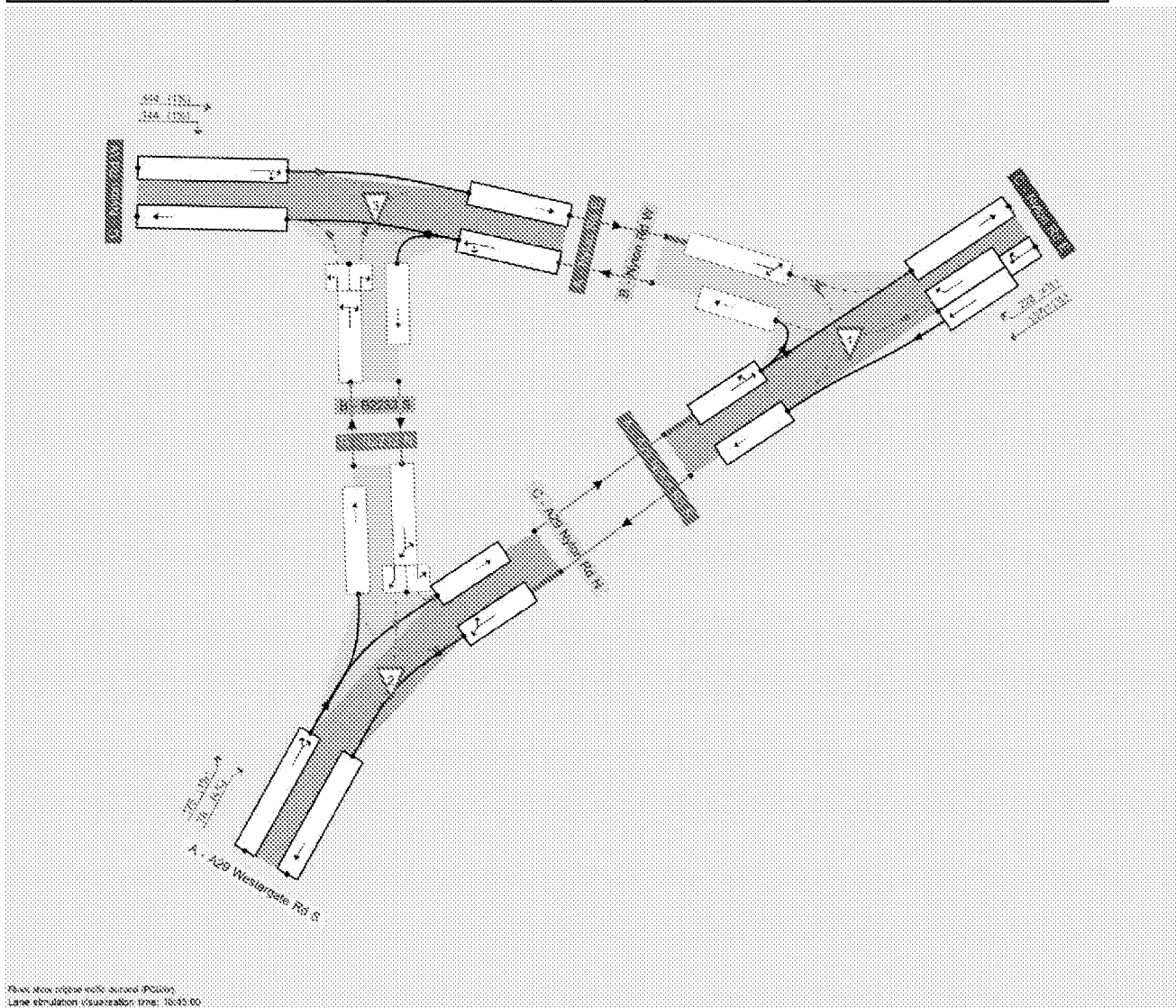
File summary

File Description

Title	
Location	
Site number	
Date	07/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CA-PC06\PLimbu
Description	

Units

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



Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			99360543	259	21.35

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way		143.50	F
2	South Junction	T-Junction	Two-way		7.02	A
3	West Junction	T-Junction	Two-way		8.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - East Junction	A	A29 Nyton Rd S		Major
	B	Nyton Rd W		Minor
	C	Nyton Rd E		Major
2 - South Junction	A	A29 Westergate Rd S		Major
	B	B2233 N		Minor
	C	A29 Nyton Rd N		Major
3 - West Junction	A	Nyton Rd E		Major
	B	B2233 S		Minor
	C	Nyton Rd W		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - East Junction	C - Nyton Rd E	6.58		✓	2.43	80.0	✓	3.00
2 - South Junction	C - A29 Nyton Rd N	6.69				96.0	✓	0.00
3 - West Junction	C - Nyton Rd W	6.30				50.0	✓	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

Junction	Arm	Minor arm type	Lane width (m)	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)
1 - East Junction	B - Nyton Rd W	One lane	3.72								76	93
2 - South Junction	B - B2233 N	One lane plus flare		10.00	7.09	4.01	3.11	3.04	✓	1.00	27	129
3 - West Junction	B - B2233 S	One lane plus flare		10.00	5.00	3.58	3.28	3.05	✓	1.00	35	13

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 - East Junction	B-A	588	0.104	0.264	0.166	0.377
	B-C	732	0.109	0.276	-	-
	C-B	636	0.240	0.240	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - South Junction	B-A	606	0.107	0.271	0.170	0.387
	B-C	744	0.111	0.279	-	-
	C-B	630	0.237	0.237	-	-

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
3 - West Junction	B-A	470	0.085	0.214	0.134	0.305
	B-C	694	0.105	0.265	-	-
	C-B	603	0.231	0.231	-	-

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.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	✓	3.00		0	99999	
		Exit	1	1		✓	3.00				
	B - Nyton Rd W	Entry	1	1	A, C	✓	4.00		0	99999	
		Exit	1	1		✓	3.00				
	C - Nyton Rd E	Entry	1	1	A	✓	3.00		0	99999	
				2	B	✓	3.00		0	99999	
		Exit	1	1	(A, B)		Infinity				
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B - B2233 N	Entry	1	1	C	✓	1.00		0	99999	
				2	A	✓	1.00		0	99999	
		Exit	1	1	(A, C)	✓	4.00				
	C - A29 Nyton Rd N	Entry	1	1	A, B	✓	3.00		0	99999	
		Exit	1	1		✓	3.00				
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	✓	4.00		0	99999	
		Exit	1	1		✓	4.00				
	B - B2233 S	Entry	1	1	C	✓	1.00		0	99999	
				2	A	✓	1.00		0	99999	
		Exit	1	1	(A, C)	✓	4.00				
	C - Nyton Rd W	Entry	1	1	A, B		Infinity		0	99999	
		Exit	1	1			Infinity				

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A29 Nyton Rd S	Nyton Rd W	Nyton Rd E
1 - East Junction	A - A29 Nyton Rd S	1	1		✓	✓
	B - Nyton Rd W	1	1	✓		✓
	C - Nyton Rd E	1	1	✓		
			2		✓	
		2	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A29 Westergate Rd S	B2233 N	A29 Nyton Rd N
2 - South Junction	A - A29 Westergate Rd S	1	1		✓	✓
	B - B2233 N	1	1			✓
			2	✓		
		2	1	✓		✓
	C - A29 Nyton Rd N	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Nyton Rd E	B2233 S	Nyton Rd W
3 - West Junction	A - Nyton Rd E	1	1		✓	✓
	B - B2233 S	1	1			✓
			2	✓		
		2	1	✓		✓
	C - Nyton Rd W	1	1	✓	✓	

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)	Run automatically
D1	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - East Junction	A - A29 Nyton Rd S	2	C	Simple (vertical queueing)	Normal	0	100.00	
	B - Nyton Rd W	3	A	Simple (vertical queueing)	Normal	0	100.00	
2 - South Junction	B - B2233 N	3	B	Simple (vertical queueing)	Normal	0	100.00	
	C - A29 Nyton Rd N	1	A	Simple (vertical queueing)	Normal	0	100.00	
3 - West Junction	A - Nyton Rd E	1	B	Simple (vertical queueing)	Normal	0	100.00	
	B - B2233 S	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - East Junction	A - A29 Nyton Rd S	✓				
	B - Nyton Rd W	✓				
	C - Nyton Rd E		ONE HOUR	✓	658	100.000
2 - South Junction	A - A29 Westergate Rd S		ONE HOUR	✓	589	100.000
	B - B2233 N	✓				
	C - A29 Nyton Rd N	✓				
3 - West Junction	A - Nyton Rd E	✓				
	B - B2233 S	✓				
	C - Nyton Rd W		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	100
	B - Nyton Rd W	0	0	100
	C - Nyton Rd E	68	590	0

Demand (PCU/hr)

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	417	172
	B - B2233 N	100	0	0
	C - A29 Nyton Rd N	100	0	0

Demand (PCU/hr)

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	100
	B - B2233 S	0	0	100
	C - Nyton Rd W	221	88	0

Vehicle Mix

Heavy Vehicle Percentages

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
	From	A - A29 Nyton Rd S	0	0
	B - Nyton Rd W	0	0	0
	C - Nyton Rd E	5	1	0

Heavy Vehicle Percentages

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
	From	A - A29 Westergate Rd S	0	2
	B - B2233 N	0	0	0
	C - A29 Nyton Rd N	0	0	0

Heavy Vehicle Percentages

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
	From	A - Nyton Rd E	0	0
	B - B2233 S	0	0	0
	C - Nyton Rd W	3	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - East Junction	A - A29 Nyton Rd S	0.00	0.0	A	147	221
	B - Nyton Rd W	8.51	0.6	A	198	297
	C - Nyton Rd E	223.00	47.5	F	602	903
2 - South Junction	A - A29 Westergate Rd S	7.53	1.4	A	537	805
	B - B2233 N	8.79	0.2	A	76	114
	C - A29 Nyton Rd N	0.00	0.0	A	58	88
3 - West Junction	A - Nyton Rd E	0.00	0.0	A	533	799
	B - B2233 S	23.56	3.0	C	373	560
	C - Nyton Rd W	5.60	0.5	A	285	428

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	120	30	120	120	50	0.0	0.0	0.000	A
	B - Nyton Rd W	167	42	166	161	446	0.0	0.3	6.874	A
	C - Nyton Rd E	493	123	496	487	286	0.0	2.7	20.304	C
2 - South Junction	A - A29 Westergate Rd S	438	109	438	442	107	0.0	0.0	0.009	A
	B - B2233 N	59	15	59	59	312	0.0	0.1	7.790	A
	C - A29 Nyton Rd N	48	12	48	48	126	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	442	110	442	433	172	0.0	0.0	0.000	A
	B - B2233 S	306	76	306	304	63	0.0	1.1	12.500	B
	C - Nyton Rd W	234	59	235	231	747	0.0	0.3	3.792	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	139	35	139	142	65	0.0	0.0	0.000	A
	B - Nyton Rd W	193	48	193	191	529	0.3	0.4	7.480	A
	C - Nyton Rd E	593	148	595	577	332	2.7	7.2	38.481	E
2 - South Junction	A - A29 Westergate Rd S	526	132	527	528	135	0.0	0.1	0.354	A
	B - B2233 N	74	18	73	74	379	0.1	0.2	8.134	A
	C - A29 Nyton Rd N	62	15	62	58	148	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	524	131	524	510	198	0.0	0.0	0.000	A
	B - B2233 S	372	93	369	366	79	1.1	1.9	16.491	C
	C - Nyton Rd W	276	69	277	277	894	0.3	0.3	4.431	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	182	46	182	179	62	0.0	0.0	0.000	A
	B - Nyton Rd W	237	59	236	234	577	0.4	0.6	8.509	A
	C - Nyton Rd E	730	183	639	637	418	7.2	30.9	113.931	F
2 - South Junction	A - A29 Westergate Rd S	649	162	647	642	151	0.1	1.2	3.993	A
	B - B2233 N	92	23	92	90	454	0.2	0.2	8.735	A
	C - A29 Nyton Rd N	59	15	59	61	192	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	571	143	571	567	244	0.0	0.0	0.000	A
	B - B2233 S	447	112	448	436	99	1.9	3.0	22.640	C
	C - Nyton Rd W	344	86	343	339	1019	0.3	0.5	5.258	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	173	43	173	174	67	0.0	0.0	0.000	A
	B - Nyton Rd W	236	59	236	236	594	0.6	0.5	8.430	A
	C - Nyton Rd E	722	181	661	657	410	30.9	47.6	219.938	F
2 - South Junction	A - A29 Westergate Rd S	643	161	641	645	160	1.2	1.4	7.534	A
	B - B2233 N	96	24	96	93	457	0.2	0.2	8.786	A
	C - A29 Nyton Rd N	65	16	65	65	184	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	589	147	589	583	243	0.0	0.0	0.000	A
	B - B2233 S	448	112	447	451	104	3.0	3.0	23.559	C
	C - Nyton Rd W	345	86	347	342	1036	0.5	0.5	5.600	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	145	36	145	146	66	0.0	0.0	0.000	A
	B - Nyton Rd W	193	48	193	194	589	0.5	0.4	7.555	A
	C - Nyton Rd E	585	146	654	656	338	47.5	32.6	223.002	F
2 - South Junction	A - A29 Westergate Rd S	527	132	529	533	136	1.4	0.1	2.743	A
	B - B2233 N	73	18	74	77	374	0.2	0.2	8.195	A
	C - A29 Nyton Rd N	63	16	63	65	154	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	583	146	583	582	199	0.0	0.0	0.000	A
	B - B2233 S	367	92	367	378	78	3.0	1.9	19.259	C
	C - Nyton Rd W	278	69	277	280	949	0.5	0.3	4.688	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	124	31	124	124	57	0.0	0.0	0.000	A
	B - Nyton Rd W	162	40	162	162	493	0.4	0.3	6.776	A
	C - Nyton Rd E	489	122	549	585	286	32.5	9.6	192.545	F
2 - South Junction	A - A29 Westergate Rd S	438	110	438	446	117	0.1	0.0	0.131	A
	B - B2233 N	63	16	63	63	308	0.2	0.1	7.739	A
	C - A29 Nyton Rd N	54	13	54	58	132	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	488	122	488	518	166	0.0	0.0	0.000	A
	B - B2233 S	301	75	305	313	67	1.9	1.0	14.468	B
	C - Nyton Rd W	233	58	233	234	792	0.3	0.3	4.141	A

Lane Results

Lane Level notation. Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	120	120	120	0.0	0.0	0.000	A
		Exit	1	1		50	50	50	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	167	166	161	0.0	0.3	6.874	A
		Exit	1	1		446	446	437	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	50	50	50	0.0	0.0	0.000	A
				2	B	447	446	437	0.0	1.6	13.313	B
		Exit	1	1	(A, B)	493	497	494	0.0	1.1	8.255	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	438	438	442	0.0	0.0	0.009	A
		Exit	1	1		107	107	107	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	59	59	59	0.0	0.1	6.898	A
		Exit	1	1	(A, C)	59	59	60	0.0	0.0	0.895	A
	C - A29 Nyton Rd N	Entry	1	1		312	312	314	0.0	0.0	0.359	A
		Exit	1	1		48	48	48	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	A, B	126	126	128	0.0	0.0	0.000	A
		Exit	1	1		442	442	433	0.0	0.0	0.000	A
	B - B2233 S	Entry	1	1	C	305	306	304	0.0	0.5	6.188	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	306	305	306	0.0	0.6	6.311	A
	C - Nyton Rd W	Entry	1	1		63	63	64	0.0	0.0	0.000	A
		Exit	1	1	A, B	234	235	231	0.0	0.3	3.792	A
		Entry	1	1		747	747	737	0.0	0.0	0.000	A
		Exit	1	1								

