Junctions 10

PICADY 10 - Priority Intersection Module

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Filename: 5-Nyton Road_Westergate Street (South).j10
Path: C:\Users\INCS04445\OneDrive - WSP O365\WSP\Projects\40 Capacity Assessment\Working\21092023
Report generation date: 21/09/2023 17:01:18

- 2019 , AM Base
- 2019 , PM Base
- 2031 DM, AM Baseline
- 2031 DM, PM Baseline
- 2031 DS, AM Baseline + Dev
- 2031 DS, PM Baseline + Dev
- 2031 DS, AM Baseline + Dev + BEW
- 2031 DS, PM Baseline + Dev + BEW
- 2038 DS, AM Baseline + Dev + BEW
- 2038 DS, PM Baseline + Dev + BEW
- 2028 , AM Base
- 2028 , PM Base
- 2028 , AM Base + Dev
- 2028, PM Base + Dev
- 2026, AM Base
- 2026, PM Base
- 2026, AM Base + Dev
- 2026, PM Base + Dev

Summary of junction performance

	AM Base					PM Base					AM Baseline					PM Baseline					AM
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Que (PC
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A												
Stream B-A		0.2	13.57	0.18	B		1.0	26.50	0.49	C												
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream B-C											D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A		
Stream B-A												0.4	19.12	0.30	C		1.1	22.95	0.53	C		
Stream C-AB												0.0	0.00	0.00	A		0.0	0.00	0.00	A		
Stream B-C																					D5	0.
Stream B-A																						0.
Stream C-AB																						0.
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A												
Stream B-A		0.3	16.75	0.23	C		1.0	30.08	0.62	D												
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream B-C	D15	0.0	0.00	0.00	A	D16	0.0	0.00	0.00	A												
Stream B-A		0.3	16.35	0.22	C		1.5	28.29	0.68	D												
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A												

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

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

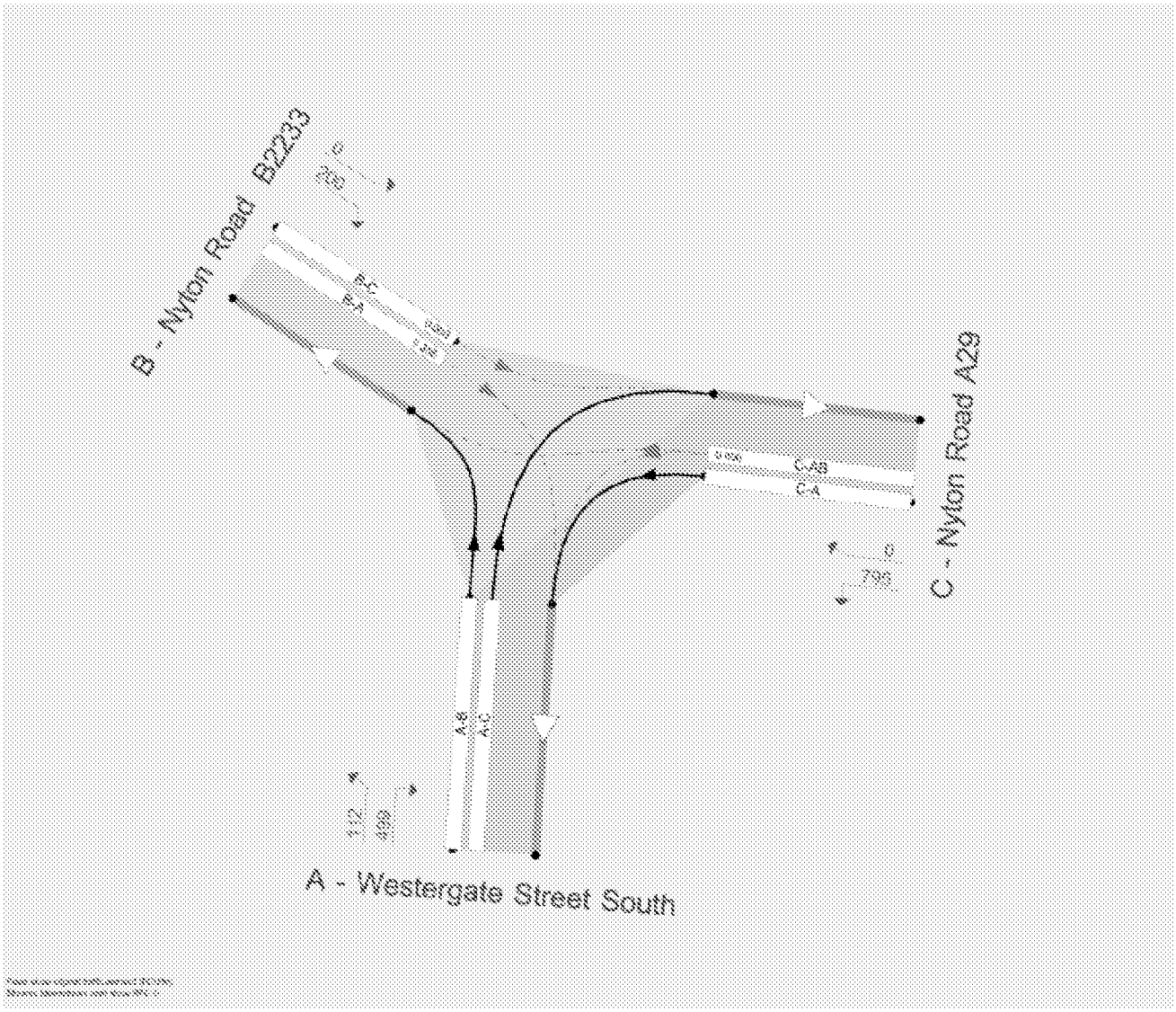
File summary

File Description

Title	Nyton Road Westergate Street (South)
Location	
Site number	
Date	31/08/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INCS04445
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM Base	ONE HOUR	07:15	08:45	15	✓
D2	2019	PM Base	ONE HOUR	16:30	18:00	15	✓
D3	2031 DM	AM Baseline	ONE HOUR	07:15	08:45	15	✓
D4	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D5	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	08:45	15	✓
D6	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D7	2031 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	15	✓
D8	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D9	2038 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	15	✓
D10	2038 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D11	2028	AM Base	ONE HOUR	07:15	08:45	15	✓
D12	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D13	2028	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D14	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓
D15	2028	AM Base	ONE HOUR	07:15	08:45	15	✓
D16	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D17	2028	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D18	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2019 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	Westergate Street South		Major
B	Nyton Road B2233		Minor
C	Nyton Road A29		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Nyton Road A29	8.89			74.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road B2233	One lane plus flare	10.00	6.44	4.00	3.65	3.65	✓	1.00	31	160

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	653	0.115	0.292	0.184	0.417
B-C	751	0.112	0.283	-	-
C-B	817	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM Base	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	929	100.000
B - Nyton Road B2233		ONE HOUR	✓	58	100.000
C - Nyton Road A29		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	316	613
	B - Nyton Road B2233	58	0	0
	C - Nyton Road A29	391	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.34	0.66
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	4	3
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	5	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.040	1.030
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	699	699
	B - Nyton Road B2233	42	42
	C - Nyton Road A29	294	294
07:30-07:45	A - Westergate Street South	835	835
	B - Nyton Road B2233	50	50
	C - Nyton Road A29	352	352
07:45-08:00	A - Westergate Street South	1023	1023
	B - Nyton Road B2233	62	62
	C - Nyton Road A29	430	430
08:00-08:15	A - Westergate Street South	1023	1023
	B - Nyton Road B2233	62	62
	C - Nyton Road A29	430	430
08:15-08:30	A - Westergate Street South	835	835
	B - Nyton Road B2233	50	50
	C - Nyton Road A29	352	352
08:30-08:45	A - Westergate Street South	699	699
	B - Nyton Road B2233	42	42
	C - Nyton Road A29	294	294

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-C	0.00	0.00	0.0	A	0	0
B-A	0.18	13.97	0.2	B	51	77
C-AB	0.00	0.00	0.0	A	0	0
C-A					359	538
A-B					290	435
A-C					582	844

Main Results for each time segment

07:15 - 07:30

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-C	0	0	582	0.000	0	0.0	0.0	0.000	A
B-A	42	11	437	0.096	42	0.0	0.1	9.727	A
C-AB	0	0	455	0.000	0	0.0	0.0	0.000	A
C-A	294	74			294				
A-B	238	59			238				
A-C	481	115			481				

07:30 - 07:45

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-C	0	0	547	0.000	0	0.0	0.0	0.000	A
B-A	50	13	395	0.127	50	0.1	0.2	11.153	B
C-AB	0	0	423	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	284	71			284				
A-C	551	138			551				

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-C	0	0	499	0.000	0	0.0	0.0	0.000	A
B-A	82	15	337	0.183	81	0.2	0.2	13.939	B
C-AB	0	0	380	0.000	0	0.0	0.0	0.000	A
C-A	433	108			433				
A-B	348	87			348				
A-C	675	169			675				

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-C	0	0	499	0.000	0	0.0	0.0	0.000	A
B-A	82	15	337	0.183	82	0.2	0.2	13.972	B
C-AB	0	0	380	0.000	0	0.0	0.0	0.000	A
C-A	430	108			430				
A-B	348	87			348				
A-C	675	169			675				

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-C	0	0	547	0.000	0	0.0	0.0	0.000	A
B-A	50	13	395	0.127	51	0.2	0.2	11.157	B
C-AB	0	0	423	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	284	71			284				
A-C	551	138			551				

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-C	0	0	582	0.000	0	0.0	0.0	0.000	A
B-A	42	11	437	0.096	42	0.2	0.1	9.758	A
C-AB	0	0	456	0.000	0	0.0	0.0	0.000	A
C-A	294	74			294				
A-B	238	59			238				
A-C	461	115			461				

2019 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		2.34	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019	PM Base	ONE HOUR	16:30	18:00	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 - Westergate Street South		ONE HOUR	✓	535	100.000
B - Nyton Road B2233		ONE HOUR	✓	160	100.000
C - Nyton Road A29		ONE HOUR	✓	705	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	91	444
	B - Nyton Road B2233	155	5	0
	C - Nyton Road A29	705	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.17	0.83
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	7	3
	B - Nyton Road B2233	3	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.070	1.030
	B - Nyton Road B2233	1.000	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	403	403
	B - Nyton Road B2233	120	120
	C - Nyton Road A29	531	531
16:45-17:00	A - Westergate Street South	481	481
	B - Nyton Road B2233	144	144
	C - Nyton Road A29	634	634
17:00-17:15	A - Westergate Street South	689	689
	B - Nyton Road B2233	176	176
	C - Nyton Road A29	776	776
17:15-17:30	A - Westergate Street South	689	689
	B - Nyton Road B2233	176	176
	C - Nyton Road A29	776	776
17:30-17:45	A - Westergate Street South	481	481
	B - Nyton Road B2233	144	144
	C - Nyton Road A29	634	634
17:45-18:00	A - Westergate Street South	403	403
	B - Nyton Road B2233	120	120
	C - Nyton Road A29	531	531

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-C	0.00	0.00	0.0	A	0	0
B-A	0.45	29.50	1.3	C	147	220
C-AB	0.00	0.00	0.0	A	0	0
C-A					647	970
A-B					84	125
A-C					407	611

Main Results for each time segment

16:30 - 16:45

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-C	0	0	508	0.000	0	0.0	0.0	0.000	A
B-A	120	30	451	0.267	115	0.0	0.4	11.134	B
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	531	133			531				
A-B	69	17			69				
A-C	334	84			334				

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-C	0	0	578	0.000	0	0.0	0.0	0.000	A
B-A	144	36	411	0.350	143	0.4	0.6	13.787	B
C-AB	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	634	158			634				
A-B	82	20			82				
A-C	399	100			399				

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-C	0	0	528	0.000	0	0.0	0.0	0.000	A
B-A	175	44	357	0.494	174	0.5	1.0	20.152	C
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	778	194			778				
A-B	100	25			100				
A-C	489	122			489				

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-C	0	0	528	0.000	0	0.0	0.0	0.000	A
B-A	175	44	357	0.494	175	1.0	1.0	20.497	C
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	778	194			778				
A-B	100	25			100				
A-C	489	122			489				

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-C	0	0	575	0.000	0	0.0	0.0	0.000	A
B-A	144	36	411	0.350	146	1.0	0.8	14.042	B
C-AB	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	634	158			634				
A-B	82	20			82				
A-C	399	100			399				

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-C	0	0	807	0.000	0	0.0	0.0	0.000	A
B-A	120	39	451	0.267	120	0.5	0.4	11.281	B
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	531	133			531				
A-B	55	17			55				
A-C	334	84			334				

2031 DM, AM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

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	2031 DM	AM Baseline	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	957	100.000
B - Nyton Road B2233		ONE HOUR	✓	77	100.000
C - Nyton Road A29		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	269	708
	B - Nyton Road B2233	77	0	0
	C - Nyton Road A29	529	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.27	0.73
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	3	5
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	11	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.030	1.050
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.110	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	728	728
	B - Nyton Road B2233	58	58
	C - Nyton Road A29	398	398
07:30-07:45	A - Westergate Street South	859	859
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	478	478
07:45-08:00	A - Westergate Street South	1065	1065
	B - Nyton Road B2233	85	85
	C - Nyton Road A29	582	582
08:00-08:15	A - Westergate Street South	1065	1065
	B - Nyton Road B2233	85	85
	C - Nyton Road A29	582	582
08:15-08:30	A - Westergate Street South	859	859
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	478	478
08:30-08:45	A - Westergate Street South	728	728
	B - Nyton Road B2233	58	58
	C - Nyton Road A29	398	398

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-C	0.00	0.00	0.0	A	0	0
B-A	0.30	16.12	0.4	C	71	105
C-AB	0.00	0.00	0.0	A	0	0
C-A					485	728
A-B					238	355
A-C					550	975

Main Results for each time segment

07:15 - 07:30

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-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	55	14	402	0.144	57	0.0	0.2	11.142	B
C-AB	0	0	448	0.000	0	0.0	0.0	0.000	A
C-A	398	100			398				
A-B	195	49			195				
A-C	533	133			533				

07:30 - 07:45

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-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-A	69	17	364	0.186	69	0.2	0.3	13.617	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	233	58			233				
A-C	635	159			635				

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-C	0	0	463	0.000	0	0.0	0.0	0.000	A
B-A	85	21	286	0.298	84	0.3	0.4	18.589	C
C-AB	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	582	145			582				
A-B	285	71			285				
A-C	780	195			780				

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-C	0	0	463	0.000	0	0.0	0.0	0.000	A
B-A	85	21	286	0.295	85	0.4	0.4	18.120	C
C-AB	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	582	145			582				
A-B	285	71			285				
A-C	780	195			780				

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-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-A	69	17	364	0.186	70	0.4	0.3	13.618	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	233	58			233				
A-C	635	159			635				

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-C	0	0	559	0.000	0	0.0	0.0	0.000	A
B-A	58	14	402	0.144	58	0.3	0.2	11.207	B
C-AB	0	0	448	0.000	0	0.0	0.0	0.000	A
C-A	388	100			388				
A-B	185	48			185				
A-C	533	138			533				

2031 DM, PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	A

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	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	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 - Westergate Street South		ONE HOUR	✓	657	100.000
B - Nyton Road B2233		ONE HOUR	✓	152	100.000
C - Nyton Road A29		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	157	500
	B - Nyton Road B2233	152	0	0
	C - Nyton Road A29	659	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.25	0.75
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	1	2
	B - Nyton Road B2233	1	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.010	1.020
	B - Nyton Road B2233	1.010	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	592	592
	B - Nyton Road B2233	122	122
	C - Nyton Road A29	504	504
16:45-17:00	A - Westergate Street South	690	690
	B - Nyton Road B2233	146	146
	C - Nyton Road A29	601	601
17:00-17:15	A - Westergate Street South	734	734
	B - Nyton Road B2233	178	178
	C - Nyton Road A29	737	737
17:15-17:30	A - Westergate Street South	734	734
	B - Nyton Road B2233	178	178
	C - Nyton Road A29	737	737
17:30-17:45	A - Westergate Street South	690	690
	B - Nyton Road B2233	146	146
	C - Nyton Road A29	601	601
17:45-18:00	A - Westergate Street South	592	592
	B - Nyton Road B2233	122	122
	C - Nyton Road A29	504	504

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-C	0.00	0.00	0.0	A	0	0
B-A	0.53	22.95	1.1	C	148	223
C-AB	0.00	0.00	0.0	A	0	0
C-A					814	921
A-B					153	230
A-C					459	688

Main Results for each time segment

16:30 - 16:45

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-C	0	0	569	0.000	0	0.0	0.0	0.000	A
B-A	122	39	437	0.279	120	0.0	0.4	11.445	B
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	504	126			504				
A-B	126	31			126				
A-C	376	94			376				

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-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	146	36	385	0.389	145	0.4	0.6	14.514	B
C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	601	150			601				
A-B	150	38			150				
A-C	449	112			449				

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-C	0	0	500	0.000	0	0.0	0.0	0.000	A
B-A	176	46	336	0.530	175	0.6	1.1	22.432	C
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	737	184			737				
A-B	184	46			184				
A-C	551	138			551				