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	139	139	142	0.0	0.0	0.000	A
		Exit	1	1		65	65	61	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	193	193	191	0.3	0.4	7.480	A
		Exit	1	1		529	529	516	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	65	65	61	0.0	0.0	0.000	A
				2	B	529	529	516	1.6	2.3	15.471	C
		Exit	1	1	(A, B)	593	594	579	1.1	4.9	25.527	C
				1		332	332	333	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	526	527	528	0.0	0.1	0.354	A
		Exit	1	1		135	135	133	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	73	73	74	0.1	0.1	6.983	A
		Exit	1	1	(A, C)	74	73	75	0.0	0.1	1.145	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	62	62	58	0.0	0.0	0.000	A
				1		148	148	150	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	524	524	510	0.0	0.0	0.000	A
		Exit	1	1		198	198	197	0.0	0.0	0.059	A
	B - B2233 S	Entry	1	1	C	370	369	366	0.5	0.7	6.447	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	372	370	366	0.6	1.2	10.044	B
	C - Nyton Rd W	Entry	1	1	A, B	276	277	277	0.3	0.3	4.431	A
		Exit	1	1		894	894	876	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	182	182	179	0.0	0.0	0.000	A
		Exit	1	1		62	62	64	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	237	236	234	0.4	0.6	8.509	A
		Exit	1	1		577	577	573	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	62	62	64	0.0	0.0	0.000	A
				2	B	578	577	573	2.3	3.0	17.599	C
		Exit	1	1	(A, B)	730	640	640	4.9	27.8	97.084	F
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	649	647	642	0.1	1.2	3.993	A
		Exit	1	1		151	151	151	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	92	92	90	0.1	0.2	7.254	A
		Exit	1	1	(A, C)	92	92	91	0.1	0.0	1.486	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	59	59	61	0.0	0.0	0.000	A
				1		192	192	189	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	571	571	567	0.0	0.0	0.000	A
		Exit	1	1		244	244	242	0.0	0.0	0.202	A
	B - B2233 S	Entry	1	1	C	447	448	436	0.7	0.8	6.684	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	447	447	437	1.2	2.1	15.961	C
	C - Nyton Rd W	Entry	1	1	A, B	344	343	339	0.3	0.5	5.258	A
		Exit	1	1		1019	1019	1003	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	173	173	174	0.0	0.0	0.000	A
		Exit	1	1		67	67	68	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	236	236	236	0.6	0.5	8.430	A
		Exit	1	1		594	594	589	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	67	67	68	0.0	0.0	0.000	A
				2	B	594	594	589	3.0	3.0	17.999	C
		Exit	1	1	(A, B)	722	662	657	27.9	44.5	202.858	F
				1		410	410	410	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	643	641	645	1.2	1.4	7.534	A
		Exit	1	1		160	160	157	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	96	96	93	0.2	0.2	7.311	A
		Exit	1	1	(A, C)	96	96	93	0.0	0.0	1.472	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	65	65	65	0.0	0.0	0.000	A
		Exit	1	1		184	184	185	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	589	589	583	0.0	0.0	0.000	A
		Exit	1	1		243	243	242	0.0	0.0	0.187	A
	B - B2233 S	Entry	1	1	C	447	447	451	0.8	0.8	6.641	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	448	447	451	2.1	2.2	16.906	C
				1		104	104	99	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	345	347	342	0.5	0.5	5.600	A
		Exit	1	1		1036	1036	1034	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	145	145	146	0.0	0.0	0.000	A
		Exit	1	1		66	66	68	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	193	193	194	0.5	0.4	7.555	A
		Exit	1	1		589	589	588	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	66	66	68	0.0	0.0	0.000	A
				2	B	587	589	588	3.0	2.7	17.451	C
		Exit	1	1	(A, B)	585	653	655	44.5	29.9	207.388	F
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	527	529	533	1.4	0.1	2.743	A
		Exit	1	1		136	136	141	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	73	74	77	0.2	0.1	7.060	A
		Exit	1	1	(A, C)	73	73	76	0.0	0.0	1.132	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	63	63	65	0.0	0.0	0.000	A
		Exit	1	1		154	154	155	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	583	583	582	0.0	0.0	0.000	A
		Exit	1	1		199	199	199	0.0	0.0	0.092	A
	B - B2233 S	Entry	1	1	C	367	367	378	0.8	0.7	6.687	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	367	367	378	2.2	1.2	12.579	B
				1		78	78	82	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	278	277	280	0.5	0.3	4.688	A
		Exit	1	1		949	949	960	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	124	124	124	0.0	0.0	0.000	A
		Exit	1	1		57	57	61	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	162	162	162	0.4	0.3	6.776	A
		Exit	1	1		493	493	524	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	57	57	61	0.0	0.0	0.000	A
				2	B	490	493	524	2.7	2.0	15.852	C
		Exit	1	1	(A, B)	489	546	582	23.3	7.6	88.378	F
				1		286	286	286	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	438	438	446	0.1	0.0	0.131	A
		Exit	1	1		117	117	121	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	63	63	63	0.1	0.1	6.838	A
		Exit	1	1	(A, C)	63	63	63	0.0	0.0	0.905	A
				1		307	308	316	0.3	0.0	0.914	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	54	54	58	0.0	0.0	0.000	A
		Exit	1	1		132	132	131	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	488	488	518	0.0	0.0	0.000	A
		Exit	1	1		166	166	167	0.0	0.0	0.014	A
	B - B2233 S	Entry	1	1	C	304	305	313	0.7	0.5	6.553	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	301	304	312	1.2	0.5	7.907	A
				1		67	67	67	0.0	0.0	0.001	A
	C - Nyton Rd W	Entry	1	1	A, B	233	233	234	0.3	0.3	4.141	A
		Exit	1	1		792	792	831	0.0	0.0	0.000	A

2038 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way		9.89	A
2	South Junction	T-Junction	Two-way		2.56	A
3	West Junction	T-Junction	Two-way		6.51	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)	Run automatically
D2	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - East Junction	A - A29 Nyton Rd S	2	C	Simple (vertical queueing)	Normal	0	100.00	
	B - Nyton Rd W	3	A	Simple (vertical queueing)	Normal	0	100.00	
2 - South Junction	B - B2233 N	3	B	Simple (vertical queueing)	Normal	0	100.00	
	C - A29 Nyton Rd N	1	A	Simple (vertical queueing)	Normal	0	100.00	
3 - West Junction	A - Nyton Rd E	1	B	Simple (vertical queueing)	Normal	0	100.00	
	B - B2233 S	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - East Junction	A - A29 Nyton Rd S	✓				
	B - Nyton Rd W	✓				
	C - Nyton Rd E		ONE HOUR	✓	368	100.000
2 - South Junction	A - A29 Westergate Rd S		ONE HOUR	✓	253	100.000
	B - B2233 N	✓				
	C - A29 Nyton Rd N	✓				
3 - West Junction	A - Nyton Rd E	✓				
	B - B2233 S	✓				
	C - Nyton Rd W		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	100
	B - Nyton Rd W	0	0	100
	C - Nyton Rd E	134	234	0

Demand (PCU/hr)

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	175	78
	B - B2233 N	100	0	0
	C - A29 Nyton Rd N	100	0	0

Demand (PCU/hr)

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	100
	B - B2233 S	0	0	100
	C - Nyton Rd W	450	144	0

Vehicle Mix

Heavy Vehicle Percentages

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	0
	B - Nyton Rd W	0	0	0
	C - Nyton Rd E	11	4	0

Heavy Vehicle Percentages

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	1	4
	B - B2233 N	0	0	0
	C - A29 Nyton Rd N	0	0	0

Heavy Vehicle Percentages

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	0
	B - B2233 S	0	0	0
	C - Nyton Rd W	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - East Junction	A - A29 Nyton Rd S	0.00	0.0	A	71	106
	B - Nyton Rd W	13.61	1.8	B	410	615
	C - Nyton Rd E	7.47	0.9	A	340	510
2 - South Junction	A - A29 Westergate Rd S	0.00	0.0	A	234	351
	B - B2233 N	9.35	0.5	A	130	196
	C - A29 Nyton Rd N	0.00	0.0	A	111	166
3 - West Junction	A - Nyton Rd E	0.00	0.0	A	210	315
	B - B2233 S	8.40	0.7	A	159	239
	C - Nyton Rd W	8.44	1.9	A	550	825

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	56	14	56	58	96	0.0	0.0	0.000	A
	B - Nyton Rd W	349	87	350	333	176	0.0	0.8	9.276	A
	C - Nyton Rd E	269	67	272	277	406	0.0	0.4	5.968	A
2 - South Junction	A - A29 Westergate Rd S	185	46	185	193	195	0.0	0.0	0.000	A
	B - B2233 N	110	27	109	108	127	0.0	0.3	7.588	A
	C - A29 Nyton Rd N	86	21	86	89	59	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	169	42	169	171	352	0.0	0.0	0.000	A
	B - B2233 S	125	31	124	129	111	0.0	0.3	7.067	A
	C - Nyton Rd W	462	115	464	449	293	0.0	0.5	4.422	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	70	18	70	70	130	0.0	0.0	0.000	A
	B - Nyton Rd W	415	104	412	404	213	0.8	1.4	10.642	B
	C - Nyton Rd E	343	86	343	337	482	0.4	0.7	6.056	A
2 - South Junction	A - A29 Westergate Rd S	235	59	235	230	243	0.0	0.0	0.000	A
	B - B2233 N	127	32	127	129	161	0.3	0.3	8.309	A
	C - A29 Nyton Rd N	116	29	116	111	73	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	205	51	205	205	422	0.0	0.0	0.000	A
	B - B2233 S	160	40	160	157	129	0.3	0.3	7.512	A
	C - Nyton Rd W	552	138	553	542	365	0.5	0.7	5.361	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	86	22	86	83	147	0.0	0.0	0.000	A
	B - Nyton Rd W	487	122	484	481	257	1.4	1.8	13.076	E
	C - Nyton Rd E	403	101	404	407	570	0.7	0.7	7.466	A
2 - South Junction	A - A29 Westergate Rd S	290	72	290	287	286	0.0	0.0	0.000	A
	B - B2233 N	152	38	153	155	200	0.3	0.5	9.279	A
	C - A29 Nyton Rd N	133	33	133	134	90	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	248	62	248	249	491	0.0	0.0	0.000	A
	B - B2233 S	198	49	195	198	154	0.3	0.7	8.153	A
	C - Nyton Rd W	655	164	647	646	444	0.7	1.9	8.005	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	84	21	84	83	155	0.0	0.0	0.000	A
	B - Nyton Rd W	493	123	494	490	260	1.8	1.8	13.609	E
	C - Nyton Rd E	412	103	414	409	578	0.7	0.9	7.061	A
2 - South Junction	A - A29 Westergate Rd S	288	72	288	285	296	0.0	0.0	0.000	A
	B - B2233 N	158	40	158	158	200	0.5	0.4	9.348	A
	C - A29 Nyton Rd N	137	34	137	136	88	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	251	63	251	248	498	0.0	0.0	0.000	A
	B - B2233 S	199	50	198	198	161	0.7	0.4	8.403	A
	C - Nyton Rd W	665	166	659	656	449	1.9	1.8	8.439	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	73	18	73	69	115	0.0	0.0	0.000	A
	B - Nyton Rd W	384	96	383	396	218	1.8	1.3	10.841	E
	C - Nyton Rd E	328	82	333	331	456	0.9	0.5	6.433	A
2 - South Junction	A - A29 Westergate Rd S	224	56	224	228	232	0.0	0.0	0.000	A
	B - B2233 N	128	32	128	127	149	0.4	0.3	8.443	A
	C - A29 Nyton Rd N	103	26	103	107	75	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	209	52	209	204	389	0.0	0.0	0.000	A
	B - B2233 S	147	37	149	156	130	0.4	0.3	7.278	A
	C - Nyton Rd W	524	131	519	523	358	1.8	1.0	5.562	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	54	14	54	56	102	0.0	0.0	0.000	A
	B - Nyton Rd W	331	83	330	341	185	1.3	0.9	9.723	A
	C - Nyton Rd E	286	72	287	281	384	0.5	0.4	5.719	A
2 - South Junction	A - A29 Westergate Rd S	184	46	184	189	197	0.0	0.0	0.000	A
	B - B2233 N	106	26	107	107	128	0.3	0.1	7.813	A
	C - A29 Nyton Rd N	90	23	90	91	56	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	176	44	176	173	334	0.0	0.0	0.000	A
	B - B2233 S	127	32	127	130	107	0.3	0.2	7.001	A
	C - Nyton Rd W	443	111	441	450	303	1.0	0.5	4.187	A

Lane Results

Lane Level notation. Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	56	56	58	0.0	0.0	0.000	A
		Exit	1	1		96	96	99	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	349	350	333	0.0	0.8	9.276	A
		Exit	1	1		176	176	178	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	96	96	99	0.0	0.0	0.000	A
				2	B	173	176	178	0.0	0.4	8.573	A
		Exit	1	1	(A, B)	269	269	278	0.0	0.0	0.319	A
				1		406	406	391	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	185	185	193	0.0	0.0	0.000	A
		Exit	1	1		195	195	197	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	109	109	108	0.0	0.2	6.336	A
		Exit	1	1	(A, C)	110	109	108	0.0	0.1	1.250	A
				1		127	127	133	0.0	0.0	0.000	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	86	86	89	0.0	0.0	0.000	A
		Exit	1	1		59	59	60	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	169	169	171	0.0	0.0	0.000	A
		Exit	1	1		353	352	339	0.0	0.1	0.582	A
	B - B2233 S	Entry	1	1	C	125	124	129	0.0	0.3	5.686	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	125	125	130	0.0	0.0	1.383	A
				1		111	111	110	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	462	464	449	0.0	0.5	4.422	A
		Exit	1	1		293	293	301	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	70	70	70	0.0	0.0	0.000	A
		Exit	1	1		130	130	124	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	415	412	404	0.8	1.4	10.642	B
		Exit	1	1		213	213	213	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	130	130	124	0.0	0.0	0.000	A
				2	B	214	213	213	0.4	0.6	8.678	A
		Exit	1	1	(A, B)	343	344	338	0.0	0.0	0.422	A
				1		482	482	474	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	235	235	230	0.0	0.0	0.000	A
		Exit	1	1		243	243	240	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	127	127	129	0.2	0.2	6.524	A
		Exit	1	1	(A, C)	127	127	129	0.1	0.1	1.779	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	116	116	111	0.0	0.0	0.000	A
				1		73	73	72	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	205	205	205	0.0	0.0	0.000	A
		Exit	1	1		424	422	411	0.1	0.2	1.162	A
	B - B2233 S	Entry	1	1	C	160	160	157	0.3	0.2	5.644	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	160	160	157	0.0	0.1	1.859	A
	C - Nyton Rd W	Entry	1	1	A, B	552	553	542	0.5	0.7	5.361	A
		Exit	1	1		365	365	362	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	86	86	83	0.0	0.0	0.000	A
		Exit	1	1		147	147	148	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	487	484	481	1.4	1.8	13.076	B
		Exit	1	1		257	257	259	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	147	147	148	0.0	0.0	0.000	A
				2	B	256	257	259	0.6	0.6	9.846	A
		Exit	1	1	(A, B)	403	403	407	0.0	0.0	1.056	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	290	290	287	0.0	0.0	0.000	A
		Exit	1	1		286	286	288	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	153	153	155	0.2	0.3	6.772	A
		Exit	1	1	(A, C)	152	153	155	0.1	0.1	2.515	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	133	133	134	0.0	0.0	0.000	A
		Exit	1	1		90	90	86	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	248	248	249	0.0	0.0	0.000	A
		Exit	1	1		493	491	488	0.2	0.5	3.106	A
	B - B2233 S	Entry	1	1	C	196	195	198	0.2	0.4	5.615	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	198	196	198	0.1	0.3	2.536	A
	C - Nyton Rd W	Entry	1	1	A, B	655	647	646	0.7	1.9	8.005	A
		Exit	1	1		444	444	447	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	84	84	83	0.0	0.0	0.000	A
		Exit	1	1		155	155	151	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	493	494	490	1.8	1.8	13.609	B
		Exit	1	1		260	260	258	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	155	155	151	0.0	0.0	0.000	A
				2	B	259	260	258	0.6	0.8	9.722	A
		Exit	1	1	(A, B)	412	414	410	0.0	0.1	0.762	A
				1		578	578	573	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	288	288	285	0.0	0.0	0.000	A
		Exit	1	1		296	296	294	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	159	158	158	0.3	0.3	6.650	A
		Exit	1	1	(A, C)	158	159	158	0.1	0.1	2.700	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	137	137	136	0.0	0.0	0.000	A
				1		88	88	86	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	251	251	248	0.0	0.0	0.000	A
		Exit	1	1		499	498	495	0.5	0.7	3.544	A
	B - B2233 S	Entry	1	1	C	198	198	198	0.4	0.3	5.852	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	199	198	198	0.3	0.1	2.556	A
	C - Nyton Rd W	Entry	1	1	A, B	665	659	656	1.9	1.8	8.439	A
		Exit	1	1		449	449	446	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	73	73	69	0.0	0.0	0.000	A
		Exit	1	1		115	115	119	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	384	383	396	1.8	1.3	10.841	B
		Exit	1	1		218	218	212	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	115	115	119	0.0	0.0	0.000	A
				2	B	215	218	212	0.8	0.5	8.885	A
		Exit	1	1	(A, B)	328	329	330	0.1	0.0	0.619	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	224	224	228	0.0	0.0	0.000	A
		Exit	1	1		232	232	234	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	129	128	127	0.3	0.2	6.542	A
		Exit	1	1	(A, C)	128	129	127	0.1	0.0	1.896	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	103	103	107	0.0	0.0	0.000	A
				1		75	75	72	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	209	209	204	0.0	0.0	0.000	A
		Exit	1	1		389	389	398	0.7	0.1	1.342	A
	B - B2233 S	Entry	1	1	C	148	149	156	0.3	0.2	5.538	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	147	148	156	0.1	0.0	1.748	A
	C - Nyton Rd W	Entry	1	1	A, B	524	519	523	1.8	1.0	5.562	A
		Exit	1	1		358	358	360	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	54	54	56	0.0	0.0	0.000	A
		Exit	1	1		102	102	102	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	331	330	341	1.3	0.9	9.723	A
		Exit	1	1		185	185	180	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	102	102	102	0.0	0.0	0.000	A
				2	B	185	185	180	0.5	0.4	8.323	A
		Exit	1	1	(A, B)	286	286	281	0.0	0.0	0.287	A
				1		384	384	396	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	184	184	189	0.0	0.0	0.000	A
		Exit	1	1		197	197	198	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	106	107	107	0.2	0.1	6.542	A
		Exit	1	1	(A, C)	106	106	106	0.0	0.0	1.274	A
				1		128	128	131	0.0	0.0	0.012	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	90	90	91	0.0	0.0	0.000	A
		Exit	1	1		56	56	58	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	176	176	173	0.0	0.0	0.000	A
		Exit	1	1		335	334	343	0.1	0.1	0.843	A
	B - B2233 S	Entry	1	1	C	127	127	130	0.2	0.2	5.541	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	127	127	130	0.0	0.0	1.462	A
				1		107	107	108	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	443	441	450	1.0	0.5	4.187	A
		Exit	1	1		303	303	303	0.0	0.0	0.000	A

2038 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	1 - East Junction - C - Nyton Rd E - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way		184.67	F
2	South Junction	T-Junction	Two-way		15.77	C
3	West Junction	T-Junction	Two-way		9.86	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)	Run automatically
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - East Junction	A - A29 Nyton Rd S	2	C	Simple (vertical queueing)	Normal	0	100.00	
	B - Nyton Rd W	3	A	Simple (vertical queueing)	Normal	0	100.00	
2 - South Junction	B - B2233 N	3	B	Simple (vertical queueing)	Normal	0	100.00	
	C - A29 Nyton Rd N	1	A	Simple (vertical queueing)	Normal	0	100.00	
3 - West Junction	A - Nyton Rd E	1	B	Simple (vertical queueing)	Normal	0	100.00	
	B - B2233 S	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - East Junction	A - A29 Nyton Rd S	✓				
	B - Nyton Rd W	✓				
	C - Nyton Rd E		ONE HOUR	✓	673	100.000
2 - South Junction	A - A29 Westergate Rd S		ONE HOUR	✓	623	100.000
	B - B2233 N	✓				
	C - A29 Nyton Rd N	✓				
3 - West Junction	A - Nyton Rd E	✓				
	B - B2233 S	✓				
	C - Nyton Rd W		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	100
	B - Nyton Rd W	0	0	100
	C - Nyton Rd E	70	603	0

Demand (PCU/hr)

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	445	178
	B - B2233 N	100	0	0
	C - A29 Nyton Rd N	100	0	0

Demand (PCU/hr)

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	100
	B - B2233 S	0	0	100
	C - Nyton Rd W	222	88	0

Vehicle Mix

Heavy Vehicle Percentages

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	0
	B - Nyton Rd W	0	0	0
	C - Nyton Rd E	5	1	0

Heavy Vehicle Percentages

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	2	6
	B - B2233 N	0	0	0
	C - A29 Nyton Rd N	0	0	0

Heavy Vehicle Percentages

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	0
	B - B2233 S	0	0	0
	C - Nyton Rd W	3	6	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - East Junction	A - A29 Nyton Rd S	0.00	0.0	A	153	229
	B - Nyton Rd W	8.45	0.5	A	198	297
	C - Nyton Rd E	255.36	52.9	F	619	928
2 - South Junction	A - A29 Westergate Rd S	18.34	4.1	C	573	859
	B - B2233 N	8.89	0.2	A	75	113
	C - A29 Nyton Rd N	0.00	0.0	A	61	91
3 - West Junction	A - Nyton Rd E	0.00	0.0	A	541	812
	B - B2233 S	26.42	3.6	C	400	601
	C - Nyton Rd W	5.29	0.5	A	284	426

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	129	32	129	129	55	0.0	0.0	0.000	A
	B - Nyton Rd W	161	40	161	161	454	0.0	0.3	6.922	A
	C - Nyton Rd E	511	128	508	498	289	0.0	3.5	21.296	C
2 - South Junction	A - A29 Westergate Rd S	468	117	468	471	115	0.0	0.0	0.051	A
	B - B2233 N	63	16	63	61	331	0.0	0.1	7.781	A
	C - A29 Nyton Rd N	52	13	52	51	136	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	449	112	449	440	166	0.0	0.0	0.000	A
	B - B2233 S	324	81	323	322	67	0.0	1.3	13.264	B
	C - Nyton Rd W	234	58	233	234	772	0.0	0.3	3.750	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	149	37	149	150	63	0.0	0.0	0.000	A
	B - Nyton Rd W	195	49	195	194	533	0.3	0.4	7.522	A
	C - Nyton Rd E	602	151	596	584	344	3.5	8.4	42.376	E
2 - South Junction	A - A29 Westergate Rd S	557	139	557	557	134	0.0	0.1	0.643	A
	B - B2233 N	74	18	74	74	399	0.1	0.2	8.150	A
	C - A29 Nyton Rd N	60	15	60	58	158	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	528	132	528	518	200	0.0	0.0	0.000	A
	B - B2233 S	392	98	393	387	79	1.3	1.9	17.474	C
	C - Nyton Rd W	279	70	279	280	921	0.3	0.4	4.497	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	182	46	182	180	68	0.0	0.0	0.000	A
	B - Nyton Rd W	241	60	241	236	584	0.4	0.5	8.449	A
	C - Nyton Rd E	742	185	652	647	423	8.4	31.6	117.776	F
2 - South Junction	A - A29 Westergate Rd S	694	174	684	676	155	0.1	2.8	8.745	A
	B - B2233 N	91	23	90	90	489	0.2	0.2	8.760	A
	C - A29 Nyton Rd N	65	16	65	64	193	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	578	144	578	574	249	0.0	0.0	0.000	A
	B - B2233 S	480	120	476	464	96	1.9	3.6	24.833	C
	C - Nyton Rd W	344	86	345	340	1054	0.4	0.5	5.249	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	182	45	182	183	67	0.0	0.0	0.000	A
	B - Nyton Rd W	237	59	237	238	596	0.5	0.5	8.316	A
	C - Nyton Rd E	746	187	663	656	419	31.6	52.9	237.266	F
2 - South Junction	A - A29 Westergate Rd S	691	173	681	683	155	2.8	4.1	18.344	C
	B - B2233 N	91	23	91	92	488	0.2	0.2	8.893	A
	C - A29 Nyton Rd N	63	16	63	64	193	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	590	148	590	582	244	0.0	0.0	0.000	A
	B - B2233 S	478	120	478	479	97	3.6	3.6	26.421	C
	C - Nyton Rd W	341	85	341	342	1068	0.5	0.5	5.292	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	151	38	151	156	69	0.0	0.0	0.000	A
	B - Nyton Rd W	193	48	193	194	587	0.5	0.4	7.593	A
	C - Nyton Rd E	601	150	657	659	344	52.8	40.0	258.358	F
2 - South Junction	A - A29 Westergate Rd S	554	138	561	576	138	4.1	0.3	8.019	A
	B - B2233 N	72	18	72	74	404	0.2	0.2	8.382	A
	C - A29 Nyton Rd N	66	17	66	66	160	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	582	145	582	584	199	0.0	0.0	0.000	A
	B - B2233 S	397	99	398	415	76	3.6	2.2	22.174	C
	C - Nyton Rd W	277	69	276	278	980	0.5	0.4	4.557	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	125	31	125	127	61	0.0	0.0	0.000	A
	B - Nyton Rd W	160	40	160	163	524	0.4	0.3	6.961	A
	C - Nyton Rd E	510	127	585	609	285	40.0	14.8	135.674	F
2 - South Junction	A - A29 Westergate Rd S	472	118	472	470	119	0.3	0.0	0.429	A
	B - B2233 N	62	15	62	62	340	0.2	0.1	7.730	A
	C - A29 Nyton Rd N	57	14	57	59	133	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	519	130	519	542	165	0.0	0.0	0.000	A
	B - B2233 S	333	83	335	333	66	2.2	1.3	16.040	C
	C - Nyton Rd W	231	58	230	233	854	0.4	0.3	4.034	A

Lane Results

Lane Level notation. Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	129	129	129	0.0	0.0	0.000	A
		Exit	1	1		55	55	53	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	161	161	161	0.0	0.3	6.922	A
		Exit	1	1		454	454	444	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	55	55	53	0.0	0.0	0.000	A
				2	B	456	454	444	0.0	1.9	13.628	B
		Exit	1	1	(A, B)	511	510	505	0.0	1.6	9.002	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	468	468	471	0.0	0.0	0.051	A
		Exit	1	1		115	115	112	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	63	63	61	0.0	0.1	6.916	A
		Exit	1	1	(A, C)	63	63	62	0.0	0.0	0.866	A
	C - A29 Nyton Rd N	Entry	1	1		332	331	334	0.0	0.1	0.646	A
		Exit	1	1	A, B	52	52	51	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1		136	136	137	0.0	0.0	0.000	A
		Exit	1	1		166	166	168	0.0	0.0	0.033	A
	B - B2233 S	Entry	1	1	C	449	449	440	0.0	0.0	0.000	A
				2	A	323	323	322	0.0	0.6	6.198	A
		Exit	1	1	(A, C)	0	0	0	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1		324	323	324	0.0	0.7	7.066	A
		Exit	1	1	A, B	67	67	65	0.0	0.0	0.000	A
		Entry	1	1		234	233	234	0.0	0.3	3.750	A
		Exit	1	1		772	772	762	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	149	149	150	0.0	0.0	0.000	A
		Exit	1	1		63	63	61	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	195	195	194	0.3	0.4	7.522	A
		Exit	1	1		533	533	523	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	63	63	61	0.0	0.0	0.000	A
				2	B	534	533	523	1.9	2.4	15.708	C
		Exit	1	1	(A, B)	602	597	586	1.6	6.0	28.204	C
				1		344	344	344	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	557	557	557	0.0	0.1	0.643	A
		Exit	1	1		134	134	132	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	74	74	74	0.1	0.1	7.047	A
		Exit	1	1	(A, C)	74	74	74	0.0	0.0	1.103	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	60	60	58	0.0	0.0	0.000	A
		Exit	1	1		158	158	159	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	528	528	518	0.0	0.0	0.000	A
		Exit	1	1		200	200	201	0.0	0.0	0.083	A
	B - B2233 S	Entry	1	1	C	393	393	387	0.6	0.7	6.437	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	392	393	388	0.7	1.2	11.032	B
	C - Nyton Rd W	Entry	1	1	A, B	279	279	280	0.3	0.4	4.497	A
		Exit	1	1		921	921	905	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	182	182	180	0.0	0.0	0.000	A
		Exit	1	1		68	68	67	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	241	241	236	0.4	0.5	8.449	A
		Exit	1	1		584	584	579	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	68	68	67	0.0	0.0	0.000	A
				2	B	584	584	579	2.4	2.9	17.683	C
		Exit	1	1	(A, B)	742	653	649	6.0	28.7	101.783	F
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	694	684	676	0.1	2.8	8.745	A
		Exit	1	1		155	155	154	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	90	90	90	0.1	0.2	7.286	A
		Exit	1	1	(A, C)	91	90	90	0.0	0.0	1.473	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	65	65	64	0.0	0.0	0.000	A
		Exit	1	1		193	193	190	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	578	578	574	0.0	0.0	0.000	A
		Exit	1	1		249	249	244	0.0	0.0	0.181	A
	B - B2233 S	Entry	1	1	C	477	476	464	0.7	0.9	6.652	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	480	477	465	1.2	2.7	18.179	C
	C - Nyton Rd W	Entry	1	1	A, B	344	345	340	0.4	0.5	5.249	A
		Exit	1	1		1054	1054	1037	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	182	182	183	0.0	0.0	0.000	A
		Exit	1	1		67	67	67	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	237	237	238	0.5	0.5	8.316	A
		Exit	1	1		596	596	588	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	67	67	67	0.0	0.0	0.000	A
				2	B	596	596	588	2.9	3.0	18.139	C
		Exit	1	1	(A, B)	746	663	656	28.7	48.3	229.873	F
				1		419	419	420	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	691	681	683	2.8	4.1	18.344	C
		Exit	1	1		155	155	156	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	91	91	92	0.2	0.2	7.315	A
		Exit	1	1	(A, C)	91	91	92	0.0	0.0	1.578	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	63	63	64	0.0	0.0	0.000	A
		Exit	1	1		193	193	194	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	590	590	582	0.0	0.0	0.000	A
		Exit	1	1		244	244	245	0.0	0.0	0.160	A
	B - B2233 S	Entry	1	1	C	478	478	479	0.9	0.9	6.660	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	478	478	479	2.7	2.7	19.768	C
	C - Nyton Rd W	Entry	1	1	A, B	341	341	342	0.5	0.5	5.292	A
		Exit	1	1		1068	1068	1061	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	151	151	156	0.0	0.0	0.000	A
		Exit	1	1		69	69	69	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	193	193	194	0.5	0.4	7.593	A
		Exit	1	1		587	587	590	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	69	69	69	0.0	0.0	0.000	A
				2	B	587	587	590	3.0	2.9	17.820	C
		Exit	1	1	(A, B)	601	656	658	49.9	37.2	233.382	F
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	554	561	576	4.1	0.3	8.019	A
		Exit	1	1		138	138	140	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	72	72	74	0.2	0.2	7.207	A
		Exit	1	1	(A, C)	72	72	74	0.0	0.0	1.177	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	66	66	66	0.0	0.0	0.000	A
		Exit	1	1		160	160	165	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	582	582	584	0.0	0.0	0.000	A
		Exit	1	1		199	199	200	0.0	0.0	0.090	A
	B - B2233 S	Entry	1	1	C	398	398	415	0.9	0.7	6.711	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	397	398	414	2.7	1.4	15.456	C
	C - Nyton Rd W	Entry	1	1	A, B	277	276	278	0.5	0.4	4.557	A
		Exit	1	1		980	980	999	0.0	0.0	0.000	A