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-C	0	0	499	0.000	0	0.0	0.0	0.000	A
B-A	178	45	336	0.530	176	1.1	1.1	22.853	C
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	737	184			737				
A-B	184	46			184				
A-C	551	138			551				

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-C	0	0	551	0.000	0	0.0	0.0	0.000	A
B-A	146	36	385	0.389	148	1.1	0.6	14.843	B
C-AB	0	0	478	0.000	0	0.0	0.0	0.000	A
C-A	601	150			601				
A-B	150	38			150				
A-C	449	112			449				

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-C	9	9	588	0.020	9	0.0	0.0	0.000	A
B-A	122	39	437	0.279	123	0.5	0.4	11.615	B
C-AB	9	9	589	0.020	9	0.0	0.0	0.023	A
C-A	594	128			594				
A-B	125	31			125				
A-C	375	94			375				

2031 DS, AM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		1.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1055	100.000
B - Nyton Road B2233		ONE HOUR	✓	99	100.000
C - Nyton Road A29		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	282	773
	B - Nyton Road B2233	99	0	0
	C - Nyton Road A29	555	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.27	0.73
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	2	7
	B - Nyton Road B2233	5	0	0
	C - Nyton Road A29	11	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.020	1.070
	B - Nyton Road B2233	1.060	1.000	1.000
	C - Nyton Road A29	1.110	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	802	802
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	418	418
07:30-07:45	A - Westergate Street South	957	957
	B - Nyton Road B2233	81	81
	C - Nyton Road A29	499	499
07:45-08:00	A - Westergate Street South	1173	1173
	B - Nyton Road B2233	99	99
	C - Nyton Road A29	611	611
08:00-08:15	A - Westergate Street South	1173	1173
	B - Nyton Road B2233	99	99
	C - Nyton Road A29	611	611
08:15-08:30	A - Westergate Street South	957	957
	B - Nyton Road B2233	81	81
	C - Nyton Road A29	499	499
08:30-08:45	A - Westergate Street South	802	802
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	418	418

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-C	0.00	0.00	0.0	A	0	0
B-A	0.35	24.32	0.7	C	83	124
C-AB	0.00	0.00	0.0	A	0	0
C-A					509	764
A-B					288	432
A-C					709	1064

Main Results for each time segment

07:15 - 07:30

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-C	0	0	509	0.000	0	0.0	0.0	0.000	A
B-A	58	17	382	0.178	57	0.0	0.2	12.092	B
C-AB	0	0	431	0.000	0	0.0	0.0	0.000	A
C-A	418	104			418				
A-B	220	55			220				
A-C	582	145			582				

07:30 - 07:45

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-C	0	0	495	0.000	0	0.0	0.0	0.000	A
B-A	81	20	329	0.246	80	0.2	0.3	16.338	C
C-AB	0	0	355	0.000	0	0.0	0.0	0.000	A
C-A	489	125			489				
A-B	263	66			263				
A-C	695	174			695				

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-C	0	0	435	0.000	0	0.0	0.0	0.000	A
B-A	99	25	256	0.387	98	0.3	0.6	23.573	C
C-AB	0	0	345	0.000	0	0.0	0.0	0.000	A
C-A	611	153			611				
A-B	329	82			329				
A-C	851	213			851				

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-C	0	0	429	0.000	0	0.0	0.0	0.000	A
B-A	99	25	256	0.387	99	0.6	0.7	24.318	C
C-AB	0	0	345	0.000	0	0.0	0.0	0.000	A
C-A	611	153			611				
A-B	321	80			321				
A-C	851	213			851				

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-C	0	0	494	0.000	0	0.0	0.0	0.000	A
B-A	81	20	329	0.246	82	0.7	0.4	16.642	C
C-AB	0	0	355	0.000	0	0.0	0.0	0.000	A
C-A	489	125			489				
A-B	263	66			263				
A-C	695	174			695				

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-C	0	0	539	0.000	0	0.0	0.0	0.000	A
B-A	58	17	382	0.178	58	0.4	0.2	12.139	B
C-AB	0	0	431	0.000	0	0.0	0.0	0.000	A
C-A	418	104			418				
A-B	220	55			220				
A-C	582	145			582				

2031 DS, PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		4.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.80	A

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
D8	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate Street South		ONE HOUR	✓	724	100.000
B - Nyton Road B2233		ONE HOUR	✓	297	100.000
C - Nyton Road A29		ONE HOUR	✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	109	615
	B - Nyton Road B2233	297	0	0
	C - Nyton Road A29	700	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.27	0.73
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	1	2
	B - Nyton Road B2233	0	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.010	1.020
	B - Nyton Road B2233	1.000	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	530	530
	B - Nyton Road B2233	155	155
	C - Nyton Road A29	527	527
16:45-17:00	A - Westergate Street South	633	633
	B - Nyton Road B2233	185	185
	C - Nyton Road A29	629	629
17:00-17:15	A - Westergate Street South	775	775
	B - Nyton Road B2233	228	228
	C - Nyton Road A29	771	771
17:15-17:30	A - Westergate Street South	775	775
	B - Nyton Road B2233	228	228
	C - Nyton Road A29	771	771
17:30-17:45	A - Westergate Street South	633	633
	B - Nyton Road B2233	185	185
	C - Nyton Road A29	629	629
17:45-18:00	A - Westergate Street South	530	530
	B - Nyton Road B2233	155	155
	C - Nyton Road A29	527	527

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-C	0.00	0.00	0.0	A	0	0
B-A	0.71	37.39	2.3	E	193	285
C-AB	0.00	0.00	0.0	A	0	0
C-A					842	983
A-B					173	260
A-C					473	739

Main Results for each time segment

16:30 - 16:45

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-C	0	0	571	0.000	0	0.0	0.0	0.000	A
B-A	156	39	427	0.365	154	0.5	0.6	13.057	B
C-AB	0	0	494	0.000	0	0.0	0.0	0.000	A
C-A	527	132			527				
A-B	142	36			142				
A-C	388	97			388				

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-C	0	0	529	0.000	0	0.0	0.0	0.000	A
B-A	186	47	383	0.486	185	0.6	0.9	18.031	C
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
A-B	170	42			170				
A-C	463	116			463				

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-C	0	0	457	0.000	0	0.0	0.0	0.000	A
B-A	228	57	322	0.707	223	0.9	2.1	34.587	D
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	771	193			771				
A-B	208	52			208				
A-C	567	142			567				

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-C	0	0	466	0.000	0	0.0	0.0	0.000	A
B-A	228	57	322	0.707	227	2.1	2.3	37.394	E
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	771	193			771				
A-B	208	52			208				
A-C	567	142			567				

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-C	0	0	527	0.000	0	0.0	0.0	0.000	A
B-A	186	47	383	0.486	191	2.3	1.0	19.205	C
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	629	157			629				
A-B	170	42			170				
A-C	463	116			463				

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-C	0	0	589	0.000	0	0.0	0.0	0.000	A
B-A	155	39	427	0.365	157	1.0	0.6	13.423	B
C-AB	0	0	454	0.000	0	0.0	0.0	0.000	A
C-A	527	132			527				
A-B	142	36			142				
A-C	385	97			385				

2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1025	100.000
B - Nyton Road B2233		ONE HOUR	✓	87	100.000
C - Nyton Road A29		ONE HOUR	✓	819	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	268	760
	B - Nyton Road B2233	87	0	0
	C - Nyton Road A29	819	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.26	0.74
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	3	7
	B - Nyton Road B2233	5	0	0
	C - Nyton Road A29	10	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.030	1.070
	B - Nyton Road B2233	1.060	1.000	1.000
	C - Nyton Road A29	1.100	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	772	772
	B - Nyton Road B2233	65	65
	C - Nyton Road A29	488	488
07:30-07:45	A - Westergate Street South	922	922
	B - Nyton Road B2233	78	78
	C - Nyton Road A29	558	558
07:45-08:00	A - Westergate Street South	1130	1130
	B - Nyton Road B2233	96	96
	C - Nyton Road A29	682	682
08:00-08:15	A - Westergate Street South	1130	1130
	B - Nyton Road B2233	96	96
	C - Nyton Road A29	682	682
08:15-08:30	A - Westergate Street South	922	922
	B - Nyton Road B2233	78	78
	C - Nyton Road A29	558	558
08:30-08:45	A - Westergate Street South	772	772
	B - Nyton Road B2233	65	65
	C - Nyton Road A29	488	488

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-C	0.00	0.00	0.0	A	0	0
B-A	0.38	24.66	0.5	C	80	120
C-AB	0.00	0.00	0.0	A	0	0
C-A					568	852
A-B					244	365
A-C					697	1046

Main Results for each time segment

07:15 - 07:30

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-C	0	0	544	0.000	0	0.0	0.0	0.000	A
B-A	55	16	378	0.173	55	0.0	0.2	12.146	B
C-AB	0	0	438	0.000	0	0.0	0.0	0.000	A
C-A	466	117			466				
A-B	200	50			200				
A-C	572	143			572				

07:30 - 07:45

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-C	0	0	501	0.000	0	0.0	0.0	0.000	A
B-A	78	20	324	0.241	78	0.2	0.3	15.447	C
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	556	139			556				
A-B	235	59			235				
A-C	683	171			683				

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-C	0	0	437	0.000	0	0.0	0.0	0.000	A
B-A	96	24	250	0.383	95	0.3	0.6	24.397	C
C-AB	0	0	355	0.000	0	0.0	0.0	0.000	A
C-A	682	170			682				
A-B	293	73			293				
A-C	837	209			837				

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-C	0	0	436	0.000	0	0.0	0.0	0.000	A
B-A	96	24	250	0.383	96	0.6	0.6	24.858	C
C-AB	0	0	355	0.000	0	0.0	0.0	0.000	A
C-A	682	170			682				
A-B	293	73			293				
A-C	837	209			837				

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-C	0	0	505	0.000	0	0.0	0.0	0.000	A
B-A	78	20	324	0.241	79	0.6	0.3	15.654	C
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	556	139			556				
A-B	235	59			235				
A-C	683	171			683				

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-C	0	0	544	0.000	0	0.0	0.0	0.000	A
B-A	55	16	378	0.173	55	0.3	0.2	12.253	B
C-AB	0	0	438	0.000	0	0.0	0.0	0.000	A
C-A	488	117			488				
A-B	280	50			280				
A-C	572	143			572				

2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	A

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
D8	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 - Westergate Street South		ONE HOUR	✓	774	100.000
B - Nyton Road B2233		ONE HOUR	✓	157	100.000
C - Nyton Road A29		ONE HOUR	✓	726	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	183	591
	B - Nyton Road B2233	157	0	0
	C - Nyton Road A29	726	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.24	0.76
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	1	2
	B - Nyton Road B2233	1	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.010	1.020
	B - Nyton Road B2233	1.010	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	583	583
	B - Nyton Road B2233	148	148
	C - Nyton Road A29	547	547
16:45-17:00	A - Westergate Street South	696	696
	B - Nyton Road B2233	177	177
	C - Nyton Road A29	653	653
17:00-17:15	A - Westergate Street South	852	852
	B - Nyton Road B2233	217	217
	C - Nyton Road A29	799	799
17:15-17:30	A - Westergate Street South	852	852
	B - Nyton Road B2233	217	217
	C - Nyton Road A29	799	799
17:30-17:45	A - Westergate Street South	696	696
	B - Nyton Road B2233	177	177
	C - Nyton Road A29	653	653
17:45-18:00	A - Westergate Street South	583	583
	B - Nyton Road B2233	148	148
	C - Nyton Road A29	547	547

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-C	0.00	0.00	0.0	A	0	0
B-A	0.74	49.97	2.5	E	181	271
C-AB	0.00	0.00	0.0	A	0	0
C-A					666	999
A-B					168	252
A-C					542	813

Main Results for each time segment

16:30 - 16:45

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-C	0	0	556	0.000	0	0.0	0.0	0.000	A
B-A	148	37	407	0.364	146	0.5	0.6	13.800	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	547	137			547				
A-B	138	34			138				
A-C	445	111			445				

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-C	0	0	512	0.000	0	0.0	0.0	0.000	A
B-A	177	44	365	0.482	176	0.6	0.9	18.652	C
C-AB	0	0	455	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	165	41			165				
A-C	531	133			531				

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-C	0	0	444	0.000	0	0.0	0.0	0.000	A
B-A	217	54	294	0.738	211	0.6	2.4	41.397	E
C-AB	0	0	419	0.000	0	0.0	0.0	0.000	A
C-A	799	200			799				
A-B	201	50			201				
A-C	651	163			651				

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-C	0	0	441	0.000	0	0.0	0.0	0.000	A
B-A	217	54	294	0.738	215	2.4	2.8	48.872	E
C-AB	0	0	419	0.000	0	0.0	0.0	0.000	A
C-A	799	200			799				
A-B	201	50			201				
A-C	651	163			651				

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-C	0	0	508	0.000	0	0.0	0.0	0.000	A
B-A	177	44	365	0.482	183	2.8	1.0	21.317	C
C-AB	0	0	455	0.000	0	0.0	0.0	0.000	A
C-A	653	163			653				
A-B	165	41			165				
A-C	531	133			531				

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-C	0	0	555	0.000	0	0.0	0.0	0.000	A
B-A	148	37	407	0.364	150	1.0	0.6	14.218	B
C-AB	0	0	482	0.000	0	0.0	0.0	0.000	A
C-A	547	137			547				
A-B	135	34			135				
A-C	445	111			445				

2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

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
DS	2038 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	645	100.000
B - Nyton Road B2233		ONE HOUR	✓	89	100.000
C - Nyton Road A29		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	323	322
	B - Nyton Road B2233	89	0	0
	C - Nyton Road A29	153	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.50	0.50
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	2	4
	B - Nyton Road B2233	5	0	0
	C - Nyton Road A29	5	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.020	1.040
	B - Nyton Road B2233	1.060	1.000	1.000
	C - Nyton Road A29	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	486	486
	B - Nyton Road B2233	67	67
	C - Nyton Road A29	123	123
07:30-07:45	A - Westergate Street South	580	580
	B - Nyton Road B2233	80	80
	C - Nyton Road A29	147	147
07:45-08:00	A - Westergate Street South	710	710
	B - Nyton Road B2233	98	98
	C - Nyton Road A29	179	179
08:00-08:15	A - Westergate Street South	710	710
	B - Nyton Road B2233	98	98
	C - Nyton Road A29	179	179
08:15-08:30	A - Westergate Street South	580	580
	B - Nyton Road B2233	80	80
	C - Nyton Road A29	147	147
08:30-08:45	A - Westergate Street South	486	486
	B - Nyton Road B2233	67	67
	C - Nyton Road A29	123	123

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-C	0.00	0.00	0.0	A	0	0
B-A	0.21	10.09	0.3	B	82	123
C-AB	0.00	0.00	0.0	A	0	0
C-A					150	224
A-B					296	445
A-C					295	443

Main Results for each time segment

07:15 - 07:30

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-C	0	0	807	0.000	0	0.0	0.0	0.000	A
B-A	67	17	532	0.125	66	0.0	0.2	5.183	A
C-AB	0	0	504	0.000	0	0.0	0.0	0.000	A
C-A	123	31			123				
A-B	243	61			243				
A-C	242	61			242				

07:30 - 07:45

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-C	0	0	814	0.000	0	0.0	0.0	0.000	A
B-A	80	20	505	0.157	80	0.2	0.2	5.886	A
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	147	37			147				
A-B	290	73			290				
A-C	289	72			289				

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-C	0	0	581	0.000	0	0.0	0.0	0.000	A
B-A	96	24	476	0.206	96	0.2	0.3	10.078	B
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	355	89			355				
A-C	355	89			355				

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-C	0	0	581	0.000	0	0.0	0.0	0.000	A
B-A	96	24	478	0.205	96	0.3	0.3	10.093	B
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	358	89			358				
A-C	355	89			355				

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-C	0	0	814	0.000	0	0.0	0.0	0.000	A
B-A	80	20	509	0.157	80	0.3	0.2	5.915	A
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	147	37			147				
A-B	290	73			290				
A-C	289	72			289				

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-C	0	0	887	0.000	0	0.0	0.0	0.000	A
B-A	57	57	532	0.108	57	0.2	0.2	8.249	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	123	31			123				
A-B	243	61			243				
A-C	242	61			242				

2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

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 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 - Westergate Street South		ONE HOUR	✓	328	100.000
B - Nyton Road B2233		ONE HOUR	✓	213	100.000
C - Nyton Road A29		ONE HOUR	✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	188	140
	B - Nyton Road B2233	213	0	0
	C - Nyton Road A29	284	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.57	0.43
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	1	5
	B - Nyton Road B2233	0	0	0
	C - Nyton Road A29	5	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.010	1.050
	B - Nyton Road B2233	1.000	1.000	1.000
	C - Nyton Road A29	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	247	247
	B - Nyton Road B2233	160	160
	C - Nyton Road A29	214	214
16:45-17:00	A - Westergate Street South	295	295
	B - Nyton Road B2233	191	191
	C - Nyton Road A29	255	255
17:00-17:15	A - Westergate Street South	361	361
	B - Nyton Road B2233	235	235
	C - Nyton Road A29	313	313
17:15-17:30	A - Westergate Street South	361	361
	B - Nyton Road B2233	235	235
	C - Nyton Road A29	313	313
17:30-17:45	A - Westergate Street South	295	295
	B - Nyton Road B2233	191	191
	C - Nyton Road A29	255	255
17:45-18:00	A - Westergate Street South	247	247
	B - Nyton Road B2233	160	160
	C - Nyton Road A29	214	214