09:00 - 09:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	125	125	127	0.0	0.0	0.000	A
		Exit	1	1		61	61	62	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	160	160	163	0.4	0.3	6.961	A
		Exit	1	1		524	524	547	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	61	61	62	0.0	0.0	0.000	A
				2	B	521	524	547	2.9	2.2	16.654	C
		Exit	1	1	(A, B)	510	581	606	37.2	12.6	120.708	F
				1		285	285	289	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	472	472	470	0.3	0.0	0.429	A
		Exit	1	1		119	119	121	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	62	62	62	0.2	0.1	6.862	A
		Exit	1	1	(A, C)	62	62	62	0.0	0.0	0.866	A
				1		339	340	337	0.4	0.1	1.629	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	57	57	59	0.0	0.0	0.000	A
		Exit	1	1		133	133	134	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	519	519	542	0.0	0.0	0.000	A
		Exit	1	1		165	165	167	0.0	0.0	0.029	A
	B - B2233 S	Entry	1	1	C	335	335	333	0.7	0.6	6.640	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	333	335	333	1.4	0.7	9.401	A
				1		66	66	66	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	231	230	233	0.4	0.3	4.034	A
		Exit	1	1		854	854	875	0.0	0.0	0.000	A

2038 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Junction	T-Junction	Two-way		9.52	A
2	South Junction	T-Junction	Two-way		2.51	A
3	West Junction	T-Junction	Two-way		6.37	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)	Run automatically
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - East Junction	A - A29 Nyton Rd S	2	C	Simple (vertical queueing)	Normal	0	100.00	
	B - Nyton Rd W	3	A	Simple (vertical queueing)	Normal	0	100.00	
2 - South Junction	B - B2233 N	3	B	Simple (vertical queueing)	Normal	0	100.00	
	C - A29 Nyton Rd N	1	A	Simple (vertical queueing)	Normal	0	100.00	
3 - West Junction	A - Nyton Rd E	1	B	Simple (vertical queueing)	Normal	0	100.00	
	B - B2233 S	2	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - East Junction	A - A29 Nyton Rd S	✓				
	B - Nyton Rd W	✓				
	C - Nyton Rd E		ONE HOUR	✓	365	100.000
2 - South Junction	A - A29 Westergate Rd S		ONE HOUR	✓	253	100.000
	B - B2233 N	✓				
	C - A29 Nyton Rd N	✓				
3 - West Junction	A - Nyton Rd E	✓				
	B - B2233 S	✓				
	C - Nyton Rd W		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	100
	B - Nyton Rd W	0	0	100
	C - Nyton Rd E	137	228	0

Demand (PCU/hr)

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	175	78
	B - B2233 N	100	0	0
	C - A29 Nyton Rd N	100	0	0

Demand (PCU/hr)

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	100
	B - B2233 S	0	0	100
	C - Nyton Rd W	444	144	0

Vehicle Mix

Heavy Vehicle Percentages

1 - East Junction

	To			
		A - A29 Nyton Rd S	B - Nyton Rd W	C - Nyton Rd E
From	A - A29 Nyton Rd S	0	0	0
	B - Nyton Rd W	0	0	0
	C - Nyton Rd E	11	4	0

Heavy Vehicle Percentages

2 - South Junction

	To			
		A - A29 Westergate Rd S	B - B2233 N	C - A29 Nyton Rd N
From	A - A29 Westergate Rd S	0	1	4
	B - B2233 N	0	0	0
	C - A29 Nyton Rd N	0	0	0

Heavy Vehicle Percentages

3 - West Junction

	To			
		A - Nyton Rd E	B - B2233 S	C - Nyton Rd W
From	A - Nyton Rd E	0	0	0
	B - B2233 S	0	0	0
	C - Nyton Rd W	1	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - East Junction	A - A29 Nyton Rd S	0.00	0.0	A	70	105
	B - Nyton Rd W	13.43	1.9	B	402	603
	C - Nyton Rd E	6.86	0.7	A	339	508
2 - South Junction	A - A29 Westergate Rd S	0.00	0.0	A	235	353
	B - B2233 N	9.30	0.4	A	129	194
	C - A29 Nyton Rd N	0.00	0.0	A	114	170
3 - West Junction	A - Nyton Rd E	0.00	0.0	A	205	307
	B - B2233 S	8.12	0.4	A	160	240
	C - Nyton Rd W	8.29	1.3	A	536	804

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	60	15	60	57	98	0.0	0.0	0.000	A
	B - Nyton Rd W	329	82	328	328	173	0.0	0.9	9.345	A
	C - Nyton Rd E	271	68	271	272	387	0.0	0.4	5.239	A
2 - South Junction	A - A29 Westergate Rd S	201	50	201	195	191	0.0	0.0	0.000	A
	B - B2233 N	104	26	103	106	138	0.0	0.2	7.518	A
	C - A29 Nyton Rd N	88	22	88	91	63	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	167	42	167	164	332	0.0	0.0	0.000	A
	B - B2233 S	136	34	135	134	105	0.0	0.3	7.044	A
	C - Nyton Rd W	439	110	437	443	302	0.0	0.7	3.993	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	68	17	68	68	130	0.0	0.0	0.000	A
	B - Nyton Rd W	395	99	395	394	213	0.9	1.1	10.949	B
	C - Nyton Rd E	343	86	343	337	462	0.4	0.5	6.013	A
2 - South Junction	A - A29 Westergate Rd S	224	56	224	225	246	0.0	0.0	0.000	A
	B - B2233 N	130	32	130	129	155	0.2	0.2	8.368	A
	C - A29 Nyton Rd N	116	29	116	115	70	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	205	51	205	200	398	0.0	0.0	0.000	A
	B - B2233 S	153	38	152	152	131	0.3	0.4	7.497	A
	C - Nyton Rd W	528	132	529	528	357	0.7	0.8	5.340	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	81	20	81	84	155	0.0	0.0	0.000	A
	B - Nyton Rd W	475	119	474	472	263	1.1	1.9	12.752	E
	C - Nyton Rd E	415	104	418	407	554	0.5	0.6	6.861	A
2 - South Junction	A - A29 Westergate Rd S	278	69	278	283	293	0.0	0.0	0.000	A
	B - B2233 N	153	38	151	157	193	0.2	0.4	9.296	A
	C - A29 Nyton Rd N	142	35	142	138	85	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	253	63	253	245	481	0.0	0.0	0.000	A
	B - B2233 S	192	48	193	194	154	0.4	0.4	8.124	A
	C - Nyton Rd W	636	159	637	640	446	0.8	1.2	8.289	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	82	20	82	83	151	0.0	0.0	0.000	A
	B - Nyton Rd W	482	121	482	480	251	1.9	1.9	13.429	E
	C - Nyton Rd E	403	101	402	402	564	0.6	0.7	6.665	A
2 - South Junction	A - A29 Westergate Rd S	277	69	277	278	293	0.0	0.0	0.000	A
	B - B2233 N	158	39	158	156	192	0.4	0.4	8.871	A
	C - A29 Nyton Rd N	135	34	135	136	85	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	240	60	240	241	487	0.0	0.0	0.000	A
	B - B2233 S	190	48	190	191	159	0.4	0.4	7.988	A
	C - Nyton Rd W	639	160	645	642	431	1.2	1.3	7.966	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	70	18	70	69	127	0.0	0.0	0.000	A
	B - Nyton Rd W	399	100	397	397	197	1.9	1.4	10.682	E
	C - Nyton Rd E	326	81	324	332	467	0.7	0.5	5.622	A
2 - South Junction	A - A29 Westergate Rd S	234	58	234	231	238	0.0	0.0	0.000	A
	B - B2233 N	124	31	124	128	161	0.4	0.2	7.999	A
	C - A29 Nyton Rd N	115	29	115	117	72	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	189	47	189	193	403	0.0	0.0	0.000	A
	B - B2233 S	159	40	160	158	125	0.4	0.2	7.344	A
	C - Nyton Rd W	528	132	529	526	349	1.3	0.7	5.108	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	62	15	62	57	95	0.0	0.0	0.000	A
	B - Nyton Rd W	331	83	329	331	183	1.4	0.9	9.194	A
	C - Nyton Rd E	277	69	279	274	391	0.5	0.3	5.266	A
2 - South Junction	A - A29 Westergate Rd S	197	49	197	193	195	0.0	0.0	0.000	A
	B - B2233 N	108	27	108	107	132	0.2	0.3	7.869	A
	C - A29 Nyton Rd N	86	22	86	94	64	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	176	44	176	165	333	0.0	0.0	0.000	A
	B - B2233 S	131	33	130	132	110	0.2	0.3	7.226	A
	C - Nyton Rd W	444	111	444	440	306	0.7	0.5	4.203	A

Lane Results

Lane Level notation. Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	60	60	57	0.0	0.0	0.000	A
		Exit	1	1		98	98	102	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	329	328	328	0.0	0.9	9.345	A
		Exit	1	1		173	173	171	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	98	98	102	0.0	0.0	0.000	A
				2	B	173	173	171	0.0	0.4	7.775	A
		Exit	1	1	(A, B)	271	271	274	0.0	0.0	0.220	A
				1		387	387	385	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	201	201	195	0.0	0.0	0.000	A
		Exit	1	1		191	191	197	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	103	103	106	0.0	0.2	6.236	A
		Exit	1	1	(A, C)	104	103	107	0.0	0.0	1.288	A
				1		138	138	137	0.0	0.0	0.000	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	88	88	91	0.0	0.0	0.000	A
		Exit	1	1		63	63	59	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	167	167	164	0.0	0.0	0.000	A
		Exit	1	1		332	332	335	0.0	0.0	0.466	A
	B - B2233 S	Entry	1	1	C	136	135	134	0.0	0.2	5.560	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	136	136	135	0.0	0.1	1.477	A
				1		105	105	108	0.0	0.0	0.000	A
	C - Nyton Rd W	Entry	1	1	A, B	439	437	443	0.0	0.7	3.993	A
		Exit	1	1		302	302	298	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	68	68	68	0.0	0.0	0.000	A
		Exit	1	1		130	130	128	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	395	395	394	0.9	1.1	10.949	B
		Exit	1	1		213	213	208	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	130	130	128	0.0	0.0	0.000	A
				2	B	213	213	208	0.4	0.5	8.919	A
		Exit	1	1	(A, B)	343	343	337	0.0	0.0	0.344	A
				1		462	462	461	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	224	224	225	0.0	0.0	0.000	A
		Exit	1	1		246	246	244	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	129	130	129	0.2	0.2	6.582	A
		Exit	1	1	(A, C)	130	129	129	0.0	0.1	1.788	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	116	116	115	0.0	0.0	0.000	A
				1		70	70	70	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	205	205	200	0.0	0.0	0.000	A
		Exit	1	1		398	398	398	0.0	0.1	1.370	A
	B - B2233 S	Entry	1	1	C	152	152	152	0.2	0.3	5.621	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	153	152	152	0.1	0.2	1.892	A
	C - Nyton Rd W	Entry	1	1	A, B	528	529	528	0.7	0.8	5.340	A
		Exit	1	1		357	357	352	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	81	81	84	0.0	0.0	0.000	A
		Exit	1	1		155	155	152	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	475	474	472	1.1	1.9	12.752	B
		Exit	1	1		263	263	256	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	155	155	152	0.0	0.0	0.000	A
				2	B	260	263	256	0.5	0.6	9.333	A
		Exit	1	1	(A, B)	415	415	408	0.0	0.0	0.882	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	278	278	283	0.0	0.0	0.000	A
		Exit	1	1		293	293	294	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	152	151	157	0.2	0.3	6.685	A
		Exit	1	1	(A, C)	153	152	157	0.1	0.1	2.607	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	142	142	138	0.0	0.0	0.000	A
		Exit	1	1		85	85	87	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	253	253	245	0.0	0.0	0.000	A
		Exit	1	1		482	481	480	0.1	0.5	2.907	A
	B - B2233 S	Entry	1	1	C	193	193	194	0.3	0.3	5.732	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	192	193	194	0.2	0.1	2.388	A
	C - Nyton Rd W	Entry	1	1	A, B	636	637	640	0.8	1.2	8.289	A
		Exit	1	1		446	446	439	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	82	82	83	0.0	0.0	0.000	A
		Exit	1	1		151	151	151	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	482	482	480	1.9	1.9	13.429	B
		Exit	1	1		251	251	251	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	151	151	151	0.0	0.0	0.000	A
				2	B	251	251	251	0.6	0.6	9.147	A
		Exit	1	1	(A, B)	403	402	402	0.0	0.1	0.817	A
				1		564	564	562	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	277	277	278	0.0	0.0	0.000	A
		Exit	1	1		293	293	292	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	158	158	156	0.3	0.3	6.702	A
		Exit	1	1	(A, C)	158	158	156	0.1	0.1	2.174	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	135	135	136	0.0	0.0	0.000	A
				1		85	85	85	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	240	240	241	0.0	0.0	0.000	A
		Exit	1	1		486	487	484	0.5	0.5	3.423	A
	B - B2233 S	Entry	1	1	C	190	190	191	0.3	0.2	5.599	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	190	190	191	0.1	0.1	2.380	A
	C - Nyton Rd W	Entry	1	1	A, B	639	645	642	1.2	1.3	7.966	A
		Exit	1	1		431	431	433	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	70	70	69	0.0	0.0	0.000	A
		Exit	1	1		127	127	130	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	399	397	397	1.9	1.4	10.682	B
		Exit	1	1		197	197	201	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	127	127	130	0.0	0.0	0.000	A
				2	B	198	197	201	0.6	0.5	8.609	A
		Exit	1	1	(A, B)	326	325	331	0.1	0.0	0.272	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	234	234	231	0.0	0.0	0.000	A
		Exit	1	1		238	238	245	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	124	124	128	0.3	0.2	6.413	A
		Exit	1	1	(A, C)	124	124	127	0.1	0.0	1.575	A
	C - A29 Nyton Rd N	Entry	1	1	A, B	115	115	117	0.0	0.0	0.000	A
				1		72	72	72	0.0	0.0	0.000	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	B, C	189	189	193	0.0	0.0	0.000	A
		Exit	1	1		404	403	399	0.5	0.1	1.233	A
	B - B2233 S	Entry	1	1	C	160	160	158	0.2	0.2	5.619	A
				2	A	0	0	0	0.0	0.0	0.000	A
		Exit	1	1	(A, C)	159	160	158	0.1	0.0	1.733	A
	C - Nyton Rd W	Entry	1	1	A, B	528	529	526	1.3	0.7	5.108	A
		Exit	1	1		349	349	351	0.0	0.0	0.000	A