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-C	0.00	0.00	0.0	A	0	0
B-A	0.44	12.29	0.8	B	195	293
C-AB	0.00	0.00	0.0	A	0	0
C-A					261	391
A-B					173	259
A-C					128	193

Main Results for each time segment

16:30 - 16:45

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-C	0	0	558	0.000	0	0.0	0.0	0.000	A
B-A	153	40	587	0.283	156	0.5	0.4	5.784	A
C-AB	0	0	560	0.000	0	0.0	0.0	0.000	A
C-A	214	53			214				
A-B	142	35			142				
A-C	105	26			105				

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-C	0	0	838	0.000	0	0.0	0.0	0.000	A
B-A	191	48	555	0.348	191	0.4	0.5	10.031	B
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	165	42			165				
A-C	126	31			126				

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-C	0	0	516	0.000	0	0.0	0.0	0.000	A
B-A	235	59	527	0.445	233	0.5	0.8	12.213	B
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	207	52			207				
A-C	154	39			154				

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-C	0	0	509	0.000	0	0.0	0.0	0.000	A
B-A	235	59	527	0.445	234	0.8	0.8	12.294	B
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	313	78			313				
A-B	207	52			207				
A-C	154	39			154				

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-C	0	0	837	0.000	0	0.0	0.0	0.000	A
B-A	191	48	555	0.348	192	0.8	0.5	10.055	B
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	165	42			165				
A-C	126	31			126				

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-C	0	0	857	0.000	0	0.0	0.0	0.000	A
B-A	160	46	567	0.283	161	0.5	0.4	8.875	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	214	53			214				
A-B	142	35			142				
A-C	185	28			185				

2028 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

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
D11	2028	AM Base	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1042	100.000
B - Nyton Road B2233		ONE HOUR	✓	53	100.000
C - Nyton Road A29		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	354	688
	B - Nyton Road B2233	53	0	0
	C - Nyton Road A29	439	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.34	0.66
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	4	3
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	6	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.040	1.030
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	784	784
	B - Nyton Road B2233	47	47
	C - Nyton Road A29	331	331
07:30-07:45	A - Westergate Street South	937	937
	B - Nyton Road B2233	57	57
	C - Nyton Road A29	395	395
07:45-08:00	A - Westergate Street South	1147	1147
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	483	483
08:00-08:15	A - Westergate Street South	1147	1147
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	483	483
08:15-08:30	A - Westergate Street South	937	937
	B - Nyton Road B2233	57	57
	C - Nyton Road A29	395	395
08:30-08:45	A - Westergate Street South	784	784
	B - Nyton Road B2233	47	47
	C - Nyton Road A29	331	331

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-C	0.00	0.00	0.0	A	0	0
B-A	0.23	16.79	0.3	C	56	87
C-AB	0.00	0.00	0.0	A	0	0
C-A					403	604
A-B					325	487
A-C					631	947

Main Results for each time segment

07:15 - 07:30

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-C	0	0	560	0.000	0	0.0	0.0	0.000	A
B-A	47	12	411	0.115	47	0.0	0.1	13.566	B
C-AB	0	0	435	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	287	67			287				
A-C	518	129			518				

07:30 - 07:45

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-C	0	0	521	0.000	0	0.0	0.0	0.000	A
B-A	57	14	364	0.156	56	0.1	0.2	12.622	B
C-AB	0	0	400	0.000	0	0.0	0.0	0.000	A
C-A	385	96			385				
A-B	318	80			318				
A-C	618	155			618				

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-C	0	0	455	0.000	0	0.0	0.0	0.000	A
B-A	69	17	299	0.232	69	0.2	0.3	16.727	C
C-AB	0	0	351	0.000	0	0.0	0.0	0.000	A
C-A	483	121			483				
A-B	390	97			390				
A-C	758	189			758				

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-C	0	0	459	0.000	0	0.0	0.0	0.000	A
B-A	69	17	299	0.232	69	0.3	0.3	16.792	C
C-AB	0	0	351	0.000	0	0.0	0.0	0.000	A
C-A	483	121			483				
A-B	390	97			390				
A-C	758	189			758				

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-C	0	0	521	0.000	0	0.0	0.0	0.000	A
B-A	57	14	364	0.156	57	0.3	0.2	12.578	B
C-AB	0	0	400	0.000	0	0.0	0.0	0.000	A
C-A	385	96			385				
A-B	318	80			318				
A-C	618	155			618				

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-C	9	9	580	0.020	9	0.0	0.0	0.000	A
B-A	47	12	411	0.115	48	0.2	0.1	10.611	B
C-AB	9	9	435	0.020	9	0.0	0.0	0.023	A
C-A	331	83			331				
A-B	267	67			267				
A-C	518	129			518				

2028 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

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
D12	2028	PM Base	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate Street South		ONE HOUR	✓	655	100.000
B - Nyton Road B2233		ONE HOUR	✓	180	100.000
C - Nyton Road A29		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	162	498
	B - Nyton Road B2233	180	0	0
	C - Nyton Road A29	791	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.17	0.83
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	7	3
	B - Nyton Road B2233	3	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.070	1.030
	B - Nyton Road B2233	1.000	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	452	452
	B - Nyton Road B2233	135	135
	C - Nyton Road A29	586	586
16:45-17:00	A - Westergate Street South	539	539
	B - Nyton Road B2233	162	162
	C - Nyton Road A29	711	711
17:00-17:15	A - Westergate Street South	661	661
	B - Nyton Road B2233	198	198
	C - Nyton Road A29	871	871
17:15-17:30	A - Westergate Street South	661	661
	B - Nyton Road B2233	198	198
	C - Nyton Road A29	871	871
17:30-17:45	A - Westergate Street South	539	539
	B - Nyton Road B2233	162	162
	C - Nyton Road A29	711	711
17:45-18:00	A - Westergate Street South	452	452
	B - Nyton Road B2233	135	135
	C - Nyton Road A29	586	586

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-C	0.00	0.00	0.0	A	0	0
B-A	0.62	39.08	1.5	C	165	248
C-AB	0.00	0.00	0.0	A	0	0
C-A					725	1088
A-B					94	140
A-C					457	685

Main Results for each time segment

16:30 - 16:45

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-C	0	0	568	0.000	0	0.0	0.0	0.000	A
B-A	135	34	428	0.318	134	0.5	0.5	12.809	B
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	596	149			596				
A-B	77	19			77				
A-C	375	94			375				

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-C	0	0	550	0.000	0	0.0	0.0	0.000	A
B-A	162	40	382	0.424	161	0.6	0.7	16.659	C
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	92	23			92				
A-C	448	112			448				

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-C	0	0	454	0.000	0	0.0	0.0	0.000	A
B-A	186	50	321	0.618	185	0.7	1.5	28.783	D
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	873	218			873				
A-B	112	28			112				
A-C	548	137			548				

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-C	0	0	492	0.000	0	0.0	0.0	0.000	A
B-A	198	50	321	0.618	196	1.5	1.6	33.875	D
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	873	218			873				
A-B	112	28			112				
A-C	548	137			548				

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-C	0	0	549	0.000	0	0.0	0.0	0.000	A
B-A	162	40	382	0.424	165	1.6	0.8	17.352	C
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	92	23			92				
A-C	448	112			448				

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-C	0	0	587	0.000	0	0.0	0.0	0.000	A
B-A	135	34	428	0.316	137	0.6	0.5	12.874	B
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	598	149			598				
A-B	77	19			77				
A-C	375	94			375				

2028 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028	AM Base + Dev	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1115	100.000
B - Nyton Road B2233		ONE HOUR	✓	73	100.000
C - Nyton Road A29		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	379	737
	B - Nyton Road B2233	73	0	0
	C - Nyton Road A29	456	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.34	0.66
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	4	3
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	6	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.040	1.030
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	840	840
	B - Nyton Road B2233	55	55
	C - Nyton Road A29	345	345
07:30-07:45	A - Westergate Street South	1303	1303
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	412	412
07:45-08:00	A - Westergate Street South	1229	1229
	B - Nyton Road B2233	80	80
	C - Nyton Road A29	504	504
08:00-08:15	A - Westergate Street South	1229	1229
	B - Nyton Road B2233	80	80
	C - Nyton Road A29	504	504
08:15-08:30	A - Westergate Street South	1003	1003
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	412	412
08:30-08:45	A - Westergate Street South	840	840
	B - Nyton Road B2233	55	55
	C - Nyton Road A29	345	345

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-C	0.00	0.00	0.0	A	0	0
B-A	0.29	16.69	0.4	C	67	100
C-AB	0.00	0.00	0.0	A	0	0
C-A					420	630
A-B					348	522
A-C					676	1014

Main Results for each time segment

07:15 - 07:30

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-C	0	0	546	0.000	0	0.0	0.0	0.000	A
B-A	55	14	395	0.139	54	0.0	0.2	11.272	B
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	345	88			345				
A-B	285	71			285				
A-C	555	139			555				

07:30 - 07:45

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-C	0	0	502	0.000	0	0.0	0.0	0.000	A
B-A	66	16	345	0.190	66	0.2	0.2	13.748	B
C-AB	0	0	384	0.000	0	0.0	0.0	0.000	A
C-A	412	103			412				
A-B	341	85			341				
A-C	663	166			663				

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-C	0	0	442	0.000	0	0.0	0.0	0.000	A
B-A	80	20	276	0.291	80	0.2	0.4	16.552	C
C-AB	0	0	332	0.000	0	0.0	0.0	0.000	A
C-A	504	126			504				
A-B	417	104			417				
A-C	811	203			811				

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-C	0	0	441	0.000	0	0.0	0.0	0.000	A
B-A	80	20	276	0.291	80	0.4	0.4	19.858	C
C-AB	0	0	332	0.000	0	0.0	0.0	0.000	A
C-A	504	126			504				
A-B	417	104			417				
A-C	811	203			811				

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-C	0	0	502	0.000	0	0.0	0.0	0.000	A
B-A	66	16	345	0.190	66	0.4	0.3	13.848	B
C-AB	0	0	384	0.000	0	0.0	0.0	0.000	A
C-A	412	103			412				
A-B	341	85			341				
A-C	663	166			663				

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-C	0	0	544	0.000	0	0.0	0.0	0.000	A
B-A	55	14	395	0.139	55	0.3	0.2	11.338	B
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	345	86			345				
A-B	285	71			285				
A-C	555	139			555				

2028, PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		8.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.21	A

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
D14	2028	PM Base + Dev	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate Street South		ONE HOUR	✓	829	100.000
B - Nyton Road B2233		ONE HOUR	✓	214	100.000
C - Nyton Road A29		ONE HOUR	✓	815	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	119	510
	B - Nyton Road B2233	214	0	0
	C - Nyton Road A29	815	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.19	0.81
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	7	3
	B - Nyton Road B2233	3	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.070	1.030
	B - Nyton Road B2233	1.030	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	474	474
	B - Nyton Road B2233	161	161
	C - Nyton Road A29	614	614
16:45-17:00	A - Westergate Street South	555	555
	B - Nyton Road B2233	192	192
	C - Nyton Road A29	733	733
17:00-17:15	A - Westergate Street South	693	693
	B - Nyton Road B2233	236	236
	C - Nyton Road A29	897	897
17:15-17:30	A - Westergate Street South	693	693
	B - Nyton Road B2233	236	236
	C - Nyton Road A29	897	897
17:30-17:45	A - Westergate Street South	555	555
	B - Nyton Road B2233	192	192
	C - Nyton Road A29	733	733
17:45-18:00	A - Westergate Street South	474	474
	B - Nyton Road B2233	161	161
	C - Nyton Road A29	614	614

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-C	0.00	0.00	0.0	A	0	0
B-A	0.75	46.11	3.0	E	195	295
C-AB	0.00	0.00	0.0	A	0	0
C-A					748	1122
A-B					109	164
A-C					488	732

Main Results for each time segment

16:30 - 16:45

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-C	0	0	574	0.000	0	0.0	0.0	0.000	A
B-A	151	40	418	0.385	156	0.5	0.6	14.140	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	614	153			614				
A-B	90	22			90				
A-C	384	96			384				

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-C	0	0	532	0.000	0	0.0	0.0	0.000	A
B-A	192	48	373	0.516	191	0.6	1.1	20.164	C
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	733	183			733				
A-B	107	27			107				
A-C	458	115			458				

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-C	0	0	458	0.000	0	0.0	0.0	0.000	A
B-A	235	59	310	0.761	229	1.1	2.7	42.366	E
C-AB	0	0	456	0.000	0	0.0	0.0	0.000	A
C-A	897	224			897				
A-B	131	33			131				
A-C	562	140			562				

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-C	0	0	464	0.000	0	0.0	0.0	0.000	A
B-A	235	59	310	0.761	235	2.7	3.0	48.110	E
C-AB	0	0	458	0.000	0	0.0	0.0	0.000	A
C-A	897	224			897				
A-B	131	33			131				
A-C	562	140			562				

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-C	0	0	526	0.000	0	0.0	0.0	0.000	A
B-A	192	48	373	0.516	200	3.0	1.1	22.216	C
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	733	183			733				
A-B	107	27			107				
A-C	458	115			458				

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-C	0	0	572	0.000	0	0.0	0.0	0.000	A
B-A	161	46	418	0.385	161	1.1	0.7	14.628	B
C-AB	0	0	597	0.000	0	0.0	0.0	0.000	A
C-A	614	153			614				
A-B	80	22			80				
A-C	384	96			384				

2026, AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2026	AM Base	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1025	100.000
B - Nyton Road B2233		ONE HOUR	✓	92	100.000
C - Nyton Road A29		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	360	678
	B - Nyton Road B2233	52	0	0
	C - Nyton Road A29	432	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.34	0.66
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	4	3
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	6	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.040	1.030
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	774	774
	B - Nyton Road B2233	47	47
	C - Nyton Road A29	325	325
07:30-07:45	A - Westergate Street South	924	924
	B - Nyton Road B2233	56	56
	C - Nyton Road A29	388	388
07:45-08:00	A - Westergate Street South	1132	1132
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	476	476
08:00-08:15	A - Westergate Street South	1132	1132
	B - Nyton Road B2233	68	68
	C - Nyton Road A29	476	476
08:15-08:30	A - Westergate Street South	924	924
	B - Nyton Road B2233	56	56
	C - Nyton Road A29	388	388
08:30-08:45	A - Westergate Street South	774	774
	B - Nyton Road B2233	47	47
	C - Nyton Road A29	325	325

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-C	0.00	0.00	0.0	A	0	0
B-A	0.22	16.35	0.3	C	57	85
C-AB	0.00	0.00	0.0	A	0	0
C-A					398	595
A-B					321	482
A-C					522	933

Main Results for each time segment

07:15 - 07:30

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-C	0	0	563	0.000	0	0.0	0.0	0.000	A
B-A	47	12	414	0.113	46	0.0	0.1	10.446	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	325	81			325				
A-B	283	66			283				
A-C	510	128			510				

07:30 - 07:45

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-C	0	0	525	0.000	0	0.0	0.0	0.000	A
B-A	56	14	368	0.151	56	0.1	0.2	12.318	B
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	315	79			315				
A-C	610	152			610				

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-C	0	0	471	0.000	0	0.0	0.0	0.000	A
B-A	68	17	304	0.225	68	0.2	0.3	16.287	C
C-AB	0	0	354	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	385	96			385				
A-C	746	187			746				

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-C	0	0	470	0.000	0	0.0	0.0	0.000	A
B-A	68	17	304	0.225	68	0.3	0.3	16.348	C
C-AB	0	0	354	0.000	0	0.0	0.0	0.000	A
C-A	478	119			478				
A-B	385	96			385				
A-C	746	187			746				

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-C	0	0	525	0.000	0	0.0	0.0	0.000	A
B-A	56	14	368	0.151	56	0.3	0.2	12.373	B
C-AB	0	0	403	0.000	0	0.0	0.0	0.000	A
C-A	388	97			388				
A-B	315	79			315				
A-C	610	152			610				

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-C	9	9	583	0.020	9	0.0	0.0	0.000	A
B-A	47	12	414	0.113	47	0.2	0.1	10.489	B
C-AB	9	9	437	0.020	9	0.0	0.0	0.023	A
C-A	325	81			325				
A-B	263	66			263				
A-C	510	128			510				

2026, PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

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	2026	PM Base	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate Street South		ONE HOUR	✓	662	100.000
B - Nyton Road B2233		ONE HOUR	✓	177	100.000
C - Nyton Road A29		ONE HOUR	✓	780	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	181	481
	B - Nyton Road B2233	177	0	0
	C - Nyton Road A29	780	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.17	0.83
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	7	3
	B - Nyton Road B2233	3	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.070	1.030
	B - Nyton Road B2233	1.030	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	446	446
	B - Nyton Road B2233	133	133
	C - Nyton Road A29	587	587
16:45-17:00	A - Westergate Street South	532	532
	B - Nyton Road B2233	159	159
	C - Nyton Road A29	701	701
17:00-17:15	A - Westergate Street South	662	662
	B - Nyton Road B2233	195	195
	C - Nyton Road A29	859	859
17:15-17:30	A - Westergate Street South	662	662
	B - Nyton Road B2233	195	195
	C - Nyton Road A29	859	859
17:30-17:45	A - Westergate Street South	532	532
	B - Nyton Road B2233	159	159
	C - Nyton Road A29	701	701
17:45-18:00	A - Westergate Street South	446	446
	B - Nyton Road B2233	133	133
	C - Nyton Road A29	587	587

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-C	0.00	0.00	0.0	A	0	0
B-A	0.60	28.29	1.5	C	162	244
C-AB	0.00	0.00	0.0	A	0	0
C-A					716	1074
A-B					90	135
A-C					451	676

Main Results for each time segment

16:30 - 16:45

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-C	0	0	591	0.000	0	0.0	0.0	0.000	A
B-A	133	33	429	0.311	133	0.5	0.5	12.386	B
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	587	147			587				
A-B	79	19			79				
A-C	370	92			370				

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-C	0	0	554	0.000	0	0.0	0.0	0.000	A
B-A	159	40	385	0.413	158	0.6	0.7	16.238	C
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	701	175			701				
A-B	91	23			91				
A-C	441	110			441				

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-C	0	0	459	0.000	0	0.0	0.0	0.000	A
B-A	185	46	325	0.569	182	0.7	1.4	27.232	D
C-AB	0	0	466	0.000	0	0.0	0.0	0.000	A
C-A	859	215			859				
A-B	111	28			111				
A-C	541	135			541				

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-C	0	0	497	0.000	0	0.0	0.0	0.000	A
B-A	185	46	325	0.569	185	1.4	1.5	28.291	D
C-AB	0	0	466	0.000	0	0.0	0.0	0.000	A
C-A	859	215			859				
A-B	111	28			111				
A-C	541	135			541				

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-C	0	0	552	0.000	0	0.0	0.0	0.000	A
B-A	159	40	385	0.413	162	1.5	0.7	16.806	C
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	701	175			701				
A-B	91	23			91				
A-C	441	110			441				

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-C	0	0	589	0.000	0	0.0	0.0	0.000	A
B-A	133	33	429	0.311	134	0.7	0.5	12.628	B
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	587	147			587				
A-B	75	19			75				
A-C	370	92			370				

2026, AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

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?	2026	AM Base + Dev	ONE HOUR	07:15	08:45	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 - Westergate Street South		ONE HOUR	✓	1077	100.000
B - Nyton Road B2233		ONE HOUR	✓	58	100.000
C - Nyton Road A29		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	366	711
	B - Nyton Road B2233	58	0	0
	C - Nyton Road A29	445	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.34	0.66
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	4	3
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	6	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.040	1.030
	B - Nyton Road B2233	1.070	1.000	1.000
	C - Nyton Road A29	1.060	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Westergate Street South	811	811
	B - Nyton Road B2233	51	51
	C - Nyton Road A29	335	335
07:30-07:45	A - Westergate Street South	968	968
	B - Nyton Road B2233	61	61
	C - Nyton Road A29	400	400
07:45-08:00	A - Westergate Street South	1186	1186
	B - Nyton Road B2233	75	75
	C - Nyton Road A29	490	490
08:00-08:15	A - Westergate Street South	1186	1186
	B - Nyton Road B2233	75	75
	C - Nyton Road A29	490	490
08:15-08:30	A - Westergate Street South	968	968
	B - Nyton Road B2233	61	61
	C - Nyton Road A29	400	400
08:30-08:45	A - Westergate Street South	811	811
	B - Nyton Road B2233	51	51
	C - Nyton Road A29	335	335

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-C	0.00	0.00	0.0	A	0	0
B-A	0.25	18.92	0.4	C	62	94
C-AB	0.00	0.00	0.0	A	0	0
C-A					408	613
A-B					336	504
A-C					552	979

Main Results for each time segment

07:15 - 07:30

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-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	51	13	404	0.127	51	0.0	0.2	10.882	B
C-AB	0	0	429	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	278	69			278				
A-C	535	134			535				

07:30 - 07:45

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-C	0	0	512	0.000	0	0.0	0.0	0.000	A
B-A	61	15	366	0.172	61	0.2	0.2	13.055	B
C-AB	0	0	392	0.000	0	0.0	0.0	0.000	A
C-A	400	100			400				
A-B	325	82			325				
A-C	639	160			639				

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-C	0	0	455	0.000	0	0.0	0.0	0.000	A
B-A	75	19	289	0.259	74	0.2	0.4	17.528	C
C-AB	0	0	342	0.000	0	0.0	0.0	0.000	A
C-A	490	122			490				
A-B	403	101			403				
A-C	783	196			783				

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-C	0	0	454	0.000	0	0.0	0.0	0.000	A
B-A	75	19	289	0.259	75	0.4	0.4	18.018	C
C-AB	0	0	342	0.000	0	0.0	0.0	0.000	A
C-A	490	122			490				
A-B	403	101			403				
A-C	783	196			783				

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-C	0	0	512	0.000	0	0.0	0.0	0.000	A
B-A	61	15	366	0.172	62	0.4	0.2	13.136	B
C-AB	0	0	392	0.000	0	0.0	0.0	0.000	A
C-A	400	100			400				
A-B	325	82			325				
A-C	639	160			639				

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-C	0	0	553	0.000	0	0.0	0.0	0.000	A
B-A	51	13	424	0.127	51	0.2	0.2	10.835	B
C-AB	0	0	429	0.000	0	0.0	0.0	0.000	A
C-A	335	84			335				
A-B	275	69			275				
A-C	535	134			535				

2026, PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Nyton Road B2233 - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road Westergate Street (South)	T-Junction	Two-way	Two-way	Two-way		4.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.84	A

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	2026	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Westergate Street South		ONE HOUR	✓	611	100.000
B - Nyton Road B2233		ONE HOUR	✓	295	100.000
C - Nyton Road A29		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	112	499
	B - Nyton Road B2233	295	0	0
	C - Nyton Road A29	795	0	0

Proportions

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0.00	0.18	0.82
	B - Nyton Road B2233	1.00	0.00	0.00
	C - Nyton Road A29	1.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	0	7	3
	B - Nyton Road B2233	3	0	0
	C - Nyton Road A29	2	0	0

Average PCU Per Veh

		To		
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From	A - Westergate Street South	1.000	1.070	1.030
	B - Nyton Road B2233	1.000	1.000	1.000
	C - Nyton Road A29	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Westergate Street South	460	460
	B - Nyton Road B2233	151	151
	C - Nyton Road A29	589	589
16:45-17:00	A - Westergate Street South	549	549
	B - Nyton Road B2233	180	180
	C - Nyton Road A29	715	715
17:00-17:15	A - Westergate Street South	673	673
	B - Nyton Road B2233	220	220
	C - Nyton Road A29	875	875
17:15-17:30	A - Westergate Street South	673	673
	B - Nyton Road B2233	220	220
	C - Nyton Road A29	875	875
17:30-17:45	A - Westergate Street South	549	549
	B - Nyton Road B2233	180	180
	C - Nyton Road A29	715	715
17:45-18:00	A - Westergate Street South	460	460
	B - Nyton Road B2233	151	151
	C - Nyton Road A29	589	589

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-C	0.00	0.00	0.0	A	0	0
B-A	0.65	37.23	2.2	E	184	275
C-AB	0.00	0.00	0.0	A	0	0
C-A					730	1094
A-B					103	154
A-C					458	687

Main Results for each time segment

16:30 - 16:45

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-C	0	0	561	0.000	0	0.0	0.0	0.000	A
B-A	151	38	424	0.355	148	0.0	0.6	13.339	B
C-AB	0	0	519	0.000	0	0.0	0.0	0.000	A
C-A	599	150			599				
A-B	84	21			84				
A-C	376	94			376				

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-C	0	0	541	0.000	0	0.0	0.0	0.000	A
B-A	180	45	385	0.473	178	0.6	0.9	18.252	C
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	715	179			715				
A-B	101	25			101				
A-C	449	112			449				

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-C	0	0	481	0.000	0	0.0	0.0	0.000	A
B-A	220	55	318	0.692	216	0.9	2.1	34.618	D
C-AB	0	0	461	0.000	0	0.0	0.0	0.000	A
C-A	875	219			875				
A-B	123	31			123				
A-C	549	137			549				

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-C	0	0	479	0.000	0	0.0	0.0	0.000	A
B-A	220	55	318	0.692	220	2.1	2.2	37.233	E
C-AB	0	0	461	0.000	0	0.0	0.0	0.000	A
C-A	875	219			875				
A-B	123	31			123				
A-C	549	137			549				

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-C	0	0	539	0.000	0	0.0	0.0	0.000	A
B-A	180	45	385	0.473	185	2.2	1.0	19.444	C
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	715	179			715				
A-B	101	25			101				
A-C	449	112			449				

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-C	0	0	592	0.000	0	0.0	0.0	0.000	A
B-A	151	38	424	0.355	152	1.0	0.6	13.639	B
C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
C-A	589	150			589				
A-B	84	21			84				
A-C	375	94			375				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: 7-Nyton Road_Westergate Street (North).j10
Path: C:\Users\INCS04445\OneDrive - WSP O365\WSP\Projects\40 Capacity Assessment\Working\21092023
Report generation date: 21/09/2023 17:06:21

- 2019 , AM Base
- 2019 , PM Base
- 2031 DM, AM Baseline
- 2031 DM, PM Baseline
- 2031 DS, AM Baseline + Dev
- 2031 DS, PM Baseline + Dev
- 2031 DS, AM Baseline + Dev + BEW
- 2031 DS, PM Baseline + Dev + BEW
- 2038 DS, AM Baseline + Dev + BEW
- 2038 DS, PM Baseline + Dev + BEW
- 2028 , AM Base
- 2028 , PM Base
- 2028 , AM Base + Dev
- 2028 , PM Base + Dev
- 2026, AM Base
- 2026, PM Base
- 2026 , AM Base + Dev
- 2026 , PM Base + Dev

Summary of junction performance

	AM Base					PM Base					AM Baseline					PM Baseline					AM
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PC
Stream B-C	D1	1.6	16.36	0.60	C	D2	0.2	6.92	0.15	A												
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream C-B		0.1	8.53	0.12	A		0.4	9.20	0.30	A												
Stream B-C											D3	0.5	12.08	0.48	B	D4	0.4	7.69	0.28	A		
Stream B-A												0.0	0.00	0.00	A		0.0	0.00	0.00	A		
Stream C-B												0.2	8.81	0.16	A		0.4	9.08	0.31	A		
Stream B-C																					D5	1.2
Stream B-A																						0.0
Stream C-B																						0.2
Stream B-C																						
Stream B-A																						
Stream C-B																						
Stream B-C	D11	2.3	21.88	0.79	C	D12	0.2	7.16	0.17	A												
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream C-B		0.2	9.08	0.14	A		0.5	9.89	0.35	A												
Stream B-C	D15	2.2	21.08	0.69	C	D16	0.2	7.14	0.17	A												
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream C-B		0.2	9.01	0.14	A		0.5	9.78	0.34	A												

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

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

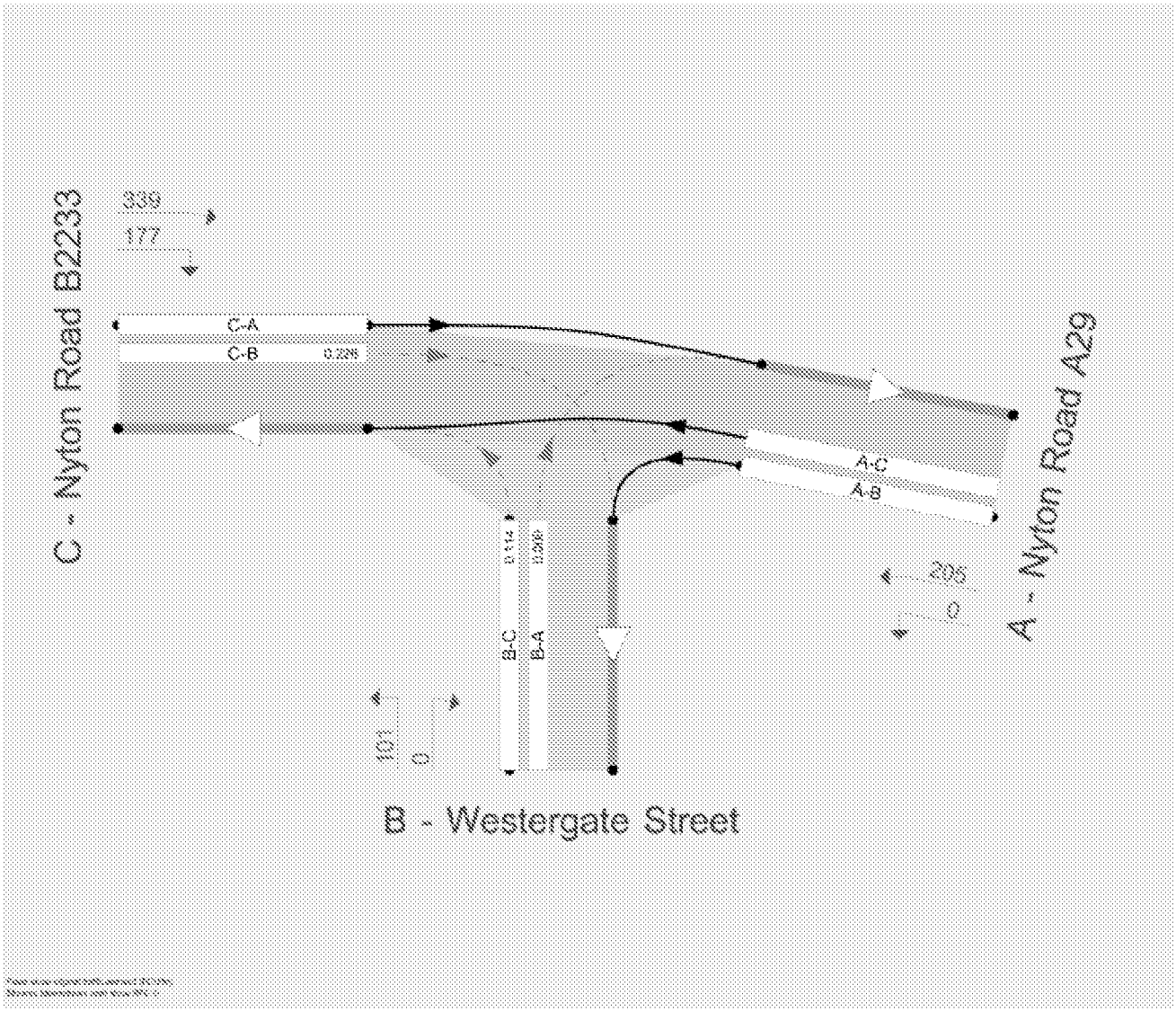
File summary

File Description

Title	Nyton Road_Westergate Street (North)
Location	
Site number	
Date	31/08/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INCS04445
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM Base	ONE HOUR	07:15	08:45	15	✓
D2	2019	PM Base	ONE HOUR	16:30	18:00	15	✓
D3	2031 DM	AM Baseline	ONE HOUR	07:15	08:45	15	✓
D4	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D5	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	08:45	15	✓
D6	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D7	2031 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	15	✓
D8	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D9	2038 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	15	✓
D10	2038 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D11	2028	AM Base	ONE HOUR	07:15	08:45	15	✓
D12	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D13	2028	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D14	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓
D15	2028	AM Base	ONE HOUR	07:15	08:45	15	✓
D16	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D17	2028	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D18	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2019 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		5.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	Nyton Road A29		Major
B	Westergate Street		Minor
C	Nyton Road B2233		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Nyton Road B2233	8.80			92.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Westergate Street	One lane plus flare	5.00	5.00	5.00	4.00	3.00	✓	2.00	30	0

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	341	0.083	0.153	0.096	0.218
B-C	711	0.156	0.268	-	-
C-B	627	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM Base	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	457	100.000
B - Westergate Street		ONE HOUR	✓	316	100.000
C - Nyton Road B2233		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	457
	B - Westergate Street	0	0	316
	C - Nyton Road B2233	216	56	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.035
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	344	344
	B - Westergate Street	238	238
	C - Nyton Road B2233	205	205
07:30-07:45	A - Nyton Road A29	411	411
	B - Westergate Street	284	284
	C - Nyton Road B2233	245	245
07:45-08:00	A - Nyton Road A29	503	503
	B - Westergate Street	348	348
	C - Nyton Road B2233	299	299
08:00-08:15	A - Nyton Road A29	503	503
	B - Westergate Street	348	348
	C - Nyton Road B2233	299	299
08:15-08:30	A - Nyton Road A29	411	411
	B - Westergate Street	284	284
	C - Nyton Road B2233	245	245
08:30-08:45	A - Nyton Road A29	344	344
	B - Westergate Street	238	238
	C - Nyton Road B2233	205	205