18:00 - 18:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - East Junction	A - A29 Nyton Rd S	Entry	1	1	B, C	62	62	57	0.0	0.0	0.000	A
		Exit	1	1		95	95	103	0.0	0.0	0.000	A
	B - Nyton Rd W	Entry	1	1	A, C	331	329	331	1.4	0.9	9.194	A
		Exit	1	1		183	183	172	0.0	0.0	0.000	A
	C - Nyton Rd E	Entry	1	1	A	95	95	103	0.0	0.0	0.000	A
				2	B	182	183	172	0.5	0.3	8.018	A
			2	1	(A, B)	277	278	274	0.0	0.0	0.169	A
		Exit	1	1		391	391	388	0.0	0.0	0.000	A
2 - South Junction	A - A29 Westergate Rd S	Entry	1	1	B, C	197	197	193	0.0	0.0	0.000	A
		Exit	1	1		195	195	201	0.0	0.0	0.000	A
	B - B2233 N	Entry	1	1	C	0	0	0	0.0	0.0	0.000	A
				2	A	108	108	107	0.2	0.3	6.467	A
		Exit	1	1	(A, C)	108	108	107	0.0	0.0	1.405	A
	C - A29 Nyton Rd N	Entry	1	1		132	132	133	0.0	0.0	0.001	A
		Exit	1	1		132	132	133	0.0	0.0	0.001	A
3 - West Junction	A - Nyton Rd E	Entry	1	1	A, B	86	86	94	0.0	0.0	0.000	A
		Exit	1	1		64	64	59	0.0	0.0	0.000	A
	B - B2233 S	Entry	1	1	B, C	176	176	165	0.0	0.0	0.000	A
				2		334	333	332	0.1	0.1	0.780	A
				1	C	131	130	132	0.2	0.2	5.652	A
		Exit	1	2	A	0	0	0	0.0	0.0	0.000	A
				1	(A, C)	131	131	132	0.0	0.1	1.576	A
	C - Nyton Rd W	Entry	1	1		110	110	108	0.0	0.0	0.000	A
		Exit	1	1		110	110	108	0.0	0.0	0.000	A
		Entry	1	1	A, B	444	444	440	0.7	0.5	4.203	A
		Exit	1	1		306	306	297	0.0	0.0	0.000	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: [REDACTED]
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: A29 Woodgate Road Junction DM.j9
Path: P:\20-061 Land East of Woodgate Road\Trans\Picady
Report generation date: 09/04/2021 09:29:52

»2038 DM, AM
 »2038 DM, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
2038 DM								
Stream B-AC	0.2	9.20	0.15	193 %	0.1	8.24	0.08	299 %
Stream C-AB	0.0	5.37	0.02	[Stream B-AC]	0.0	5.47	0.03	[Stream B-AC]

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	A29 Woodgate Road Junction
Location	
Site number	
Date	21/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	20-061
Enumerator	CA-PC06\PLimbu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	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 segment length (min)	Run automatically
D1	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 DM, 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	A29 Woodgate Road Junction	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	193	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A29 N		Major
B	Woodgate Road		Minor
C	A29 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A29 S	6.95			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Woodgate Road	One lane	3.04	19	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	494	0.086	0.218	0.137	0.311
B-C	637	0.094	0.237	-	-
C-B	632	0.235	0.235	-	-

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)	Run automatically
D1	2038 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	206	100.000
B - Woodgate Road		ONE HOUR	✓	65	100.000
C - A29 S		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	7	199
	B - Woodgate Road	38	0	26
	C - A29 S	213	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	6	7
	B - Woodgate Road	1	0	1
	C - A29 S	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	9.20	0.2	A	59	89
C-AB	0.02	5.37	0.0	A	13	20
C-A					192	288
AB					7	10
AC					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	491	0.099	48	0.0	0.1	8.204	A
C-AB	10	3	703	0.014	10	0.0	0.0	5.364	A
C-A	158	40			158				
AB	6	1			6				
AC	150	37			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	481	0.121	58	0.1	0.1	8.602	A
C-AB	13	3	717	0.018	13	0.0	0.0	5.274	A
C-A	188	47			188				
A-B	7	2			7				
A-C	179	45			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	466	0.153	71	0.1	0.2	9.195	A
C-AB	17	4	738	0.023	17	0.0	0.0	5.156	A
C-A	229	57			229				
A-B	8	2			8				
A-C	219	55			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	466	0.153	71	0.2	0.2	9.202	A
C-AB	17	4	738	0.023	17	0.0	0.0	5.160	A
C-A	229	57			229				
A-B	8	2			8				
A-C	219	55			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	481	0.121	58	0.2	0.1	8.614	A
C-AB	13	3	717	0.018	13	0.0	0.0	5.279	A
C-A	188	47			188				
A-B	7	2			7				
A-C	179	45			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	491	0.099	49	0.1	0.1	8.227	A
C-AB	10	3	703	0.014	10	0.0	0.0	5.368	A
C-A	158	40			158				
A-B	6	1			6				
A-C	150	37			150				

2038 DM, 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	A29 Woodgate Road Junction	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	299	Stream B-AC

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)	Run automatically
D2	2038 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	221	100.000
B - Woodgate Road		ONE HOUR	✓	34	100.000
C - A29 S		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	19	202
	B - Woodgate Road	15	0	19
	C - A29 S	167	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	1	5
	B - Woodgate Road	9	0	1
	C - A29 S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.24	0.1	A	31	47
C-AB	0.03	5.47	0.0	A	19	29
C-A					149	223
A-B					18	26
A-C					185	278

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	516	0.050	26	0.0	0.1	7.651	A
C-AB	15	4	677	0.022	15	0.0	0.0	5.464	A
C-A	123	31			123				
A-B	14	4			14				
A-C	152	38			152				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	507	0.061	31	0.1	0.1	7.891	A
C-AB	18	5	687	0.027	18	0.0	0.0	5.420	A
C-A	146	37			146				
A-B	17	4			17				
A-C	182	45			182				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	493	0.076	38	0.1	0.1	8.241	A
C-AB	24	6	700	0.034	24	0.0	0.0	5.363	A
C-A	178	44			178				
A-B	21	5			21				
A-C	222	56			222				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	9	493	0.076	38	0.1	0.1	8.243	A
C-AB	24	6	700	0.034	24	0.0	0.0	5.367	A
C-A	178	44			178				
A-B	21	5			21				
A-C	222	56			222				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	507	0.061	31	0.1	0.1	7.895	A
C-AB	18	5	687	0.027	18	0.0	0.0	5.429	A
C-A	146	37			146				
AB	17	4			17				
AC	182	45			182				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	6	516	0.050	26	0.1	0.1	7.662	A
C-AB	15	4	677	0.022	15	0.0	0.0	5.468	A
C-A	123	31			123				
AB	14	4			14				
AC	152	38			152				

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: [REDACTED]
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: A29 Woodgate Road Junction DS.j9
Path: P:\20-061 Land East of Woodgate Road\Trans\Picady
Report generation date: 09/04/2021 09:31:11

»2038 With Development, AM
 »2038 With Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
2038 With Development								
Stream B-AC	0.4	11.79	0.30	93 %	0.2	9.47	0.15	185 %
Stream C-AB	0.0	6.10	0.03	[Stream B-AC]	0.0	6.12	0.04	[Stream B-AC]

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	A29 Woodgate Road Junction
Location	
Site number	
Date	21/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	20-061
Enumerator	CA-PC06\PLimbu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	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 segment length (min)	Run automatically
D1	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 With Development, 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	A29 Woodgate Road Junction	T-Junction	Two-way		2.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	93	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	A29 N		Major
B	Woodgate Road		Minor
C	A29 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A29 S	6.00		✓	3.00	100.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Woodgate Road	One lane	3.04	19	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	494	0.090	0.227	0.143	0.325
B-C	637	0.098	0.247	-	-
C-B	687	0.266	0.266	-	-

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)	Run automatically
D1	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	218	100.000
B - Woodgate Road		ONE HOUR	✓	121	100.000
C - A29 S		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A29 N	B - Woodgate Road	C - A29 S
A - A29 N		0	19	199
B - Woodgate Road		88	0	33
C - A29 S		207	19	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A29 N	B - Woodgate Road	C - A29 S
A - A29 N		0	2	7
B - Woodgate Road		0	0	1
C - A29 S		4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.30	11.79	0.4	B	111	167
C-AB	0.03	6.10	0.0	A	18	27
C-A					190	285
AB					18	27
AC					183	274

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	467	0.195	90	0.0	0.2	9.555	A
C-AB	15	4	643	0.023	14	0.0	0.0	5.841	A
C-A	156	39			156				
AB	15	4			15				
AC	150	37			150				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	456	0.239	109	0.2	0.3	10.398	B
C-AB	17	4	635	0.027	17	0.0	0.0	5.948	A
C-A	186	47			186				
A-B	17	4			17				
A-C	179	45			179				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	440	0.304	133	0.3	0.4	11.759	B
C-AB	21	5	623	0.034	21	0.0	0.0	6.103	A
C-A	228	57			228				
A-B	21	5			21				
A-C	219	55			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	33	440	0.304	134	0.4	0.4	11.794	B
C-AB	21	5	623	0.034	21	0.0	0.0	6.103	A
C-A	228	57			228				
A-B	21	5			21				
A-C	219	55			219				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	456	0.239	110	0.4	0.3	10.445	B
C-AB	17	4	635	0.027	17	0.0	0.0	5.949	A
C-A	186	47			186				
A-B	17	4			17				
A-C	179	45			179				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	467	0.196	92	0.3	0.2	9.618	A
C-AB	15	4	643	0.023	15	0.0	0.0	5.841	A
C-A	156	39			156				
A-B	15	4			15				
A-C	150	37			150				

2038 With Development, 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	A29 Woodgate Road Junction	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	Stream B-AC

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)	Run automatically
D2	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A29 N		ONE HOUR	✓	253	100.000
B - Woodgate Road		ONE HOUR	✓	62	100.000
C - A29 S		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	65	188
	B - Woodgate Road	39	0	23
	C - A29 S	166	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 N	B - Woodgate Road	C - A29 S
From	A - A29 N	0	0	5
	B - Woodgate Road	3	0	1
	C - A29 S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	9.47	0.2	A	57	86
C-AB	0.04	6.12	0.0	A	20	30
C-A					152	228
A-B					60	89
A-C					173	259

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	483	0.097	46	0.0	0.1	8.416	A
C-AB	17	4	636	0.026	16	0.0	0.0	5.809	A
C-A	125	31			125				
A-B	49	12			49				
A-C	142	35			142				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	472	0.118	56	0.1	0.1	8.836	A
C-AB	20	5	626	0.032	20	0.0	0.0	5.934	A
C-A	149	37			149				
A-B	58	15			58				
A-C	169	42			169				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	457	0.150	68	0.1	0.2	9.463	A
C-AB	24	6	613	0.040	24	0.0	0.0	6.116	A
C-A	183	46			183				
A-B	72	18			72				
A-C	207	52			207				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	457	0.150	69	0.2	0.2	9.471	A
C-AB	24	6	613	0.040	24	0.0	0.0	6.116	A
C-A	183	46			183				
A-B	72	18			72				
A-C	207	52			207				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	14	472	0.118	56	0.2	0.1	8.848	A
C-AB	20	5	626	0.032	20	0.0	0.0	5.937	A
C-A	149	37			149				
A-B	58	15			58				
A-C	169	42			169				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	12	483	0.097	47	0.1	0.1	8.438	A
C-AB	17	4	636	0.026	17	0.0	0.0	5.809	A
C-A	125	31			125				
A-B	49	12			49				
A-C	142	35			142				

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462							
© Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL - [REDACTED]							
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: War Memorial Roundabout.j9

Path: P:\20-061 Land East of Woodgate Road\Trans\Arcady

Report generation date: 06/04/2021 09:37:18

»2038 Do Minimum, AM

»2038 Do Minimum, PM

»2038 With Development, AM

»2038 With Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
	2038 Do Minimum							
1 - Barnham Rd	0.8	4.41	0.44	95 % [1 - Barnham Rd]	0.2	3.14	0.19	47 % [3 - Fontwell Ave]
2 - Nyton Rd	0.3	2.49	0.22		0.4	2.65	0.30	
3 - Fontwell Ave	0.5	7.98	0.33		1.0	12.51	0.49	
	2038 With Development							
1 - Barnham Rd	0.8	4.53	0.46	90 % [1 - Barnham Rd]	0.2	3.12	0.18	45 % [3 - Fontwell Ave]
2 - Nyton Rd	0.3	2.50	0.23		0.4	2.64	0.29	
3 - Fontwell Ave	0.5	7.98	0.33		1.0	12.66	0.49	

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	War Memorial Roundabout
Location	
Site number	
Date	30/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	20-061
Enumerator	CA-PC06\PLimbu
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	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 segment length (min)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2038 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial Roundabout	Standard Roundabout		1, 2, 3	4.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	1 - Barnham Rd

Arms

Arms

Arm	Name	Description
1	Barnham Rd	
2	Nyton Rd	
3	Fontwell Ave	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Barnham Rd	3.37	5.30	18.7	331.8	25.0	15.0	
2 - Nyton Rd	4.17	6.48	30.0	133.4	25.0	10.0	
3 - Fontwell Ave	3.23	3.75	0.5	6.3	25.0	75.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Barnham Rd	0.673	1604
2 - Nyton Rd	0.764	2028
3 - Fontwell Ave	0.384	747

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

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)	Run automatically
D1	2038 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barnham Rd		ONE HOUR	✓	596	100.000
2 - Nyton Rd		ONE HOUR	✓	392	100.000
3 - Fontwell Ave		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	493	103
	2 - Nyton Rd	133	0	259
	3 - Fontwell Ave	43	163	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	1	3
	2 - Nyton Rd	5	0	4
	3 - Fontwell Ave	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barnham Rd	0.44	4.41	0.8	A	547	820
2 - Nyton Rd	0.22	2.49	0.3	A	360	540
3 - Fontwell Ave	0.33	7.98	0.5	A	189	284

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	449	112	122	1522	0.295	447	132	0.0	0.4	3.394	A
2 - Nyton Rd	295	74	77	1969	0.150	294	492	0.0	0.2	2.242	A
3 - Fontwell Ave	155	39	100	709	0.219	154	272	0.0	0.3	6.658	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	536	134	146	1506	0.356	535	158	0.4	0.6	3.757	A
2 - Nyton Rd	352	88	93	1957	0.180	352	589	0.2	0.2	2.340	A
3 - Fontwell Ave	185	46	120	701	0.264	185	325	0.3	0.4	7.163	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	656	164	179	1484	0.442	655	194	0.6	0.8	4.398	A
2 - Nyton Rd	432	108	113	1941	0.222	431	721	0.2	0.3	2.487	A
3 - Fontwell Ave	227	57	146	691	0.328	226	398	0.4	0.5	7.958	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	656	164	179	1483	0.442	656	194	0.8	0.8	4.410	A
2 - Nyton Rd	432	108	113	1941	0.222	432	722	0.3	0.3	2.488	A
3 - Fontwell Ave	227	57	146	691	0.328	227	399	0.5	0.5	7.975	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	536	134	147	1505	0.356	537	158	0.8	0.6	3.772	A
2 - Nyton Rd	352	88	93	1957	0.180	353	591	0.3	0.2	2.343	A
3 - Fontwell Ave	185	46	120	701	0.264	186	326	0.5	0.4	7.186	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	449	112	123	1521	0.295	449	133	0.6	0.4	3.406	A
2 - Nyton Rd	295	74	78	1968	0.150	295	495	0.2	0.2	2.245	A
3 - Fontwell Ave	155	39	100	709	0.219	155	273	0.4	0.3	6.696	A