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-C	0.60	16.36	1.5	C	293	435
B-A	0.00	0.00	0.0	A	0	0
C-A					188	287
C-B	0.12	8.63	0.4	A	51	77
A-B					0	0
A-C					419	629

Main Results for each time segment

07:15 - 07:30

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-C	238	59	819	0.384	235	0.0	0.6	9.696	A
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
C-B	42	11	546	0.077	42	0.0	0.1	7.538	A
A-B	0	0			0				
A-C	344	86			344				

07:30 - 07:45

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-C	284	71	601	0.473	283	0.6	0.9	11.731	B
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	194	49			194				
C-B	59	13	530	0.095	59	0.1	0.1	8.029	A
A-B	0	0			0				
A-C	411	103			411				

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-C	348	87	576	0.604	345	0.9	1.5	16.044	C
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	238	59			238				
C-B	62	15	508	0.121	62	0.1	0.1	8.621	A
A-B	0	0			0				
A-C	503	126			503				

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-C	348	87	576	0.604	348	1.5	1.5	16.358	C
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	238	59			238				
C-B	62	15	508	0.121	62	0.1	0.1	8.626	A
A-B	0	0			0				
A-C	503	126			503				

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-C	284	71	601	0.473	285	1.5	1.0	11.889	B
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	194	49			194				
C-B	59	13	530	0.095	59	0.1	0.1	8.035	A
A-B	0	0			0				
A-C	411	103			411				

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-C	238	59	619	0.384	239	1.0	0.7	9.885	A
B-A	0	0	253	0.000	0	0.0	0.0	0.000	A
C-A	163	41			163				
C-B	42	11	546	0.077	42	0.1	0.1	7.553	A
A-B	0	0			0				
A-C	344	86			344				

2019 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		2.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.83	A

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	2019	PM Base	ONE HOUR	16:30	18:00	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 - Nyton Road A29		ONE HOUR	✓	185	100.000
B - Westergate Street		ONE HOUR	✓	91	100.000
C - Nyton Road B2233		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	185
	B - Westergate Street	0	0	91
	C - Nyton Road B2233	397	100	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.80	0.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	139	139
	B - Westergate Street	59	59
	C - Nyton Road B2233	352	352
16:45-17:00	A - Nyton Road A29	166	166
	B - Westergate Street	82	82
	C - Nyton Road B2233	423	423
17:00-17:15	A - Nyton Road A29	204	204
	B - Westergate Street	100	100
	C - Nyton Road B2233	514	514
17:15-17:30	A - Nyton Road A29	204	204
	B - Westergate Street	100	100
	C - Nyton Road B2233	514	514
17:30-17:45	A - Nyton Road A29	166	166
	B - Westergate Street	82	82
	C - Nyton Road B2233	423	423
17:45-18:00	A - Nyton Road A29	139	139
	B - Westergate Street	59	59
	C - Nyton Road B2233	352	352

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-C	0.15	8.82	0.2	A	84	125
B-A	0.00	0.00	0.0	A	0	0
C-A					282	423
C-B	0.30	9.20	0.4	A	147	220
A-B					0	0
A-C					170	255

Main Results for each time segment

16:30 - 16:45

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-C	59	17	574	0.102	58	0.0	0.1	6.347	A
B-A	0	0	271	0.000	0	0.0	0.0	0.000	A
C-A	231	58			231				
C-B	120	30	584	0.203	119	0.0	0.3	7.791	A
A-B	0	0			0				
A-C	139	35			139				

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-C	82	20	667	0.123	82	0.1	0.1	5.581	A
B-A	0	0	257	0.000	0	0.0	0.0	0.000	A
C-A	279	69			279				
C-B	144	36	588	0.245	144	0.3	0.3	8.340	A
A-B	0	0			0				
A-C	155	42			155				

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-C	100	25	657	0.153	100	0.1	0.2	6.915	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	335	85			335				
C-B	176	44	579	0.304	176	0.3	0.4	9.183	A
A-B	0	0			0				
A-C	204	51			204				

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-C	100	25	657	0.153	100	0.2	0.2	6.920	A
B-A	0	0	238	0.000	0	0.0	0.0	0.000	A
C-A	335	85			335				
C-B	176	44	579	0.304	176	0.4	0.4	9.203	A
A-B	0	0			0				
A-C	204	51			204				

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-C	82	20	667	0.123	82	0.2	0.2	5.588	A
B-A	0	0	257	0.000	0	0.0	0.0	0.000	A
C-A	279	69			279				
C-B	144	36	588	0.245	144	0.4	0.3	8.368	A
A-B	0	0			0				
A-C	155	42			155				

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-C	59	17	874	0.162	59	0.2	0.1	5.385	A
B-A	0	0	271	0.000	0	0.0	0.0	0.000	A
C-A	231	58			231				
C-B	120	30	584	0.205	121	0.3	0.3	7.836	A
A-B	0	0			0				
A-C	139	35			139				

2031 DM, AM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

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	2031 DM	AM Baseline	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	484	100.000
B - Westergate Street		ONE HOUR	✓	259	100.000
C - Nyton Road B2233		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	484
	B - Westergate Street	0	0	259
	C - Nyton Road B2233	251	77	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	2
	B - Westergate Street	0	0	3
	C - Nyton Road B2233	5	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.020
	B - Westergate Street	1.000	1.000	1.030
	C - Nyton Road B2233	1.050	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	304	304
	B - Westergate Street	195	195
	C - Nyton Road B2233	247	247
07:30-07:45	A - Nyton Road A29	363	363
	B - Westergate Street	233	233
	C - Nyton Road B2233	295	295
07:45-08:00	A - Nyton Road A29	445	445
	B - Westergate Street	285	285
	C - Nyton Road B2233	361	361
08:00-08:15	A - Nyton Road A29	445	445
	B - Westergate Street	285	285
	C - Nyton Road B2233	361	361
08:15-08:30	A - Nyton Road A29	363	363
	B - Westergate Street	233	233
	C - Nyton Road B2233	295	295
08:30-08:45	A - Nyton Road A29	304	304
	B - Westergate Street	195	195
	C - Nyton Road B2233	247	247

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-C	0.48	12.66	0.9	B	238	356
B-A	0.00	0.00	0.0	A	0	0
C-A					230	345
C-B	0.15	8.81	0.2	A	73	108
A-B					0	0
A-C					371	555

Main Results for each time segment

07:15 - 07:30

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-C	185	49	600	0.310	183	0.0	0.5	8.457	A
B-A	0	0	284	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
C-B	58	14	555	0.104	57	0.0	0.1	7.729	A
A-B	0	0			0				
A-C	384	78			384				

07:30 - 07:45

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-C	233	58	614	0.379	232	0.5	0.6	9.698	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	229	56			229				
C-B	69	17	541	0.128	69	0.1	0.2	8.156	A
A-B	0	0			0				
A-C	353	91			353				

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-C	285	71	592	0.482	284	0.8	0.9	11.985	B
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	85	21	522	0.162	85	0.2	0.2	8.693	A
A-B	0	0			0				
A-C	445	111			445				

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-C	285	71	592	0.482	285	0.9	0.9	12.379	B
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	85	21	522	0.162	85	0.2	0.2	8.819	A
A-B	0	0			0				
A-C	445	111			445				

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-C	233	58	614	0.379	234	0.9	0.8	9.782	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	229	56			229				
C-B	69	17	541	0.128	69	0.2	0.2	8.187	A
A-B	0	0			0				
A-C	353	91			353				

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-C	155	49	830	0.310	155	0.5	0.5	8.557	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
C-B	58	14	555	0.104	58	0.2	0.1	7.751	A
A-B	0	0			0				
A-C	304	76			304				

2031 DM, PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	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 - Nyton Road A29		ONE HOUR	✓	189	100.000
B - Westergate Street		ONE HOUR	✓	167	100.000
C - Nyton Road B2233		ONE HOUR	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	189
	B - Westergate Street	0	0	167
	C - Nyton Road B2233	347	162	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	5
	B - Westergate Street	0	0	1
	C - Nyton Road B2233	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.050
	B - Westergate Street	1.000	1.000	1.010
	C - Nyton Road B2233	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	140	140
	B - Westergate Street	125	125
	C - Nyton Road B2233	383	383
16:45-17:00	A - Nyton Road A29	167	167
	B - Westergate Street	150	150
	C - Nyton Road B2233	458	458
17:00-17:15	A - Nyton Road A29	205	205
	B - Westergate Street	184	184
	C - Nyton Road B2233	563	563
17:15-17:30	A - Nyton Road A29	205	205
	B - Westergate Street	184	184
	C - Nyton Road B2233	563	563
17:30-17:45	A - Nyton Road A29	167	167
	B - Westergate Street	150	150
	C - Nyton Road B2233	458	458
17:45-18:00	A - Nyton Road A29	140	140
	B - Westergate Street	125	125
	C - Nyton Road B2233	383	383

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-C	0.28	7.59	0.4	A	153	230
B-A	0.00	0.00	0.0	A	0	0
C-A					318	478
C-B	0.31	9.08	0.4	A	148	223
A-B					0	0
A-C					171	256

Main Results for each time segment

16:30 - 16:45

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-C	125	31	674	0.187	125	0.0	0.2	6.512	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
C-A	281	65			281				
C-B	122	30	584	0.209	121	0.0	0.3	7.667	A
A-B	0	0			0				
A-C	140	35			140				

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-C	150	38	667	0.225	150	0.2	0.3	7.035	A
B-A	0	0	253	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
C-B	145	36	568	0.248	145	0.3	0.3	8.215	A
A-B	0	0			0				
A-C	157	42			157				

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-C	184	46	656	0.280	183	0.3	0.4	7.682	A
B-A	0	0	234	0.000	0	0.0	0.0	0.000	A
C-A	382	96			382				
C-B	178	45	579	0.308	178	0.3	0.4	9.088	A
A-B	0	0			0				
A-C	205	51			205				

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-C	184	46	656	0.280	184	0.4	0.4	7.694	A
B-A	0	0	234	0.000	0	0.0	0.0	0.000	A
C-A	382	96			382				
C-B	178	45	579	0.308	178	0.4	0.4	9.080	A
A-B	0	0			0				
A-C	205	51			205				

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-C	150	38	667	0.225	151	0.4	0.3	7.050	A
B-A	0	0	253	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
C-B	145	36	568	0.248	146	0.4	0.3	8.241	A
A-B	0	0			0				
A-C	157	42			157				

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-C	126	31	874	0.167	126	0.3	0.2	5.639	A
B-A	0	0	267	0.000	0	0.0	0.0	0.000	A
C-A	261	65			261				
C-B	122	30	584	0.205	122	0.3	0.3	7.712	A
A-B	0	0			0				
A-C	140	35			140				

2031 DS, AM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

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
D5	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	09:45	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 - Nyton Road A29		ONE HOUR	✓	484	100.000
B - Westergate Street		ONE HOUR	✓	292	100.000
C - Nyton Road B2233		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	484
	B - Westergate Street	0	0	292
	C - Nyton Road B2233	251	90	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	2
	B - Westergate Street	0	0	2
	C - Nyton Road B2233	6	6	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.020
	B - Westergate Street	1.000	1.000	1.020
	C - Nyton Road B2233	1.060	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	304	304
	B - Westergate Street	220	220
	C - Nyton Road B2233	257	257
07:30-07:45	A - Nyton Road A29	363	363
	B - Westergate Street	283	283
	C - Nyton Road B2233	307	307
07:45-08:00	A - Nyton Road A29	445	445
	B - Westergate Street	321	321
	C - Nyton Road B2233	375	375
08:00-08:15	A - Nyton Road A29	445	445
	B - Westergate Street	321	321
	C - Nyton Road B2233	375	375
08:15-08:30	A - Nyton Road A29	363	363
	B - Westergate Street	283	283
	C - Nyton Road B2233	307	307
08:30-08:45	A - Nyton Road A29	304	304
	B - Westergate Street	220	220
	C - Nyton Road B2233	257	257

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-C	0.54	13.55	1.2	B	268	402
B-A	0.00	0.00	0.0	A	0	0
C-A					230	345
C-B	0.19	9.02	0.2	A	83	124
A-B					0	0
A-C					371	555

Main Results for each time segment

07:15 - 07:30

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-C	220	55	630	0.349	216	0.0	0.5	5.886	A
B-A	0	0	281	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
C-B	68	17	555	0.122	67	0.0	0.1	7.889	A
A-B	0	0			0				
A-C	384	76			384				

07:30 - 07:45

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-C	283	68	814	0.428	282	0.5	0.7	10.400	B
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	229	56			229				
C-B	81	20	541	0.149	81	0.1	0.2	8.283	A
A-B	0	0			0				
A-C	353	91			353				

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-C	321	80	592	0.543	320	0.7	1.2	13.452	B
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	99	25	522	0.190	99	0.2	0.2	9.012	A
A-B	0	0			0				
A-C	445	111			445				

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-C	321	80	592	0.543	321	1.2	1.2	13.561	B
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	99	25	522	0.190	99	0.2	0.2	9.023	A
A-B	0	0			0				
A-C	445	111			445				

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-C	283	68	814	0.428	284	1.2	0.8	10.548	B
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	229	56			229				
C-B	81	20	541	0.149	81	0.2	0.2	8.297	A
A-B	0	0			0				
A-C	353	91			353				

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-C	223	55	630	0.349	223	0.6	0.6	8.998	A
B-A	0	0	281	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
C-B	68	17	555	0.122	68	0.2	0.1	7.832	A
A-B	0	0			0				
A-C	304	76			304				

2031 DS, PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

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
D6	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	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 - Nyton Road A29		ONE HOUR	✓	189	100.000
B - Westergate Street		ONE HOUR	✓	189	100.000
C - Nyton Road B2233		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	189
	B - Westergate Street	0	0	189
	C - Nyton Road B2233	347	207	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.63	0.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	5
	B - Westergate Street	0	0	1
	C - Nyton Road B2233	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.050
	B - Westergate Street	1.000	1.000	1.010
	C - Nyton Road B2233	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	140	140
	B - Westergate Street	142	142
	C - Nyton Road B2233	417	417
16:45-17:00	A - Nyton Road A29	167	167
	B - Westergate Street	170	170
	C - Nyton Road B2233	498	498
17:00-17:15	A - Nyton Road A29	205	205
	B - Westergate Street	208	208
	C - Nyton Road B2233	610	610
17:15-17:30	A - Nyton Road A29	205	205
	B - Westergate Street	208	208
	C - Nyton Road B2233	610	610
17:30-17:45	A - Nyton Road A29	167	167
	B - Westergate Street	170	170
	C - Nyton Road B2233	498	498
17:45-18:00	A - Nyton Road A29	140	140
	B - Westergate Street	142	142
	C - Nyton Road B2233	417	417

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-C	0.32	8.11	0.5	A	173	260
B-A	0.00	0.00	0.0	A	0	0
C-A					318	478
C-B	0.38	10.28	0.5	B	190	285
A-B					0	0
A-C					171	256

Main Results for each time segment

16:30 - 16:45

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-C	142	38	674	0.211	141	0.0	0.3	6.813	A
B-A	0	0	280	0.000	0	0.0	0.0	0.000	A
C-A	281	65			281				
C-B	155	39	584	0.262	154	0.0	0.4	8.182	A
A-B	0	0			0				
A-C	140	35			140				

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-C	170	42	667	0.255	170	0.3	0.3	7.312	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
C-B	188	47	568	0.317	188	0.4	0.5	8.945	A
A-B	0	0			0				
A-C	157	42			157				

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-C	208	52	656	0.317	208	0.3	0.5	8.092	A
B-A	0	0	223	0.000	0	0.0	0.0	0.000	A
C-A	382	96			382				
C-B	228	57	579	0.394	227	0.5	0.8	10.217	B
A-B	0	0			0				
A-C	285	51			285				

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-C	208	52	656	0.317	208	0.5	0.5	8.109	A
B-A	0	0	223	0.000	0	0.0	0.0	0.000	A
C-A	382	96			382				
C-B	228	57	579	0.394	228	0.8	0.8	10.258	B
A-B	0	0			0				
A-C	285	51			285				

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-C	170	42	667	0.255	170	0.5	0.3	7.337	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
C-B	188	47	568	0.317	187	0.8	0.5	8.985	A
A-B	0	0			0				
A-C	157	42			157				

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-C	142	39	674	0.211	143	0.3	0.3	8.647	A
B-A	0	0	269	0.000	0	0.0	0.0	0.000	A
C-A	281	55			281				
C-B	158	39	584	0.282	158	0.5	0.4	8.232	A
A-B	0	0			0				
A-C	143	35			143				

2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	509	100.000
B - Westergate Street		ONE HOUR	✓	288	100.000
C - Nyton Road B2233		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	509
	B - Westergate Street	0	0	288
	C - Nyton Road B2233	273	87	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	2
	B - Westergate Street	0	0	3
	C - Nyton Road B2233	5	6	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.020
	B - Westergate Street	1.000	1.000	1.030
	C - Nyton Road B2233	1.050	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	383	383
	B - Westergate Street	200	200
	C - Nyton Road B2233	271	271
07:30-07:45	A - Nyton Road A29	458	458
	B - Westergate Street	239	239
	C - Nyton Road B2233	324	324
07:45-08:00	A - Nyton Road A29	560	560
	B - Westergate Street	293	293
	C - Nyton Road B2233	396	396
08:00-08:15	A - Nyton Road A29	560	560
	B - Westergate Street	293	293
	C - Nyton Road B2233	396	396
08:15-08:30	A - Nyton Road A29	458	458
	B - Westergate Street	239	239
	C - Nyton Road B2233	324	324
08:30-08:45	A - Nyton Road A29	383	383
	B - Westergate Street	200	200
	C - Nyton Road B2233	271	271

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-C	0.52	13.82	1.1	B	244	366
B-A	0.00	0.00	0.0	A	0	0
C-A					251	376
C-B	0.19	8.57	0.3	A	80	120
A-B					0	0
A-C					467	701

Main Results for each time segment

07:15 - 07:30

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-C	200	50	609	0.328	198	0.0	0.5	6.586	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
C-B	66	16	537	0.122	66	0.0	0.1	6.081	A
A-B	0	0			0				
A-C	383	96			383				

07:30 - 07:45

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-C	239	60	589	0.406	238	0.5	0.7	10.583	B
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
C-B	78	20	519	0.151	78	0.1	0.2	8.652	A
A-B	0	0			0				
A-C	458	114			458				

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-C	293	73	561	0.522	291	0.7	1.1	13.555	B
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	301	75			301				
C-B	96	24	495	0.194	96	0.2	0.3	9.558	A
A-B	0	0			0				
A-C	560	140			560				

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-C	293	73	561	0.522	293	1.1	1.1	13.819	B
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	301	75			301				
C-B	96	24	495	0.194	96	0.3	0.3	9.588	A
A-B	0	0			0				
A-C	560	140			560				

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-C	239	60	589	0.406	241	1.1	0.7	10.798	B
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-A	245	61			245				
C-B	78	20	519	0.151	78	0.3	0.2	8.669	A
A-B	0	0			0				
A-C	458	114			458				

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-C	293	59	809	0.329	293	0.7	0.5	9.118	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	209	51			209				
C-B	85	16	537	0.122	85	0.2	0.1	8.198	A
A-B	0	0			0				
A-C	383	96			383				

2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.47	A

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
D8	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 - Nyton Road A29		ONE HOUR	✓	242	100.000
B - Westergate Street		ONE HOUR	✓	193	100.000
C - Nyton Road B2233		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	242
	B - Westergate Street	0	0	193
	C - Nyton Road B2233	410	197	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	4
	B - Westergate Street	0	0	1
	C - Nyton Road B2233	0	1	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.040
	B - Westergate Street	1.000	1.000	1.010
	C - Nyton Road B2233	1.000	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	182	182
	B - Westergate Street	138	138
	C - Nyton Road B2233	457	457
16:45-17:00	A - Nyton Road A29	218	218
	B - Westergate Street	165	165
	C - Nyton Road B2233	548	548
17:00-17:15	A - Nyton Road A29	266	266
	B - Westergate Street	201	201
	C - Nyton Road B2233	668	668
17:15-17:30	A - Nyton Road A29	266	266
	B - Westergate Street	201	201
	C - Nyton Road B2233	668	668
17:30-17:45	A - Nyton Road A29	218	218
	B - Westergate Street	165	165
	C - Nyton Road B2233	548	548
17:45-18:00	A - Nyton Road A29	182	182
	B - Westergate Street	138	138
	C - Nyton Road B2233	457	457

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-C	0.31	8.29	0.5	A	168	252
B-A	0.00	0.00	0.0	A	0	0
C-A					376	564
C-B	0.38	10.47	0.5	B	181	271
A-B					0	0
A-C					222	333

Main Results for each time segment

16:30 - 16:45

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-C	136	34	662	0.208	137	0.0	0.3	6.561	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	148	37	584	0.254	147	0.0	0.3	8.282	A
A-B	0	0			0				
A-C	182	46			182				

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-C	165	41	653	0.252	164	0.3	0.3	7.433	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
C-B	177	44	576	0.308	177	0.3	0.4	9.192	A
A-B	0	0			0				
A-C	218	54			218				

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-C	201	50	640	0.315	201	0.3	0.5	8.276	A
B-A	0	0	209	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
C-B	217	54	564	0.384	216	0.4	0.6	10.428	B
A-B	0	0			0				
A-C	266	67			266				

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-C	201	50	640	0.315	201	0.5	0.5	8.293	A
B-A	0	0	209	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
C-B	217	54	564	0.384	217	0.6	0.6	10.457	B
A-B	0	0			0				
A-C	266	67			266				

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-C	165	41	653	0.252	165	0.5	0.3	7.457	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
C-B	177	44	576	0.308	178	0.6	0.5	9.153	A
A-B	0	0			0				
A-C	218	54			218				

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-C	138	34	882	0.288	138	0.3	0.3	8.939	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	148	37	584	0.254	148	0.5	0.3	8.359	A
A-B	0	0			0				
A-C	182	46			182				

2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		5.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.93	A

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
DS	2038 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	589	100.000
B - Westergate Street		ONE HOUR	✓	323	100.000
C - Nyton Road B2233		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	589
	B - Westergate Street	0	0	323
	C - Nyton Road B2233	248	89	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	1
	B - Westergate Street	0	0	2
	C - Nyton Road B2233	3	6	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.010
	B - Westergate Street	1.000	1.000	1.020
	C - Nyton Road B2233	1.030	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	443	443
	B - Westergate Street	243	243
	C - Nyton Road B2233	254	254
07:30-07:45	A - Nyton Road A29	529	529
	B - Westergate Street	290	290
	C - Nyton Road B2233	303	303
07:45-08:00	A - Nyton Road A29	649	649
	B - Westergate Street	356	356
	C - Nyton Road B2233	371	371
08:00-08:15	A - Nyton Road A29	649	649
	B - Westergate Street	356	356
	C - Nyton Road B2233	371	371
08:15-08:30	A - Nyton Road A29	529	529
	B - Westergate Street	290	290
	C - Nyton Road B2233	303	303
08:30-08:45	A - Nyton Road A29	443	443
	B - Westergate Street	243	243
	C - Nyton Road B2233	254	254

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-C	0.68	29.12	1.9	C	298	445
B-A	0.00	0.00	0.0	A	0	0
C-A					228	341
C-B	0.21	10.15	0.3	B	82	123
A-B					0	0
A-C					540	811

Main Results for each time segment

07:15 - 07:30

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-C	243	51	592	0.411	240	0.0	0.7	10.355	B
B-A	0	0	241	0.000	0	0.0	0.0	0.000	A
C-A	187	47			187				
C-B	67	17	522	0.128	66	0.0	0.2	8.358	A
A-B	0	0			0				
A-C	443	111			443				

07:30 - 07:45

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-C	290	73	589	0.510	289	0.7	1.0	13.037	B
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	223	56			223				
C-B	80	20	502	0.159	80	0.2	0.2	9.037	A
A-B	0	0			0				
A-C	529	132			529				

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-C	356	89	537	0.662	352	1.0	1.9	19.478	C
B-A	0	0	194	0.000	0	0.0	0.0	0.000	A
C-A	273	68			273				
C-B	98	24	474	0.207	98	0.2	0.3	10.139	B
A-B	0	0			0				
A-C	649	162			649				

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-C	356	89	537	0.662	356	1.9	1.9	20.122	C
B-A	0	0	194	0.000	0	0.0	0.0	0.000	A
C-A	273	68			273				
C-B	98	24	474	0.207	98	0.3	0.3	10.154	B
A-B	0	0			0				
A-C	649	162			649				

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-C	290	73	589	0.510	284	1.9	1.1	13.488	B
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	223	56			223				
C-B	80	20	502	0.159	80	0.3	0.2	9.058	A
A-B	0	0			0				
A-C	529	132			529				

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-C	243	61	592	0.411	245	0.1	0.7	10.809	B
B-A	0	0	249	0.000	0	0.0	0.0	0.000	A
C-A	187	47			187				
C-B	87	87	522	0.168	87	0.2	0.2	8.388	A
A-B	0	0			0				
A-C	443	111			443				

2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

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 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 - Nyton Road A29		ONE HOUR	✓	290	100.000
B - Westergate Street		ONE HOUR	✓	188	100.000
C - Nyton Road B2233		ONE HOUR	✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	290
	B - Westergate Street	0	0	188
	C - Nyton Road B2233	452	213	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.68	0.32	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	1
	C - Nyton Road B2233	0	0	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.010
	C - Nyton Road B2233	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	218	218
	B - Westergate Street	142	142
	C - Nyton Road B2233	501	501
16:45-17:00	A - Nyton Road A29	281	281
	B - Westergate Street	189	189
	C - Nyton Road B2233	598	598
17:00-17:15	A - Nyton Road A29	319	319
	B - Westergate Street	207	207
	C - Nyton Road B2233	732	732
17:15-17:30	A - Nyton Road A29	319	319
	B - Westergate Street	207	207
	C - Nyton Road B2233	732	732
17:30-17:45	A - Nyton Road A29	281	281
	B - Westergate Street	189	189
	C - Nyton Road B2233	598	598
17:45-18:00	A - Nyton Road A29	218	218
	B - Westergate Street	142	142
	C - Nyton Road B2233	501	501

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-C	0.33	8.58	0.5	A	173	259
B-A	0.00	0.00	0.0	A	0	0
C-A					415	622
C-B	0.43	11.35	0.7	B	195	293
A-B					0	0
A-C					266	399

Main Results for each time segment

16:30 - 16:45

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-C	142	36	653	0.217	140	0.0	0.3	7.083	A
B-A	0	0	240	0.000	0	0.0	0.0	0.000	A
C-A	340	85			340				
C-B	160	40	576	0.279	159	0.0	0.4	8.609	A
A-B	0	0			0				
A-C	218	55			218				

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-C	169	42	841	0.284	169	0.3	0.4	7.688	A
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
C-B	191	48	566	0.338	191	0.4	0.5	8.589	A
A-B	0	0			0				
A-C	261	65			261				

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-C	207	52	626	0.331	206	0.4	0.5	8.661	A
B-A	0	0	193	0.000	0	0.0	0.0	0.000	A
C-A	498	124			498				
C-B	235	59	552	0.425	234	0.5	0.7	11.288	B
A-B	0	0			0				
A-C	319	80			319				

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-C	207	52	626	0.331	207	0.5	0.5	8.683	A
B-A	0	0	192	0.000	0	0.0	0.0	0.000	A
C-A	498	124			498				
C-B	235	59	552	0.425	234	0.7	0.7	11.348	B
A-B	0	0			0				
A-C	319	80			319				

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-C	169	42	841	0.284	170	0.5	0.4	7.713	A
B-A	0	0	225	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
C-B	191	48	566	0.339	192	0.7	0.5	8.667	A
A-B	0	0			0				
A-C	261	65			261				

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-C	142	35	653	0.217	142	0.4	0.3	7.429	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	340	85			340				
C-B	180	45	576	0.279	181	0.5	0.4	8.891	A
A-B	0	0			0				
A-C	218	55			218				

2028 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		7.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028	AM Base	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	513	100.000
B - Westergate Street		ONE HOUR	✓	354	100.000
C - Nyton Road B2233		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	513
	B - Westergate Street	0	0	354
	C - Nyton Road B2233	242	63	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	386	386
	B - Westergate Street	287	287
	C - Nyton Road B2233	230	230
07:30-07:45	A - Nyton Road A29	461	461
	B - Westergate Street	318	318
	C - Nyton Road B2233	274	274
07:45-08:00	A - Nyton Road A29	585	585
	B - Westergate Street	390	390
	C - Nyton Road B2233	336	336
08:00-08:15	A - Nyton Road A29	585	585
	B - Westergate Street	390	390
	C - Nyton Road B2233	336	336
08:15-08:30	A - Nyton Road A29	461	461
	B - Westergate Street	318	318
	C - Nyton Road B2233	274	274
08:30-08:45	A - Nyton Road A29	386	386
	B - Westergate Street	287	287
	C - Nyton Road B2233	230	230

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-C	0.70	21.88	2.3	C	325	487
B-A	0.00	0.00	0.0	A	0	0
C-A					222	333
C-B	0.14	9.08	0.2	A	58	87
A-B					0	0
A-C					471	705

Main Results for each time segment

07:15 - 07:30

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-C	267	57	608	0.438	263	0.0	0.8	10.777	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	182	48			182				
C-B	47	12	538	0.089	47	0.0	0.1	7.874	A
A-B	0	0			0				
A-C	385	97			385				

07:30 - 07:45

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-C	318	80	588	0.542	317	0.8	1.2	13.733	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	218	54			218				
C-B	57	14	518	0.109	57	0.1	0.1	8.343	A
A-B	0	0			0				
A-C	458	115			458				

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-C	390	97	555	0.698	389	1.2	2.2	21.000	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	265	67			265				
C-B	69	17	494	0.141	69	0.1	0.2	9.073	A
A-B	0	0			0				
A-C	565	141			565				

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-C	389	97	560	0.696	389	2.2	2.3	21.879	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	265	67			265				
C-B	69	17	494	0.141	69	0.2	0.2	9.080	A
A-B	0	0			0				
A-C	565	141			565				

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-C	318	80	588	0.542	322	2.3	1.3	14.328	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	218	54			218				
C-B	57	14	518	0.109	57	0.2	0.1	8.354	A
A-B	0	0			0				
A-C	468	115			468				

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-C	257	67	608	0.439	256	1.3	0.8	11.085	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	182	48			182				
C-B	47	12	536	0.089	48	0.1	0.1	7.880	A
A-B	0	0			0				
A-C	385	97			385				

2028 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	A

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
D12	2028	PM Base	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nyton Road A29		ONE HOUR	✓	208	100.000
B - Westergate Street		ONE HOUR	✓	192	100.000
C - Nyton Road B2233		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	208
	B - Westergate Street	0	0	192
	C - Nyton Road B2233	344	180	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.66	0.34	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	157	157
	B - Westergate Street	77	77
	C - Nyton Road B2233	394	394
16:45-17:00	A - Nyton Road A29	187	187
	B - Westergate Street	92	92
	C - Nyton Road B2233	471	471
17:00-17:15	A - Nyton Road A29	229	229
	B - Westergate Street	112	112
	C - Nyton Road B2233	577	577
17:15-17:30	A - Nyton Road A29	229	229
	B - Westergate Street	112	112
	C - Nyton Road B2233	577	577
17:30-17:45	A - Nyton Road A29	187	187
	B - Westergate Street	92	92
	C - Nyton Road B2233	471	471
17:45-18:00	A - Nyton Road A29	157	157
	B - Westergate Street	77	77
	C - Nyton Road B2233	394	394

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-C	0.17	7.35	0.2	A	94	140
B-A	0.00	0.00	0.0	A	0	0
C-A					315	473
C-B	0.35	9.89	0.5	A	165	248
A-B					0	0
A-C					191	286

Main Results for each time segment

16:30 - 16:45

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-C	77	19	669	0.115	78	0.0	0.1	6.489	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	135	34	580	0.230	134	0.0	0.3	6.113	A
A-B	0	0			0				
A-C	157	39			157				

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-C	92	23	661	0.139	92	0.1	0.2	6.780	A
B-A	0	0	247	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	162	40	583	0.278	161	0.3	0.4	8.789	A
A-B	0	0			0				
A-C	187	47			187				

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-C	112	28	650	0.173	112	0.2	0.2	7.162	A
B-A	0	0	226	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
C-B	198	50	573	0.346	198	0.4	0.5	9.660	A
A-B	0	0			0				
A-C	229	57			229				

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-C	112	28	650	0.173	112	0.2	0.2	7.164	A
B-A	0	0	226	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
C-B	198	50	573	0.346	198	0.5	0.5	9.891	A
A-B	0	0			0				
A-C	229	57			229				

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-C	92	23	661	0.139	92	0.2	0.2	6.778	A
B-A	0	0	247	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	162	40	583	0.278	162	0.5	0.4	8.829	A
A-B	0	0			0				
A-C	187	47			187				

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-C	77	19	669	0.115	77	0.2	0.1	5.502	A
B-A	0	0	282	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	138	34	590	0.233	138	0.4	0.3	8.159	A
A-B	0	0			0				
A-C	157	39			157				

2028 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		8.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028	AM Base + Dev	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	513	100.000
B - Westergate Street		ONE HOUR	✓	379	100.000
C - Nyton Road B2233		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	513
	B - Westergate Street	0	0	379
	C - Nyton Road B2233	242	73	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.77	0.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	386	386
	B - Westergate Street	285	285
	C - Nyton Road B2233	237	237
07:30-07:45	A - Nyton Road A29	461	461
	B - Westergate Street	341	341
	C - Nyton Road B2233	283	283
07:45-08:00	A - Nyton Road A29	565	565
	B - Westergate Street	417	417
	C - Nyton Road B2233	347	347
08:00-08:15	A - Nyton Road A29	565	565
	B - Westergate Street	417	417
	C - Nyton Road B2233	347	347
08:15-08:30	A - Nyton Road A29	461	461
	B - Westergate Street	341	341
	C - Nyton Road B2233	283	283
08:30-08:45	A - Nyton Road A29	386	386
	B - Westergate Street	285	285
	C - Nyton Road B2233	237	237