2038 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial Roundabout	Standard Roundabout		1, 2, 3	5.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	3 - Fontwell Ave

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)	Run automatically
D2	2038 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barnham Rd		ONE HOUR	✓	246	100.000
2 - Nyton Rd		ONE HOUR	✓	527	100.000
3 - Fontwell Ave		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
	1 - Barnham Rd	0	163	83
	2 - Nyton Rd	341	0	186
	3 - Fontwell Ave	62	204	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
	1 - Barnham Rd	0	3	3
	2 - Nyton Rd	1	0	2
	3 - Fontwell Ave	1	10	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barnham Rd	0.19	3.14	0.2	A	226	339
2 - Nyton Rd	0.30	2.65	0.4	A	484	725
3 - Fontwell Ave	0.49	12.51	1.0	B	244	366

Main Results for each time segment

16:45 - 17:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	185	46	152	1502	0.123	185	302	0.0	0.1	2.813	A
2 - Nyton Rd	397	99	62	1980	0.200	396	274	0.0	0.3	2.302	A
3 - Fontwell Ave	200	50	256	649	0.309	198	202	0.0	0.5	8.580	A

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	221	55	183	1481	0.149	221	362	0.1	0.2	2.942	A
2 - Nyton Rd	474	118	75	1971	0.240	473	329	0.3	0.3	2.437	A
3 - Fontwell Ave	239	60	306	629	0.380	238	242	0.5	0.6	9.905	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	271	68	224	1454	0.186	271	443	0.2	0.2	3.134	A
2 - Nyton Rd	580	145	91	1958	0.296	580	403	0.3	0.4	2.648	A
3 - Fontwell Ave	293	73	375	603	0.486	291	296	0.6	1.0	12.400	B

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	271	68	225	1453	0.186	271	444	0.2	0.2	3.136	A
2 - Nyton Rd	580	145	91	1958	0.296	580	404	0.4	0.4	2.648	A
3 - Fontwell Ave	293	73	375	603	0.486	293	296	1.0	1.0	12.507	B

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	221	55	184	1480	0.149	221	363	0.2	0.2	2.948	A
2 - Nyton Rd	474	118	75	1971	0.240	474	331	0.4	0.3	2.438	A
3 - Fontwell Ave	239	60	307	629	0.380	240	242	1.0	0.7	10.015	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	185	46	154	1500	0.123	185	304	0.2	0.1	2.821	A
2 - Nyton Rd	397	99	63	1980	0.200	397	277	0.3	0.3	2.306	A
3 - Fontwell Ave	200	50	257	648	0.309	201	203	0.7	0.5	8.687	A

2038 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial Roundabout	Standard Roundabout		1, 2, 3	4.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	1 - Barnham Rd

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)	Run automatically
D3	2038 With Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barnham Rd		ONE HOUR	✓	616	100.000
2 - Nyton Rd		ONE HOUR	✓	398	100.000
3 - Fontwell Ave		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	509	107
	2 - Nyton Rd	134	0	264
	3 - Fontwell Ave	44	162	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	1	3
	2 - Nyton Rd	5	0	4
	3 - Fontwell Ave	2	3	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barnham Rd	0.46	4.53	0.8	A	565	848
2 - Nyton Rd	0.23	2.50	0.3	A	365	548
3 - Fontwell Ave	0.33	7.98	0.5	A	189	284

Main Results for each time segment

07:45 - 08:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	464	116	121	1523	0.305	462	134	0.0	0.4	3.434	A
2 - Nyton Rd	300	75	80	1966	0.152	299	503	0.0	0.2	2.251	A
3 - Fontwell Ave	155	39	101	708	0.219	154	279	0.0	0.3	6.661	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	554	138	145	1506	0.368	553	160	0.4	0.6	3.826	A
2 - Nyton Rd	358	89	96	1954	0.183	358	602	0.2	0.2	2.352	A
3 - Fontwell Ave	185	46	120	701	0.264	185	333	0.3	0.4	7.167	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	678	170	178	1484	0.457	677	196	0.6	0.8	4.515	A
2 - Nyton Rd	438	110	118	1938	0.226	438	738	0.2	0.3	2.504	A
3 - Fontwell Ave	227	57	147	690	0.329	226	408	0.4	0.5	7.964	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	678	170	178	1484	0.457	678	196	0.8	0.8	4.527	A
2 - Nyton Rd	438	110	118	1938	0.226	438	739	0.3	0.3	2.504	A
3 - Fontwell Ave	227	57	148	690	0.329	227	408	0.5	0.5	7.982	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	554	138	146	1506	0.368	555	160	0.8	0.6	3.840	A
2 - Nyton Rd	358	89	96	1954	0.183	358	604	0.3	0.2	2.353	A
3 - Fontwell Ave	185	46	121	701	0.264	186	334	0.5	0.4	7.194	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	464	116	122	1522	0.305	464	134	0.6	0.4	3.453	A
2 - Nyton Rd	300	75	81	1966	0.152	300	506	0.2	0.2	2.255	A
3 - Fontwell Ave	155	39	101	708	0.219	155	280	0.4	0.3	6.699	A

2038 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	War Memorial Roundabout	Standard Roundabout		1, 2, 3	5.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	45	3 - Fontwell Ave

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)	Run automatically
D4	2038 With Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Barnham Rd		ONE HOUR	✓	238	100.000
2 - Nyton Rd		ONE HOUR	✓	523	100.000
3 - Fontwell Ave		ONE HOUR	✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	156	82
	2 - Nyton Rd	337	0	186
	3 - Fontwell Ave	63	208	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Barnham Rd	2 - Nyton Rd	3 - Fontwell Ave
From	1 - Barnham Rd	0	3	3
	2 - Nyton Rd	1	0	2
	3 - Fontwell Ave	1	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Barnham Rd	0.18	3.12	0.2	A	218	328
2 - Nyton Rd	0.29	2.64	0.4	A	480	720
3 - Fontwell Ave	0.49	12.66	1.0	B	249	373

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	179	45	155	1500	0.119	179	300	0.0	0.1	2.805	A
2 - Nyton Rd	394	98	62	1981	0.199	393	272	0.0	0.3	2.297	A
3 - Fontwell Ave	204	51	253	650	0.314	202	201	0.0	0.5	8.629	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	214	53	186	1479	0.145	214	359	0.1	0.2	2.931	A
2 - Nyton Rd	470	118	74	1971	0.239	470	327	0.3	0.3	2.430	A
3 - Fontwell Ave	244	61	303	631	0.386	243	241	0.5	0.7	9.984	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	262	66	228	1451	0.181	262	440	0.2	0.2	3.118	A
2 - Nyton Rd	576	144	90	1959	0.294	575	400	0.3	0.4	2.638	A
3 - Fontwell Ave	298	75	371	605	0.493	297	295	0.7	1.0	12.548	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	262	66	229	1450	0.181	262	440	0.2	0.2	3.120	A
2 - Nyton Rd	576	144	90	1959	0.294	576	401	0.4	0.4	2.638	A
3 - Fontwell Ave	298	75	371	605	0.494	298	295	1.0	1.0	12.663	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	214	53	188	1477	0.145	214	360	0.2	0.2	2.937	A
2 - Nyton Rd	470	118	74	1971	0.239	471	328	0.4	0.3	2.431	A
3 - Fontwell Ave	244	61	303	631	0.386	245	241	1.0	0.7	10.099	B

18:00 - 18:15

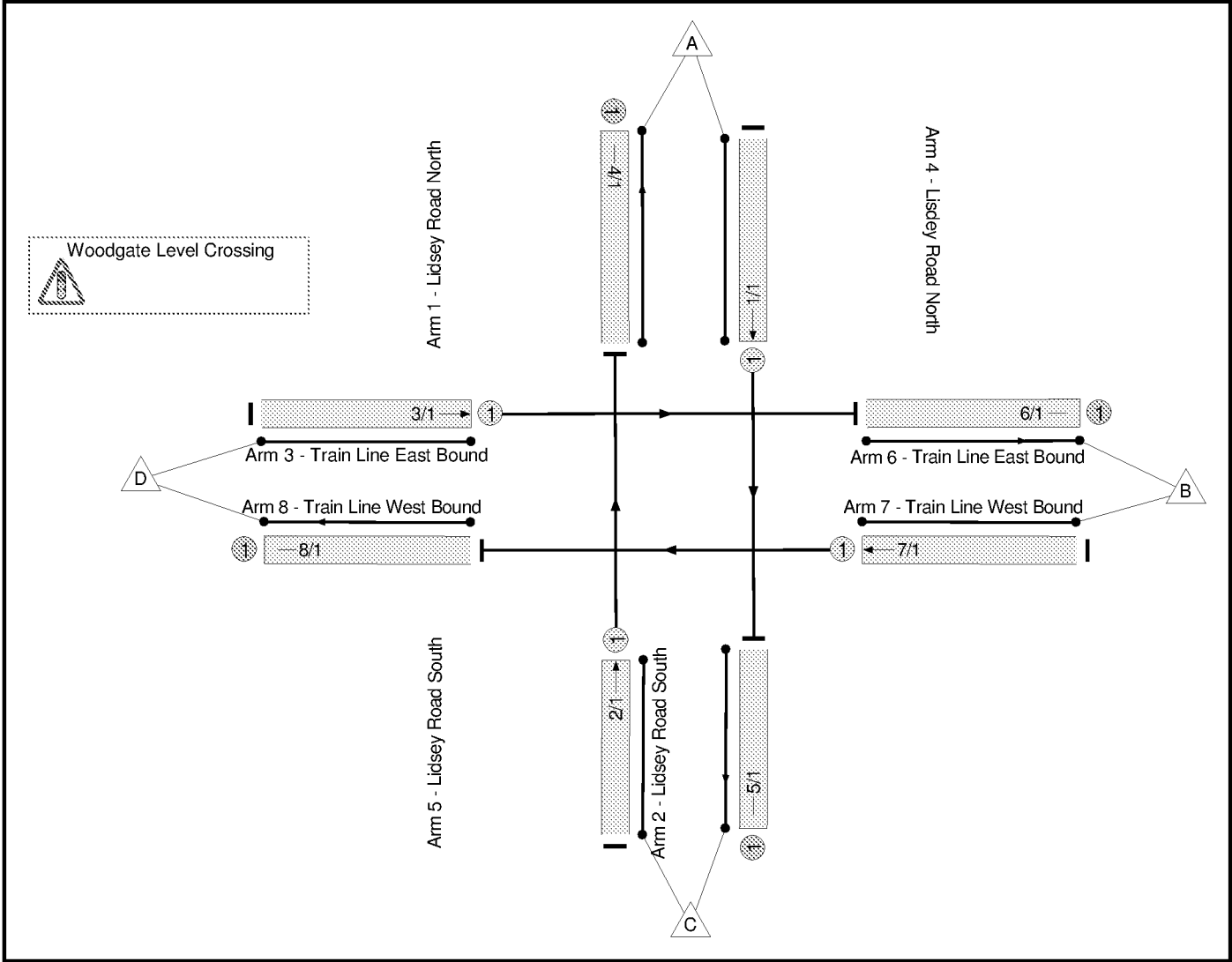
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Barnham Rd	179	45	157	1498	0.120	179	301	0.2	0.1	2.813	A
2 - Nyton Rd	394	98	62	1980	0.199	394	275	0.3	0.3	2.300	A
3 - Fontwell Ave	204	51	254	650	0.314	205	202	0.7	0.5	8.740	A

Appendix N Woodgate Level Crossing LinSig Output

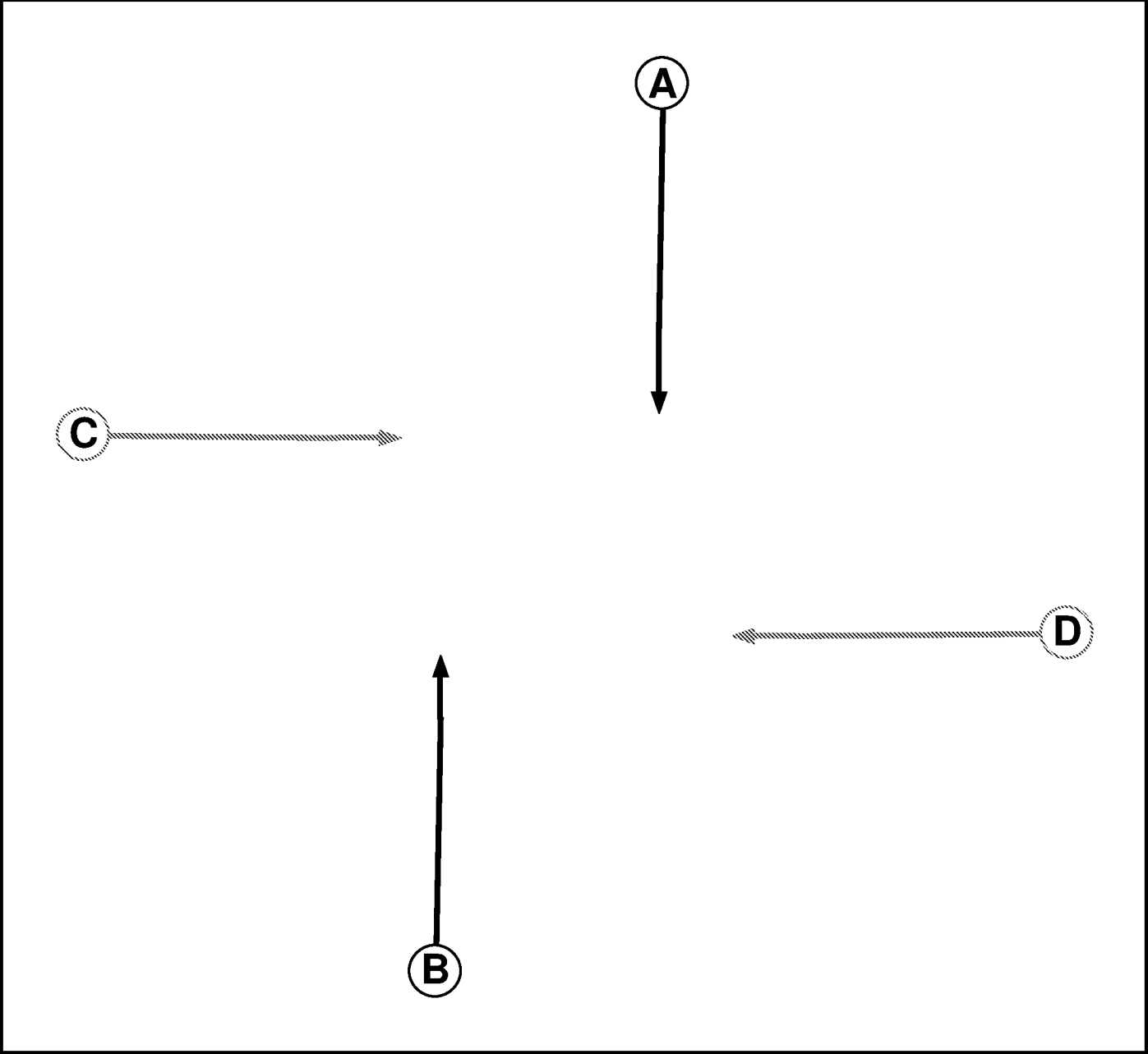
User and Project Details

Project:	Land East of Woodgate Road
Title:	Woodgate Level Crossing
Location:	
Site Ref(s):	20-061
Additional detail:	
File name:	Woodgate Level Crossing.lsg3x
Author:	
Company:	C&A
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	LRT		7	7
D	LRT		7	7