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-C	0.75	25.84	2.9	D	348	522
B-A	0.00	0.00	0.0	A	0	0
C-A					222	333
C-B	0.15	9.32	0.2	A	67	100
A-B					0	0
A-C					471	706

Main Results for each time segment

07:15 - 07:30

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-C	285	71	608	0.473	282	0.0	0.9	11.355	B
B-A	0	0	252	0.000	0	0.0	0.0	0.000	A
C-A	182	46			182				
C-B	55	14	538	0.103	54	0.0	0.1	7.994	A
A-B	0	0			0				
A-C	385	97			385				

07:30 - 07:45

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-C	348	85	588	0.580	339	0.9	1.4	14.824	B
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-A	218	54			218				
C-B	66	16	518	0.127	65	0.1	0.2	8.508	A
A-B	0	0			0				
A-C	461	115			461				

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-C	417	104	560	0.745	412	1.4	2.8	24.399	C
B-A	0	0	211	0.000	0	0.0	0.0	0.000	A
C-A	265	67			265				
C-B	80	20	494	0.163	80	0.2	0.2	9.313	A
A-B	0	0			0				
A-C	565	141			565				

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-C	417	104	560	0.745	417	2.8	2.8	28.944	C
B-A	0	0	211	0.000	0	0.0	0.0	0.000	A
C-A	265	67			265				
C-B	80	20	494	0.163	80	0.2	0.2	9.322	A
A-B	0	0			0				
A-C	565	141			565				

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-C	348	85	588	0.593	346	2.8	3.5	35.854	C
B-A	0	0	235	0.000	0	0.0	0.0	0.000	A
C-A	218	54			218				
C-B	66	16	518	0.127	66	0.2	0.2	8.520	A
A-B	0	0			0				
A-C	461	115			461				

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-C	285	71	608	0.473	285	1.5	0.9	11.773	B
B-A	0	0	252	0.000	0	0.0	0.0	0.000	A
C-A	182	46			182				
C-B	55	14	536	0.103	55	0.2	0.1	8.014	A
A-B	0	0			0				
A-C	385	97			385				

2028 , PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

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	2028	PM Base + Dev	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nyton Road A29		ONE HOUR	✓	208	100.000
B - Westergate Street		ONE HOUR	✓	119	100.000
C - Nyton Road B2233		ONE HOUR	✓	558	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	208
	B - Westergate Street	0	0	119
	C - Nyton Road B2233	344	214	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.62	0.38	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	157	157
	B - Westergate Street	90	90
	C - Nyton Road B2233	420	420
16:45-17:00	A - Nyton Road A29	187	187
	B - Westergate Street	107	107
	C - Nyton Road B2233	502	502
17:00-17:15	A - Nyton Road A29	229	229
	B - Westergate Street	131	131
	C - Nyton Road B2233	614	614
17:15-17:30	A - Nyton Road A29	229	229
	B - Westergate Street	131	131
	C - Nyton Road B2233	614	614
17:30-17:45	A - Nyton Road A29	187	187
	B - Westergate Street	107	107
	C - Nyton Road B2233	502	502
17:45-18:00	A - Nyton Road A29	157	157
	B - Westergate Street	90	90
	C - Nyton Road B2233	420	420

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-C	0.20	7.42	0.3	A	109	164
B-A	0.00	0.00	0.0	A	0	0
C-A					315	473
C-B	0.41	10.89	0.7	B	196	295
A-B					0	0
A-C					191	286

Main Results for each time segment

16:30 - 16:45

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-C	89	22	669	0.134	89	0.0	0.2	6.630	A
B-A	0	0	257	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	161	40	590	0.273	160	0.0	0.4	8.582	A
A-B	0	0			0				
A-C	157	39			157				

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-C	107	27	661	0.162	107	0.2	0.2	6.948	A
B-A	0	0	245	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	192	48	583	0.330	192	0.4	0.5	9.479	A
A-B	0	0			0				
A-C	187	47			187				

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-C	131	33	650	0.202	131	0.2	0.3	7.415	A
B-A	0	0	218	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
C-B	235	59	573	0.411	235	0.5	0.7	10.935	B
A-B	0	0			0				
A-C	229	57			229				

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-C	131	33	650	0.202	131	0.3	0.3	7.422	A
B-A	0	0	217	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
C-B	235	59	573	0.411	235	0.7	0.7	10.988	B
A-B	0	0			0				
A-C	229	57			229				

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-C	107	27	661	0.162	107	0.3	0.2	6.965	A
B-A	0	0	245	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
C-B	192	48	583	0.330	193	0.7	0.5	9.533	A
A-B	0	0			0				
A-C	187	47			187				

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-C	50	22	889	0.134	50	0.2	0.2	5.649	A
B-A	0	0	258	0.000	0	0.0	0.0	0.000	A
C-A	259	55			259				
C-B	181	40	590	0.273	182	0.5	0.4	8.883	A
A-B	0	0			0				
A-C	157	39			157				

2026, AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		6.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.88	A

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
D15	2026	AM Base	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	595	100.000
B - Westergate Street		ONE HOUR	✓	359	100.000
C - Nyton Road B2233		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	595
	B - Westergate Street	0	0	359
	C - Nyton Road B2233	239	62	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.79	0.21	0.00

Vehicle Mix

ARUN DISTRICT COUNCIL AL/11/24/OUT

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	380	380
	B - Westergate Street	263	263
	C - Nyton Road B2233	227	227
07:30-07:45	A - Nyton Road A29	454	454
	B - Westergate Street	315	315
	C - Nyton Road B2233	271	271
07:45-08:00	A - Nyton Road A29	555	555
	B - Westergate Street	385	385
	C - Nyton Road B2233	331	331
08:00-08:15	A - Nyton Road A29	555	555
	B - Westergate Street	385	385
	C - Nyton Road B2233	331	331
08:15-08:30	A - Nyton Road A29	454	454
	B - Westergate Street	315	315
	C - Nyton Road B2233	271	271
08:30-08:45	A - Nyton Road A29	380	380
	B - Westergate Street	263	263
	C - Nyton Road B2233	227	227

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-C	0.69	21.06	2.2	C	321	482
B-A	0.00	0.00	0.0	A	0	0
C-A					219	329
C-B	0.14	9.01	0.2	A	57	86
A-B					0	0
A-C					463	695

Main Results for each time segment

07:15 - 07:30

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-C	283	68	609	0.432	280	0.5	0.8	10.639	B
B-A	0	0	256	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	47	12	537	0.087	46	0.0	0.1	7.838	A
A-B	0	0			0				
A-C	380	95			380				

07:30 - 07:45

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-C	315	79	590	0.534	313	0.8	1.2	13.487	B
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	56	14	520	0.107	56	0.1	0.1	8.297	A
A-B	0	0			0				
A-C	454	113			454				

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-C	385	96	552	0.698	381	1.2	2.1	20.287	C
B-A	0	0	216	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	68	17	498	0.138	68	0.1	0.2	9.003	A
A-B	0	0			0				
A-C	555	139			555				

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-C	385	96	552	0.698	385	2.1	2.2	21.351	C
B-A	0	0	216	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	68	17	498	0.138	68	0.2	0.2	9.012	A
A-B	0	0			0				
A-C	555	139			555				

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-C	315	79	590	0.534	313	2.2	1.2	14.001	B
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	56	14	520	0.107	56	0.2	0.1	8.397	A
A-B	0	0			0				
A-C	454	113			454				

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-C	253	69	809	0.432	255	1.2	0.8	10.932	B
B-A	0	0	255	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	47	12	537	0.087	47	0.1	0.1	7.855	A
A-B	0	0			0				
A-C	380	95			380				

2026, PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.98	A

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	2026	PM Base	ONE HOUR	16:30	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.30

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nyton Road A29		ONE HOUR	✓	295	100.000
B - Westergate Street		ONE HOUR	✓	191	100.000
C - Nyton Road B2233		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	295
	B - Westergate Street	0	0	191
	C - Nyton Road B2233	339	177	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.66	0.34	0.00

Vehicle Mix

ARUN DISTRICT COUNCIL AL/11/24/OUT

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	154	154
	B - Westergate Street	78	78
	C - Nyton Road B2233	388	388
16:45-17:00	A - Nyton Road A29	184	184
	B - Westergate Street	91	91
	C - Nyton Road B2233	484	484
17:00-17:15	A - Nyton Road A29	226	226
	B - Westergate Street	111	111
	C - Nyton Road B2233	568	568
17:15-17:30	A - Nyton Road A29	226	226
	B - Westergate Street	111	111
	C - Nyton Road B2233	568	568
17:30-17:45	A - Nyton Road A29	184	184
	B - Westergate Street	91	91
	C - Nyton Road B2233	484	484
17:45-18:00	A - Nyton Road A29	154	154
	B - Westergate Street	78	78
	C - Nyton Road B2233	388	388

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-C	0.17	7.34	0.2	A	93	139
B-A	0.00	0.00	0.0	A	0	0
C-A					311	467
C-B	0.34	9.78	0.5	A	162	244
A-B					0	0
A-C					168	252

Main Results for each time segment

16:30 - 16:45

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-C	75	19	670	0.114	75	0.0	0.1	5.474	A
B-A	0	0	284	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	133	33	591	0.225	132	0.0	0.3	6.084	A
A-B	0	0			0				
A-C	154	38			154				

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-C	91	23	682	0.137	91	0.1	0.2	5.741	A
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	159	40	584	0.273	159	0.3	0.4	8.720	A
A-B	0	0			0				
A-C	184	46			184				

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-C	111	28	651	0.171	111	0.2	0.2	7.134	A
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	195	49	574	0.340	194	0.4	0.5	9.788	A
A-B	0	0			0				
A-C	226	56			226				

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-C	111	28	651	0.171	111	0.2	0.2	7.137	A
B-A	0	0	228	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	195	49	574	0.340	195	0.5	0.5	9.784	A
A-B	0	0			0				
A-C	226	56			226				

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-C	91	23	682	0.137	91	0.2	0.2	5.751	A
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	159	40	584	0.273	160	0.5	0.4	8.756	A
A-B	0	0			0				
A-C	184	46			184				

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-C	76	19	679	0.114	76	0.2	0.1	5.487	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	133	33	591	0.226	134	0.4	0.3	8.117	A
A-B	0	0			0				
A-C	154	39			154				

2026 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		7.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.78	A

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?	2026	AM Base + Dev	ONE HOUR	07:15	08:45	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 - Nyton Road A29		ONE HOUR	✓	505	100.000
B - Westergate Street		ONE HOUR	✓	388	100.000
C - Nyton Road B2233		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	505
	B - Westergate Street	0	0	388
	C - Nyton Road B2233	239	68	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Nyton Road A29	380	380
	B - Westergate Street	275	275
	C - Nyton Road B2233	231	231
07:30-07:45	A - Nyton Road A29	454	454
	B - Westergate Street	329	329
	C - Nyton Road B2233	276	276
07:45-08:00	A - Nyton Road A29	555	555
	B - Westergate Street	403	403
	C - Nyton Road B2233	338	338
08:00-08:15	A - Nyton Road A29	555	555
	B - Westergate Street	403	403
	C - Nyton Road B2233	338	338
08:15-08:30	A - Nyton Road A29	454	454
	B - Westergate Street	329	329
	C - Nyton Road B2233	276	276
08:30-08:45	A - Nyton Road A29	380	380
	B - Westergate Street	275	275
	C - Nyton Road B2233	231	231

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-C	0.72	23.32	2.5	C	338	594
B-A	0.00	0.00	0.0	A	0	0
C-A					215	329
C-B	0.15	9.15	0.2	A	82	94
A-B					0	0
A-C					483	555

Main Results for each time segment

07:15 - 07:30

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-C	275	69	609	0.452	272	0.0	0.8	11.601	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	51	13	537	0.095	51	0.0	0.1	7.913	A
A-B	0	0			0				
A-C	380	95			380				

07:30 - 07:45

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-C	329	82	590	0.558	327	0.8	1.3	14.180	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	61	15	520	0.118	61	0.1	0.1	8.394	A
A-B	0	0			0				
A-C	454	113			454				

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-C	403	101	552	0.737	398	1.3	2.4	22.226	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	75	19	488	0.151	75	0.1	0.2	9.147	A
A-B	0	0			0				
A-C	555	139			555				

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-C	403	101	552	0.737	403	2.4	2.5	23.324	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	75	19	488	0.151	75	0.2	0.2	9.154	A
A-B	0	0			0				
A-C	555	139			555				

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-C	329	82	590	0.558	334	2.5	1.4	14.885	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	61	15	520	0.118	61	0.2	0.1	8.464	A
A-B	0	0			0				
A-C	454	113			454				

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-C	276	69	609	0.452	277	1.4	0.9	11.348	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	51	13	537	0.095	51	0.1	0.1	7.930	A
A-B	0	0			0				
A-C	380	95			380				

2026 , PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	PM Base + Dev	ONE HOUR	16:30	18:30	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 - Nyton Road A29		ONE HOUR	✓	295	100.000
B - Westergate Street		ONE HOUR	✓	112	100.000
C - Nyton Road B2233		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	295
	B - Westergate Street	0	0	112
	C - Nyton Road B2233	339	200	0

Proportions

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.63	0.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

		To		
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
From	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	154	154
	B - Westergate Street	84	84
	C - Nyton Road B2233	408	408
16:45-17:00	A - Nyton Road A29	184	184
	B - Westergate Street	101	101
	C - Nyton Road B2233	485	485
17:00-17:15	A - Nyton Road A29	226	226
	B - Westergate Street	123	123
	C - Nyton Road B2233	593	593
17:15-17:30	A - Nyton Road A29	226	226
	B - Westergate Street	123	123
	C - Nyton Road B2233	593	593
17:30-17:45	A - Nyton Road A29	184	184
	B - Westergate Street	101	101
	C - Nyton Road B2233	485	485
17:45-18:00	A - Nyton Road A29	154	154
	B - Westergate Street	84	84
	C - Nyton Road B2233	408	408

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-C	0.19	7.36	0.2	A	103	154
B-A	0.00	0.00	0.0	A	0	0
C-A					311	467
C-B	0.38	10.48	0.5	B	184	275
A-B					0	0
A-C					188	282

Main Results for each time segment

16:30 - 16:45

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-C	84	21	670	0.126	84	0.0	0.2	6.563	A
B-A	0	0	280	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	151	38	591	0.255	149	0.0	0.3	8.373	A
A-B	0	0			0				
A-C	154	38			154				

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-C	101	25	662	0.152	101	0.2	0.2	6.859	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	180	45	584	0.308	179	0.3	0.5	9.183	A
A-B	0	0			0				
A-C	184	46			184				

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-C	123	31	651	0.189	123	0.2	0.2	7.295	A
B-A	0	0	222	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	220	55	574	0.384	219	0.5	0.8	10.442	B
A-B	0	0			0				
A-C	226	56			226				

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-C	123	31	651	0.189	123	0.2	0.2	7.391	A
B-A	0	0	222	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	220	55	574	0.384	220	0.8	0.8	10.463	B
A-B	0	0			0				
A-C	226	56			226				

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-C	101	25	662	0.152	101	0.2	0.2	6.879	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	180	45	584	0.308	180	0.8	0.5	9.213	A
A-B	0	0			0				
A-C	184	46			184				

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-C	84	21	679	0.123	84	0.2	0.2	5.580	A
B-A	0	0	289	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	151	38	591	0.255	151	0.5	0.4	8.442	A
A-B	0	0			0				
A-C	154	39			154				

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574
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Filename: 8-A29-A259-Industrial Estate AM 2021-2031.j10
Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923
Report generation date: 07/09/2023 16:41:52

»A29 - A259 - Rolls Royce Roundabout - 2019 Base, AM
»A29 - A259 - Rolls Royce Roundabout - 2031 DM, AM Baseline
»A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev
»A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev + BEW
»A29 - A259 - Rolls Royce Roundabout - 2038 DS, AM Baseline + Dev + BEW

Summary of junction performance

	AM					AM Baseline					AM Baseline + Dev					AM Baseline + Dev + BEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A29 - A259 - Rolls Royce Roundabout - 2019 Base																				
A - A259	D1	1.2	5.28	0.53	A															
B - Rolls Royce Access		0.0	5.93	0.01	A															
C - A29 (South)		0.9	2.53	0.45	A															
D - Development		0.0	0.00	0.00	A															
E - A29 (North)		0.3	2.19	0.22	A															
A29 - A259 - Rolls Royce Roundabout - 2031 DM																				
A - A259						D2	5.2	18.09	0.84	C										
B - Rolls Royce Access							0.7	6.27	0.41	A										
C - A29 (South)							2.3	5.25	0.65	A										
D - Development							0.1	3.01	0.05	A										
E - A29 (North)							0.6	2.92	0.36	A										
A29 - A259 - Rolls Royce Roundabout - 2031 DS																				
A - A259											D3	6.0	21.90	0.86	C	D4	5.7	21.17	0.86	C
B - Rolls Royce Access												0.7	6.66	0.42	A		0.7	6.77	0.43	A
C - A29 (South)												2.4	5.58	0.70	A		2.4	5.57	0.70	A
D - Development												0.1	3.05	0.05	A		0.1	3.04	0.05	A
E - A29 (North)												0.7	3.05	0.40	A		0.8	3.13	0.43	A
A29 - A259 - Rolls Royce Roundabout - 2038 DS																				
A - A259																D5	5.7	27.54	0.87	D
B - Rolls Royce Access																	0.9	11.04	0.48	B
C - A29 (South)																	3.1	6.66	0.75	A
D - Development																	0.1	3.34	0.06	A
E - A29 (North)																	1.4	4.16	0.58	A