Full Input Data And Results

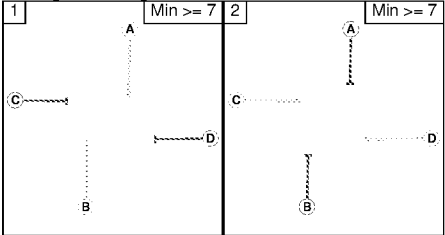
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	-	10
	B	-		10	-
	C	-	10		-
	D	10	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	10
2	10	

Give-Way Lane Input Data

Junction: Woodgate Level Crossing
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Woodgate Level Crossing												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Lidsey Road North)	U	A	2	3	60.0	User	1935	-	-	-	-	-
2/1 (Lidsey Road South)	U	B	2	3	60.0	User	2115	-	-	-	-	-
3/1 (Train Line East Bound)	U	C	2	3	60.0	User	2020	-	-	-	-	-
4/1 (Lidsey Road North)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Lidsey Road South)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Train Line East Bound)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Train Line West Bound)	U	D	2	3	60.0	User	2020	-	-	-	-	-
8/1 (Train Line West Bound)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 DM AM'	08:00	09:00	01:00	
2: '2038 DM PM'	17:00	18:00	01:00	
3: '2038 With Dev AM'	08:00	09:00	01:00	
4: '2038 With Dev PM'	17:00	18:00	01:00	

Scenario 1: '2038 DM AM' (FG1: '2038 DM AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	206	0	206
	B	0	0	0	0	0
	C	270	0	0	0	270
	D	0	0	0	0	0
	Tot.	270	0	206	0	476

Traffic Lane Flows

Lane	Scenario 1: 2038 DM AM
Junction: Woodgate Level Crossing	
1/1	206
2/1	270
3/1	0
4/1	270
5/1	206
6/1	0
7/1	0
8/1	0

Lane Saturation Flows

Junction: Woodgate Level Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Lidsey Road North Lane 1)	This lane uses a directly entered Saturation Flow						1935	1935
2/1 (Lidsey Road South Lane 1)	This lane uses a directly entered Saturation Flow						2115	2115
3/1 (Train Line East Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
4/1 (Lidsey Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Lidsey Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Train Line East Bound Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Train Line West Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
8/1 (Train Line West Bound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2038 DM PM' (FG2: '2038 DM PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	221	0	221
	B	0	0	0	0	0
	C	179	0	0	0	179
	D	0	0	0	0	0
	Tot.	179	0	221	0	400

Traffic Lane Flows

Lane	Scenario 2: 2038 DM PM
Junction: Woodgate Level Crossing	
1/1	221
2/1	179
3/1	0
4/1	179
5/1	221
6/1	0
7/1	0
8/1	0

Lane Saturation Flows

Junction: Woodgate Level Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Lidsey Road North Lane 1)	This lane uses a directly entered Saturation Flow						1935	1935
2/1 (Lidsey Road South Lane 1)	This lane uses a directly entered Saturation Flow						2115	2115
3/1 (Train Line East Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
4/1 (Lidsey Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Lidsey Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Train Line East Bound Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Train Line West Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
8/1 (Train Line West Bound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2038 With Dev AM' (FG3: '2038 With Dev AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	218	0	218
	B	0	0	0	0	0
	C	314	0	0	0	314
	D	0	0	0	0	0
	Tot.	314	0	218	0	532

Traffic Lane Flows

Lane	Scenario 3: 2038 With Dev AM
Junction: Woodgate Level Crossing	
1/1	218
2/1	314
3/1	0
4/1	314
5/1	218
6/1	0
7/1	0
8/1	0

Lane Saturation Flows

Junction: Woodgate Level Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Lidsey Road North Lane 1)	This lane uses a directly entered Saturation Flow						1935	1935
2/1 (Lidsey Road South Lane 1)	This lane uses a directly entered Saturation Flow						2115	2115
3/1 (Train Line East Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
4/1 (Lidsey Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Lidsey Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Train Line East Bound Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Train Line West Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
8/1 (Train Line West Bound Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2038 With Dev PM' (FG4: '2038 With Dev PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	254	0	254
	B	0	0	0	0	0
	C	202	0	0	0	202
	D	0	0	0	0	0
	Tot.	202	0	254	0	456

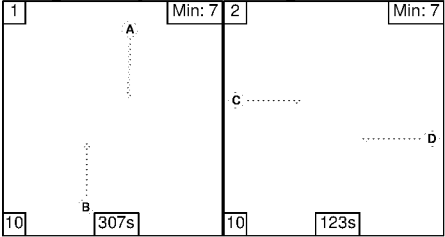
Traffic Lane Flows

Lane	Scenario 4: 2038 With Dev PM
Junction: Woodgate Level Crossing	
1/1	254
2/1	202
3/1	0
4/1	202
5/1	254
6/1	0
7/1	0
8/1	0

Lane Saturation Flows

Junction: Woodgate Level Crossing								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Lidsey Road North Lane 1)	This lane uses a directly entered Saturation Flow						1935	1935
2/1 (Lidsey Road South Lane 1)	This lane uses a directly entered Saturation Flow						2115	2115
3/1 (Train Line East Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
4/1 (Lidsey Road North Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Lidsey Road South Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Train Line East Bound Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Train Line West Bound Lane 1)	This lane uses a directly entered Saturation Flow						2020	2020
8/1 (Train Line West Bound Lane 1)	Infinite Saturation Flow						Inf	Inf

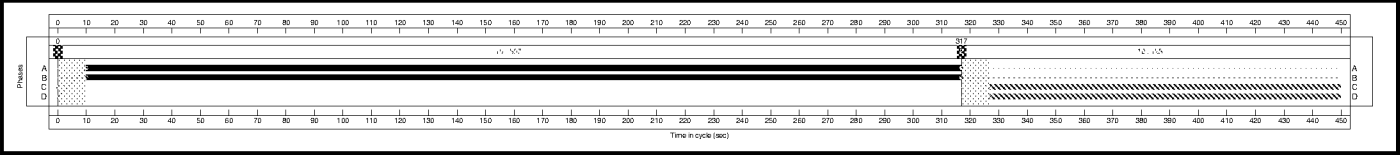
Scenario 1: '2038 DM AM' (FG1: '2038 DM AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

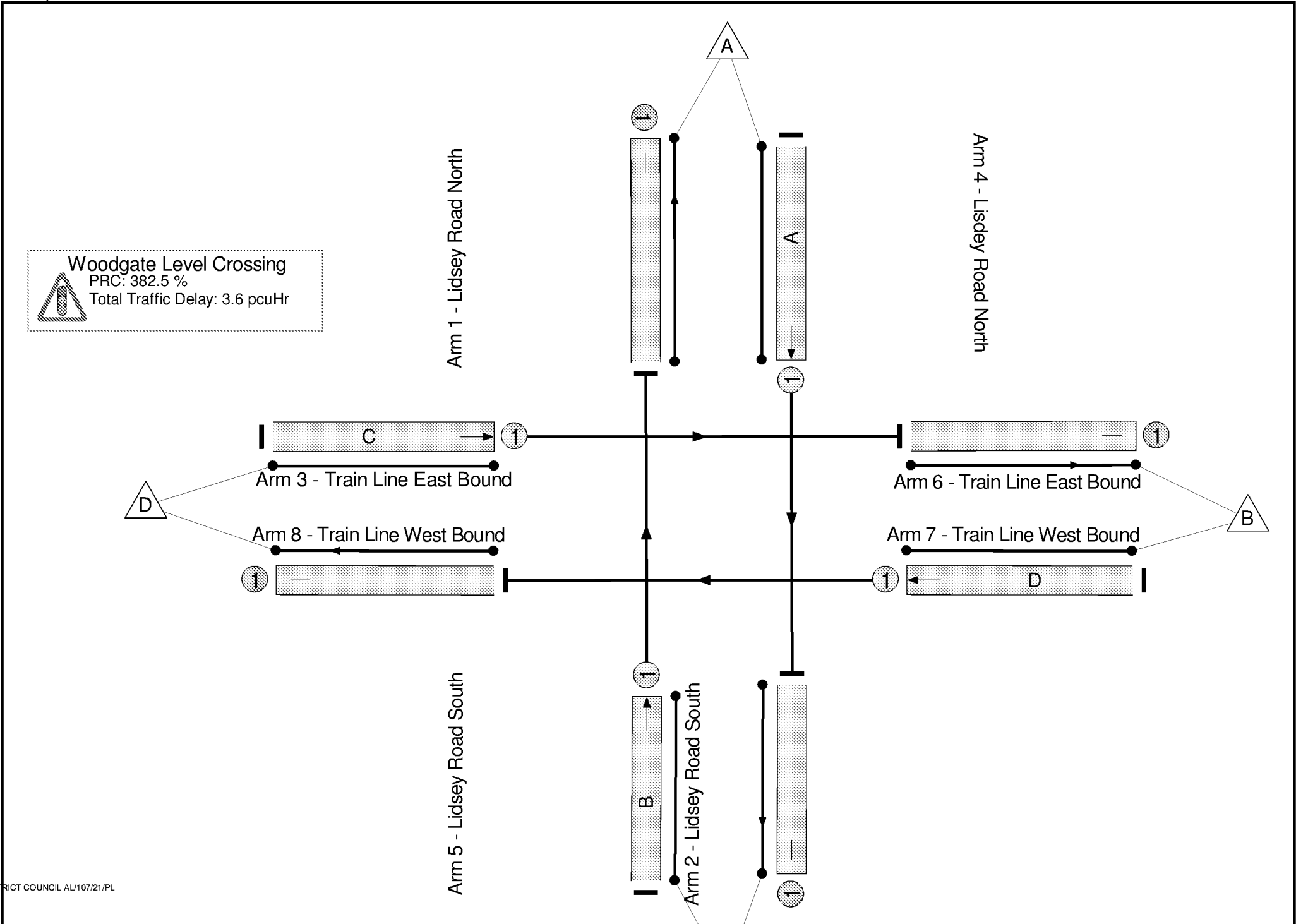
Stage	1	2
Duration	307	123
Change Point	0	317

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	18.7%
Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	18.7%
1/1	Lidsey Road North Ahead	U	N/A	N/A	A		1	307	-	206	1935	1324	15.6%
2/1	Lidsey Road South Ahead	U	N/A	N/A	B		1	307	-	270	2115	1448	18.7%
3/1	Train Line East Bound Ahead	U	N/A	N/A	C		1	123	-	0	2020	557	0.0%
4/1	Lidsey Road North	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
5/1	Lidsey Road South	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
6/1	Train Line East Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Train Line West Bound Ahead	U	N/A	N/A	D		1	123	-	0	2020	557	0.0%
8/1	Train Line West Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

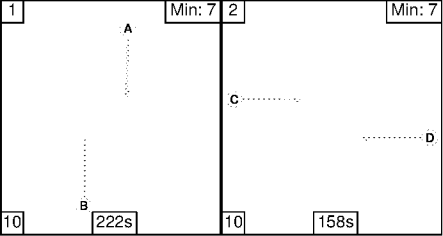
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Woodgate Level Crossing	-	-	0	0	0	3.4	0.2	0.0	3.6	-	-	-	-
Woodgate Level Crossing	-	-	0	0	0	3.4	0.2	0.0	3.6	-	-	-	-
1/1	206	206	-	-	-	1.4	0.1	-	1.5	26.7	9.0	0.1	9.1
2/1	270	270	-	-	-	1.9	0.1	-	2.0	27.2	12.2	0.1	12.3
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 382.5 PRC Over All Lanes (%): 382.5 Total Delay for Signalled Lanes (pcuHr): 3.57 Total Delay Over All Lanes(pcuHr): 3.57 Cycle Time (s): 450													

Full Input Data And Results

Scenario 2: '2038 DM PM' (FG2: '2038 DM PM', Plan 1: 'Network Control Plan 1')

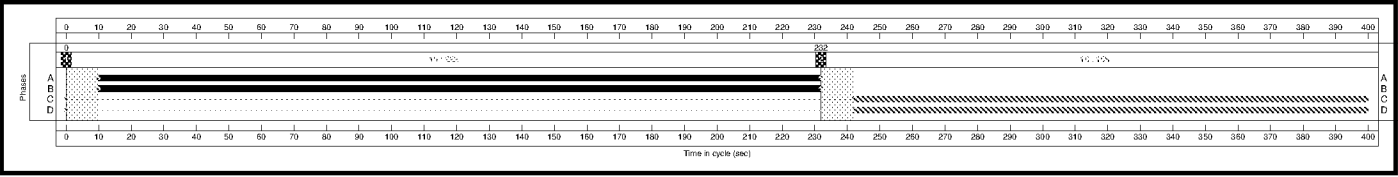
Stage Sequence Diagram



Stage Timings

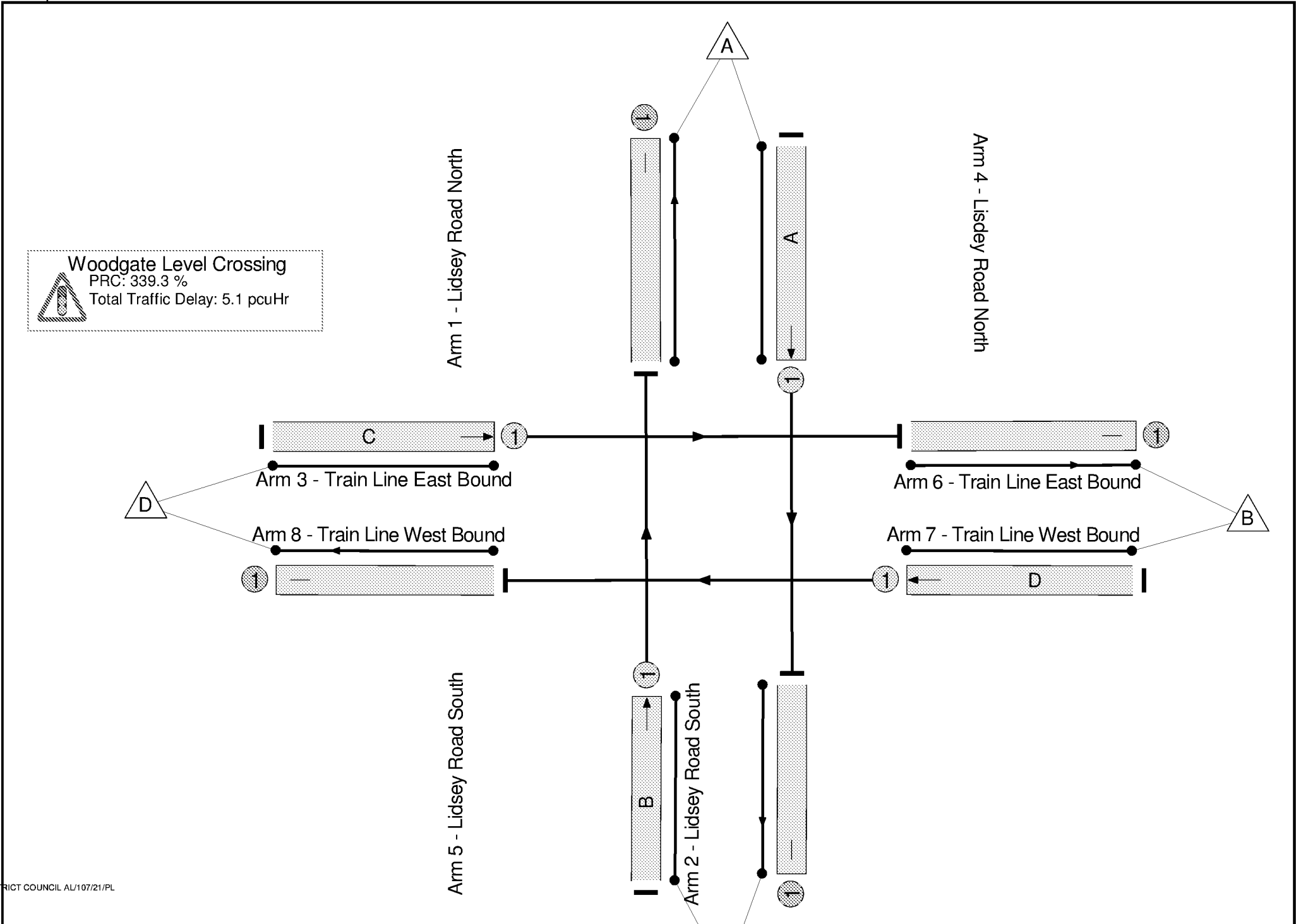
Stage	1	2
Duration	222	158
Change Point	0	232

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	20.5%
Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	20.5%
1/1	Lidsey Road North Ahead	U	N/A	N/A	A		1	222	-	221	1935	1079	20.5%
2/1	Lidsey Road South Ahead	U	N/A	N/A	B		1	222	-	179	2115	1179	15.2%
3/1	Train Line East Bound Ahead	U	N/A	N/A	C		1	158	-	0	2020	803	0.0%
4/1	Lidsey Road North	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
5/1	Lidsey Road South	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
6/1	Train Line East Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Train Line West Bound Ahead	U	N/A	N/A	D		1	158	-	0	2020	803	0.0%
8/1	Train Line West Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

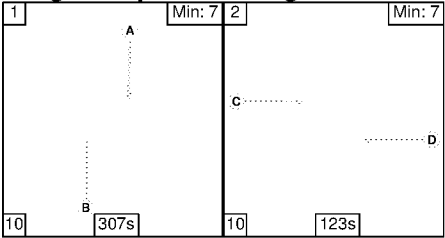
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Woodgate Level Crossing	-	-	0	0	0	4.8	0.2	0.0	5.1	-	-	-	-
Woodgate Level Crossing	-	-	0	0	0	4.8	0.2	0.0	5.1	-	-	-	-
1/1	221	221	-	-	-	2.7	0.1	-	2.8	46.3	12.2	0.1	12.3
2/1	179	179	-	-	-	2.1	0.1	-	2.2	44.6	9.6	0.1	9.7
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 339.3 PRC Over All Lanes (%): 339.3 Total Delay for Signalled Lanes (pcuHr): 5.06 Total Delay Over All Lanes(pcuHr): 5.06 Cycle Time (s): 400													

Full Input Data And Results

Scenario 3: '2038 With Dev AM' (FG3: '2038 With Dev AM', Plan 1: 'Network Control Plan 1')

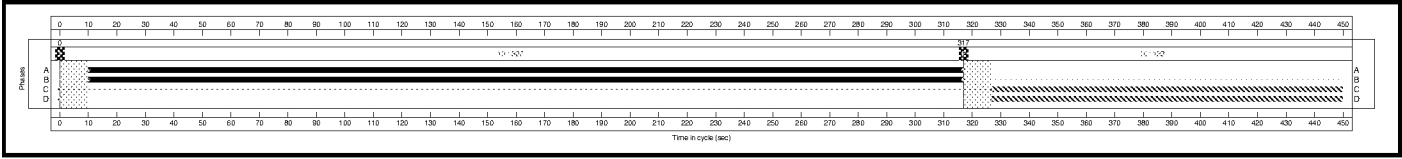
Stage Sequence Diagram



Stage Timings

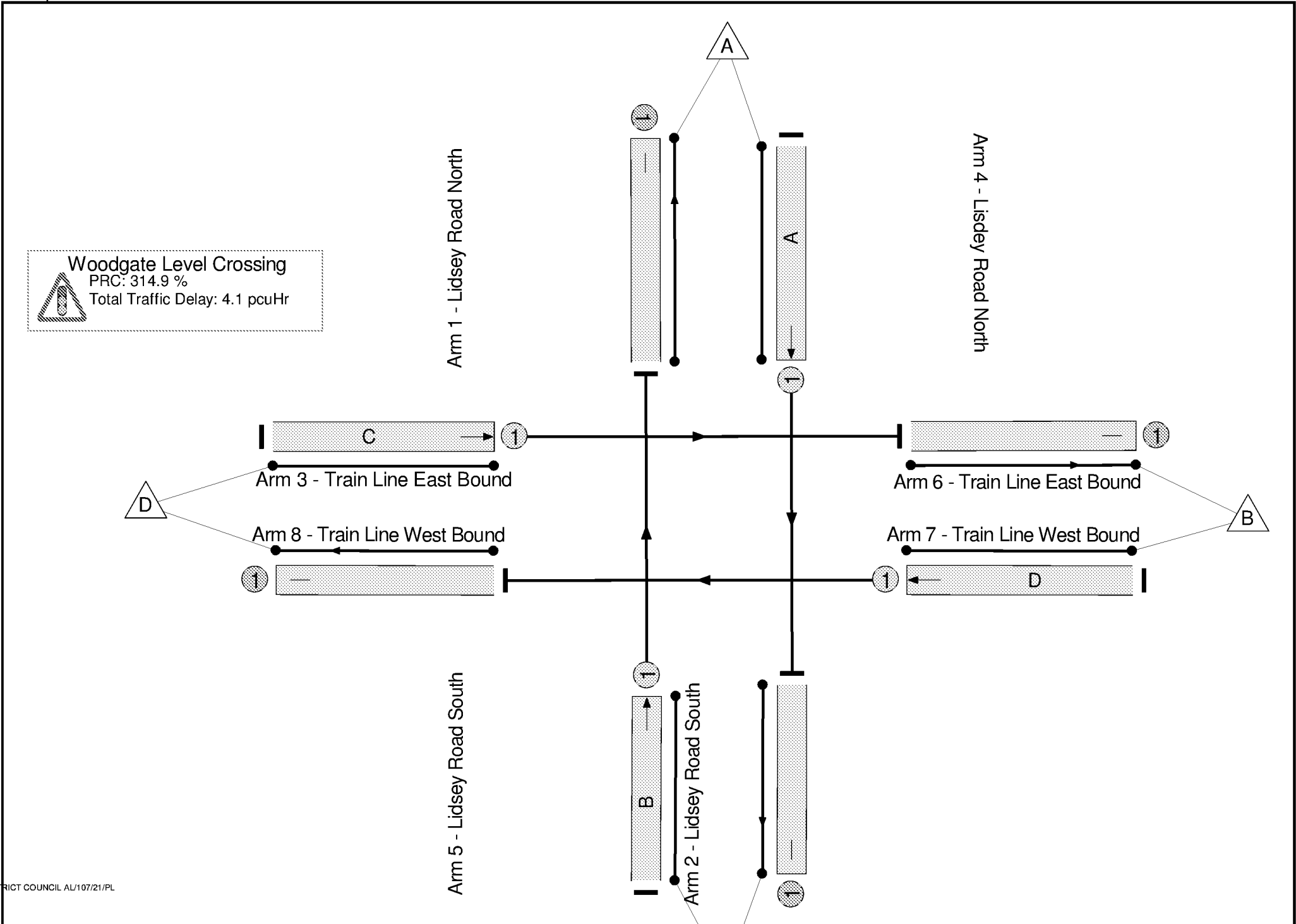
Stage	1	2
Duration	307	123
Change Point	0	317

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	21.7%
Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	21.7%
1/1	Lidsey Road North Ahead	U	N/A	N/A	A		1	307	-	218	1935	1324	16.5%
2/1	Lidsey Road South Ahead	U	N/A	N/A	B		1	307	-	314	2115	1448	21.7%
3/1	Train Line East Bound Ahead	U	N/A	N/A	C		1	123	-	0	2020	557	0.0%
4/1	Lidsey Road North	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
5/1	Lidsey Road South	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
6/1	Train Line East Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Train Line West Bound Ahead	U	N/A	N/A	D		1	123	-	0	2020	557	0.0%
8/1	Train Line West Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

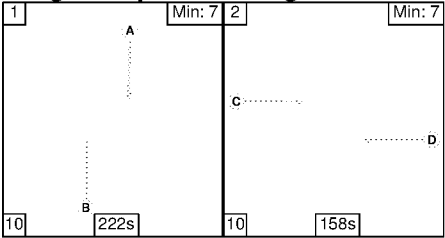
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Woodgate Level Crossing	-	-	0	0	0	3.8	0.2	0.0	4.1	-	-	-	-
Woodgate Level Crossing	-	-	0	0	0	3.8	0.2	0.0	4.1	-	-	-	-
1/1	218	218	-	-	-	1.5	0.1	-	1.6	26.9	9.7	0.1	9.8
2/1	314	314	-	-	-	2.3	0.1	-	2.4	27.9	14.5	0.1	14.6
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 314.9 PRC Over All Lanes (%): 314.9 Total Delay for Signalled Lanes (pcuHr): 4.06 Total Delay Over All Lanes(pcuHr): 4.06 Cycle Time (s): 450													

Full Input Data And Results

Scenario 4: '2038 With Dev PM' (FG4: '2038 With Dev PM', Plan 1: 'Network Control Plan 1')

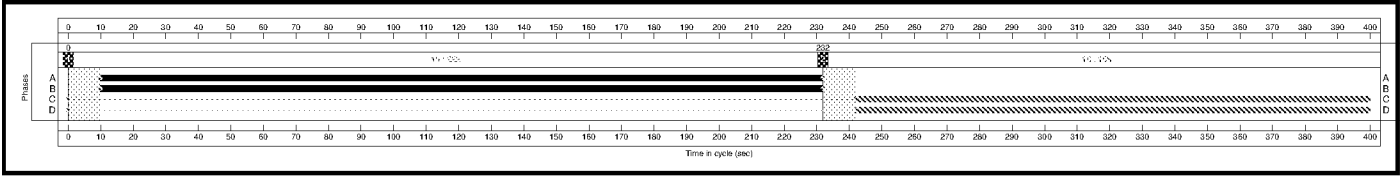
Stage Sequence Diagram



Stage Timings

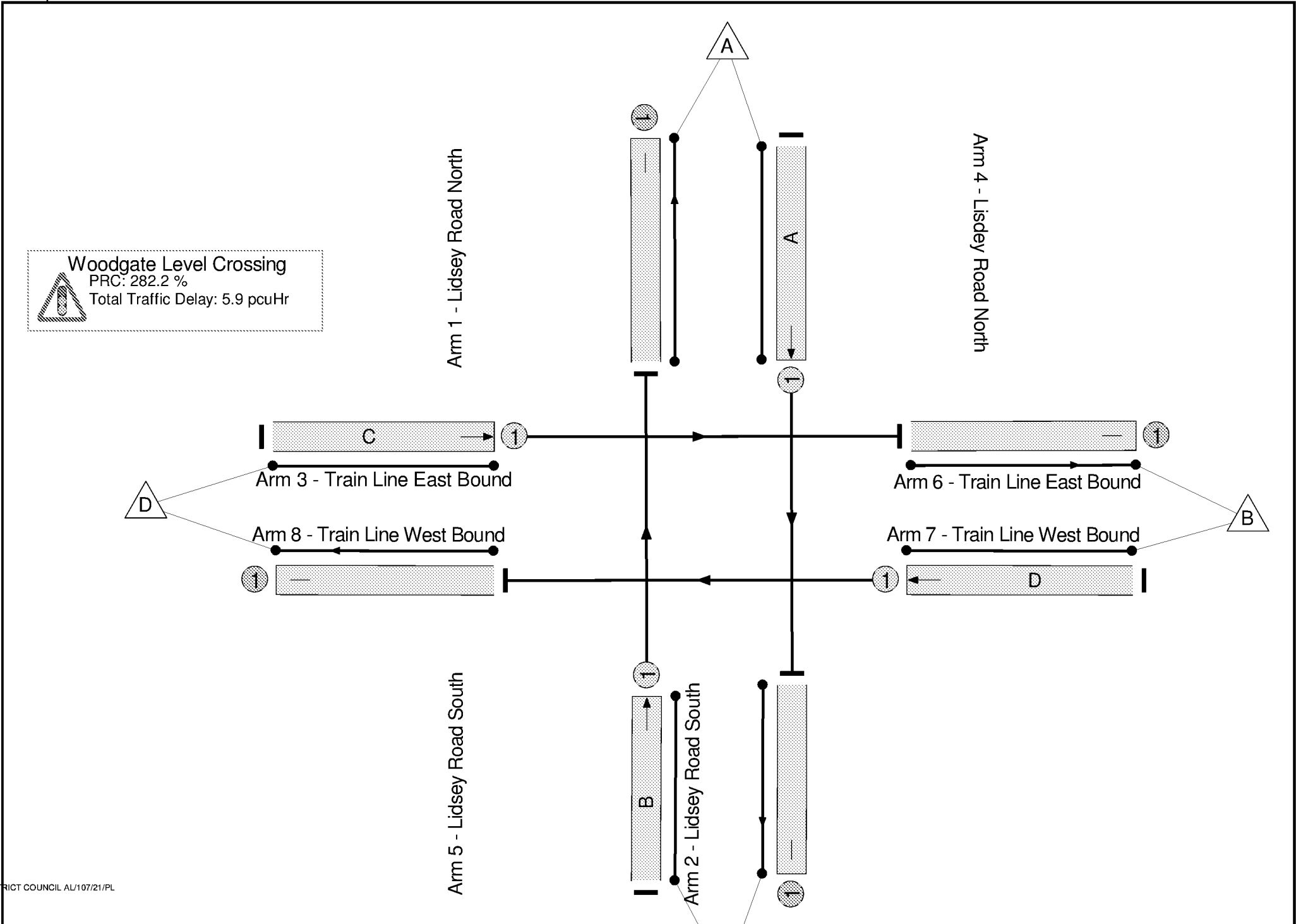
Stage	1	2
Duration	222	158
Change Point	0	232

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	23.5%
Woodgate Level Crossing	-	-	N/A	-	-		-	-	-	-	-	-	23.5%
1/1	Lidsey Road North Ahead	U	N/A	N/A	A		1	222	-	254	1935	1079	23.5%
2/1	Lidsey Road South Ahead	U	N/A	N/A	B		1	222	-	202	2115	1179	17.1%
3/1	Train Line East Bound Ahead	U	N/A	N/A	C		1	158	-	0	2020	803	0.0%
4/1	Lidsey Road North	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
5/1	Lidsey Road South	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1	Train Line East Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1	Train Line West Bound Ahead	U	N/A	N/A	D		1	158	-	0	2020	803	0.0%
8/1	Train Line West Bound	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Woodgate Level Crossing	-	-	0	0	0	5.6	0.3	0.0	5.9	-	-	-	-
Woodgate Level Crossing	-	-	0	0	0	5.6	0.3	0.0	5.9	-	-	-	-
1/1	254	254	-	-	-	3.2	0.2	-	3.3	47.3	14.3	0.2	14.5
2/1	202	202	-	-	-	2.4	0.1	-	2.5	45.1	10.9	0.1	11.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 282.2 PRC Over All Lanes (%): 282.2 Total Delay for Signalled Lanes (pcuHr): 5.87 Total Delay Over All Lanes(pcuHr): 5.87 Cycle Time (s): 400													