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

ARUN DISTRICT COUNCIL AL/11/24/OUT

File summary

File Description

Title	A29 - A259 - Rolls Royce Roundabout
Location	Bognor Regis
Site number	
Date	08/09/2018
Version	
Status	Existing Layout
Identifier	
Client	Cala Homes
Jobnumber	
Enumerator	UKPXM048
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018 Base	AM	DIRECT	07:15	08:15	60	15	✓
D2	2031 DM	AM Baseline	DIRECT	07:15	08:15	60	15	✓
D3	2031 DS	AM Baseline + Dev	DIRECT	07:15	08:15	60	15	✓
D4	2031 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓
D5	2038 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A29 - A259 - Rolls Royce Roundabout	✓	100.000	100.000

A29 - A259 - Rolls Royce Roundabout - 2019 Base, 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	(untitled)	Standard Roundabout		A, B, C, D, E	3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A259		
B	Rolls Royce Access		
C	A29 (South)		
D	Development		
E	A29 (North)		

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)	Entry only	Exit only
A - A259	4.67	8.58	21.2	15.0	60.0	41.0		
B - Rolls Royce Access	4.84	6.19	3.7	14.2	60.0	41.6		
C - A29 (South)	7.31	7.31	0.0	19.5	60.0	51.0		
D - Development	7.34	9.05	4.0	34.5	60.0	53.0		
E - A29 (North)	7.31	7.31	0.0	19.5	60.0	51.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A259	0.555	1757
B - Rolls Royce Access	0.521	1560
C - A29 (South)	0.556	2051
D - Development	0.545	2239
E - A29 (North)	0.598	2051

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
C - A29 (South)	Direct		500
E - A29 (North)	Direct		500

ARUN DISTRICT COUNCIL AL/11/24/OUT

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	07:15	09:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	520
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	520
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	520
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	520
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	0	4	0	5
	B - Rolls Royce Access	0	0	25	0	100
	C - A29 (South)	7	15	0	0	4
	D - Development	0	0	0	0	0
	E - A29 (North)	14	33	5	0	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)
A - A259	0.53	5.28	1.2	A	796	796
B - Rolls Royce Access	0.01	5.93	0.0	A	13	13
C - A29 (South)	0.45	2.83	0.9	A	1154	1154
D - Development	0.00	0.00	0.0	A	0	0
E - A29 (North)	0.22	2.19	0.3	A	487	487

Main Results for each time segment

07:15 - 07:30

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
A - A259	796	199	468	1507	0.528	791	552	0.0	1.2	5.208	A
B - Rolls Royce Access	13	3	1219	945	0.014	13	40	0.0	0.0	5.597	A
C - A29 (South)	1154	289	90	2497	0.462	1150	1142	0.0	0.9	2.814	A
D - Development	0	0	1241	1498	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	534	2231	0.218	486	707	0.0	0.3	2.191	A

07:30 - 07:45

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
A - A259	796	199	469	1506	0.528	796	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.928	A
C - A29 (South)	1154	289	91	2496	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1498	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.184	A

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
A - A259	796	199	469	1506	0.528	796	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.928	A
C - A29 (South)	1154	289	91	2496	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1498	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.184	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
A - A259	798	199	489	1508	0.528	798	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.928	A
C - A29 (South)	1154	288	91	2498	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1498	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.154	A

A29 - A259 - Rolls Royce Roundabout - 2031 DM, AM Baseline

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	(untitled)	Standard Roundabout		A, B, C, D, E	8.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM	AM Baseline	DIRECT	07:15	08:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	663	144	141
	B - Rolls Royce Access	25	0	244	0	38
	C - A29 (South)	447	298	0	173	660
	D - Development	24	0	28	0	15
	E - A29 (North)	97	58	547	75	0

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	141
B - Rolls Royce Access	28	0	244	0	38
C - A29 (South)	447	255	0	179	560
D - Development	24	0	28	0	16
E - A29 (North)	97	59	547	76	0

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	141
B - Rolls Royce Access	28	0	244	0	38
C - A29 (South)	447	255	0	179	560
D - Development	24	0	28	0	16
E - A29 (North)	97	59	547	76	0

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	141
B - Rolls Royce Access	28	0	244	0	38
C - A29 (South)	447	255	0	179	560
D - Development	24	0	28	0	16
E - A29 (North)	97	59	547	76	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	5	0	5	0	2
B - Rolls Royce Access	4	0	0	0	3
C - A29 (South)	7	4	0	0	4
D - Development	0	0	0	0	0
E - A29 (North)	3	3	5	0	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)
A - A259	0.84	18.09	5.2	C	1013	1013
B - Rolls Royce Access	0.41	8.27	0.7	A	306	306
C - A29 (South)	0.69	5.25	2.3	A	1582	1582
D - Development	0.06	3.91	0.1	A	67	67
E - A29 (North)	0.38	2.82	0.6	A	779	779

Main Results for each time segment

07:15 - 07:30

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
A - A259	1013	253	1002	1210	0.837	994	591	3.0	4.8	16.147	C
B - Rolls Royce Access	308	77	1585	755	0.408	303	411	0.5	0.7	7.983	A
C - A29 (South)	1582	396	417	2301	0.687	1573	1471	0.0	2.3	5.098	A
D - Development	57	17	1585	1270	0.053	57	395	0.0	0.1	2.851	A
E - A29 (North)	779	195	818	2062	0.378	778	845	0.0	0.6	2.809	A

07:30 - 07:45

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
A - A259	1013	253	1006	1208	0.839	1012	594	4.8	5.1	18.850	C
B - Rolls Royce Access	308	77	1604	745	0.411	305	414	0.7	0.7	8.257	A
C - A29 (South)	1582	395	423	2258	0.686	1582	1487	2.3	2.3	5.244	A
D - Development	57	17	1605	1263	0.053	57	399	0.1	0.1	3.009	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.825	A

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
A - A259	1013	253	1008	1208	0.839	1013	594	5.1	5.2	19.029	C
B - Rolls Royce Access	308	77	1605	744	0.414	306	414	0.7	0.7	8.287	A
C - A29 (South)	1582	395	423	2256	0.686	1582	1488	2.3	2.3	5.247	A
D - Development	57	17	1606	1263	0.053	57	399	0.1	0.1	3.009	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.825	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
A - A259	1013	253	1005	1208	0.839	1013	594	5.2	5.2	19.083	C
B - Rolls Royce Access	308	77	1605	744	0.414	308	414	0.7	0.7	8.259	A
C - A29 (South)	1582	395	423	2258	0.686	1582	1488	2.3	2.3	5.247	A
D - Development	57	17	1606	1263	0.053	57	399	0.1	0.1	3.010	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.825	A

A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev

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	(untitled)	Standard Roundabout		A, B, C, D, E	9.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS	AM Baseline + Dev	DIRECT	07:15	08:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	656	144	152
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	295	0	179	571
	D - Development	24	0	28	0	15
	E - A29 (North)	125	59	574	76	0

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	152
B - Rolls Royce Access	29	0	244	0	36
C - A29 (South)	447	295	0	179	671
D - Development	24	0	28	0	16
E - A29 (North)	125	59	574	76	0

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	152
B - Rolls Royce Access	29	0	244	0	36
C - A29 (South)	447	295	0	179	671
D - Development	24	0	28	0	16
E - A29 (North)	125	59	574	76	0

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	869	144	152
B - Rolls Royce Access	29	0	244	0	36
C - A29 (South)	447	295	0	179	671
D - Development	24	0	28	0	16
E - A29 (North)	125	59	574	76	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	5	0	5	0	1
B - Rolls Royce Access	4	0	0	0	3
C - A29 (South)	7	4	0	0	4
D - Development	0	0	0	0	0
E - A29 (North)	2	3	5	0	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)
A - A259	0.88	21.80	8.0	C	1024	1024
B - Rolls Royce Access	0.42	8.56	0.7	A	306	306
C - A29 (South)	0.73	5.38	2.4	A	1593	1593
D - Development	0.06	3.85	0.1	A	67	67
E - A29 (North)	0.40	3.85	0.7	A	834	834

Main Results for each time segment

07:15 - 07:30

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
A - A259	1024	256	1029	1195	0.859	1002	519	5.0	5.4	17.804	C
B - Rolls Royce Access	308	77	1620	736	0.419	303	411	0.5	0.7	8.318	A
C - A29 (South)	1593	398	427	2295	0.694	1584	1497	0.0	2.3	5.213	A
D - Development	57	17	1616	1256	0.053	57	395	0.0	0.1	3.028	A
E - A29 (North)	834	209	818	2062	0.404	831	856	0.0	0.7	3.832	A

07:30 - 07:45

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
A - A259	1024	256	1033	1193	0.858	1022	522	5.4	5.8	21.471	C
B - Rolls Royce Access	308	77	1641	725	0.422	305	414	0.7	0.7	8.842	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1514	2.3	2.4	5.375	A
D - Development	57	17	1628	1248	0.054	57	399	0.1	0.1	3.045	A
E - A29 (North)	834	209	821	2058	0.405	834	874	0.7	0.7	3.851	A

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
A - A259	1024	256	1033	1193	0.858	1023	522	5.8	6.0	21.778	C
B - Rolls Royce Access	308	77	1642	725	0.422	306	414	0.7	0.7	8.858	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1515	2.4	2.4	5.379	A
D - Development	57	17	1628	1248	0.054	57	399	0.1	0.1	3.046	A
E - A29 (North)	834	209	821	2058	0.405	834	874	0.7	0.7	3.851	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
A - A259	1024	256	1033	1193	0.858	1024	522	6.0	6.0	21.885	C
B - Rolls Royce Access	308	77	1643	725	0.422	308	414	0.7	0.7	8.859	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1515	2.4	2.4	5.379	A
D - Development	57	17	1628	1248	0.054	57	399	0.1	0.1	3.046	A
E - A29 (North)	834	209	821	2058	0.405	834	874	0.7	0.7	3.851	A

A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev + BEW

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	(untitled)	Standard Roundabout		A, B, C, D, E	9.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	647	144	148
	B - Rolls Royce Access	25	0	245	0	35
	C - A29 (South)	437	295	0	179	583
	D - Development	24	0	28	0	15
	E - A29 (North)	198	59	810	75	0

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	647	144	148
B - Rolls Royce Access	28	0	245	0	35
C - A29 (South)	437	255	0	179	583
D - Development	24	0	28	0	16
E - A29 (North)	136	59	610	76	0

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	647	144	148
B - Rolls Royce Access	28	0	245	0	35
C - A29 (South)	437	255	0	179	583
D - Development	24	0	28	0	16
E - A29 (North)	136	59	610	76	0

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	647	144	148
B - Rolls Royce Access	28	0	245	0	35
C - A29 (South)	437	255	0	179	583
D - Development	24	0	28	0	16
E - A29 (North)	136	59	610	76	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	5	0	5	0	1
B - Rolls Royce Access	4	0	0	0	3
C - A29 (South)	7	4	0	0	4
D - Development	0	0	0	0	0
E - A29 (North)	1	3	4	0	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)
A - A259	0.85	21.17	5.7	C	998	998
B - Rolls Royce Access	0.43	8.77	0.7	A	306	306
C - A29 (South)	0.79	5.37	2.4	A	1555	1555
D - Development	0.06	3.04	0.1	A	67	67
E - A29 (North)	0.43	3.13	0.8	A	881	881

Main Results for each time segment

07:15 - 07:30

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
A - A259	968	250	1065	1175	0.849	977	523	0.0	5.1	17.437	C
B - Rolls Royce Access	308	77	1631	730	0.419	303	411	0.0	0.7	8.425	A
C - A29 (South)	1595	399	422	2292	0.694	1585	1512	0.0	2.3	5.208	A
D - Development	57	17	1613	1258	0.053	57	395	0.0	0.1	8.021	A
E - A29 (North)	881	220	808	2068	0.425	878	874	0.0	0.8	3.150	A

07:30 - 07:45

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
A - A259	998	250	1089	1173	0.851	997	523	5.1	5.5	20.809	C
B - Rolls Royce Access	308	77	1652	720	0.425	305	414	0.7	0.7	8.752	A
C - A29 (South)	1595	399	428	2254	0.695	1595	1528	2.3	2.4	5.357	A
D - Development	57	17	1625	1251	0.054	57	399	0.1	0.1	8.040	A
E - A29 (North)	881	220	811	2068	0.427	881	881	0.8	0.8	3.132	A

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
A - A259	998	250	1089	1173	0.851	997	523	5.5	5.8	21.072	C
B - Rolls Royce Access	308	77	1652	719	0.425	306	414	0.7	0.7	8.765	A
C - A29 (South)	1595	399	428	2254	0.695	1595	1530	2.4	2.4	5.370	A
D - Development	57	17	1625	1251	0.054	57	399	0.1	0.1	8.041	A
E - A29 (North)	881	220	811	2068	0.427	881	881	0.8	0.8	3.132	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
A - A259	998	250	1089	1173	0.851	998	523	5.8	5.7	21.179	C
B - Rolls Royce Access	305	77	1653	719	0.425	306	414	0.7	0.7	8.766	A
C - A29 (South)	1595	399	429	2254	0.695	1595	1539	2.4	2.4	5.370	A
D - Development	57	17	1625	1250	0.054	57	399	0.1	0.1	8.041	A
E - A29 (North)	881	220	811	2068	0.427	881	881	0.8	0.8	3.132	A

A29 - A259 - Rolls Royce Roundabout - 2038 DS, AM Baseline + Dev + BEW

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	(untitled)	Standard Roundabout		A, B, C, D, E	10.74	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.74	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
DS	2038 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	457	144	215
	B - Rolls Royce Access	25	0	248	0	36
	C - A29 (South)	385	300	0	179	628
	D - Development	24	0	28	0	15
	E - A29 (North)	223	61	845	76	0

07:30 - 07:45

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	487	144	218
B - Rolls Royce Access	25	0	248	0	36
C - A29 (South)	385	360	0	179	828
D - Development	24	0	28	0	16
E - A29 (North)	223	81	845	76	0

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	487	144	218
B - Rolls Royce Access	25	0	248	0	36
C - A29 (South)	385	360	0	179	828
D - Development	24	0	28	0	16
E - A29 (North)	223	81	845	76	0

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	0	59	487	144	218
B - Rolls Royce Access	25	0	248	0	36
C - A29 (South)	385	360	0	179	828
D - Development	24	0	28	0	16
E - A29 (North)	223	81	845	76	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259	5	2	7	0	1
B - Rolls Royce Access	4	0	3	0	3
C - A29 (South)	8	4	0	0	3
D - Development	0	0	0	0	0
E - A29 (North)	3	3	4	0	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)
A - A259	0.87	27.54	6.7	D	508	905
B - Rolls Royce Access	0.48	11.04	2.3	B	309	309
C - A29 (South)	0.75	6.66	3.1	A	1652	1652
D - Development	0.06	3.34	0.2	A	67	67
E - A29 (North)	0.56	4.16	1.4	A	1205	1205

Main Results for each time segment

07:15 - 07:30

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
A - A259	906	227	1303	1043	0.869	883	553	0.0	5.7	21.102	C
B - Rolls Royce Access	309	77	1770	558	0.469	305	418	0.0	0.9	10.420	B
C - A29 (South)	1892	423	487	2280	0.749	1880	1589	0.0	3.0	6.331	A
D - Development	57	17	1773	1155	0.055	57	394	0.0	0.1	3.308	A
E - A29 (North)	1205	301	757	2068	0.574	1199	1083	0.0	1.4	4.122	A

07:30 - 07:45

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
A - A259	906	227	1310	1039	0.872	904	557	5.7	6.3	26.881	D
B - Rolls Royce Access	309	77	1784	648	0.478	309	420	0.9	0.9	11.002	B
C - A29 (South)	1892	423	498	2254	0.761	1892	1607	3.0	3.1	6.552	A
D - Development	57	17	1789	1146	0.050	57	399	0.1	0.1	3.340	A
E - A29 (North)	1205	301	762	2085	0.578	1205	1094	1.4	1.4	4.166	A

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
A - A259	906	227	1310	1039	0.872	905	557	6.3	6.8	27.293	D
B - Rolls Royce Access	309	77	1785	645	0.479	309	420	0.9	0.9	11.032	B
C - A29 (South)	1892	423	497	2254	0.761	1892	1607	3.1	3.1	6.556	A
D - Development	57	17	1790	1144	0.050	57	399	0.1	0.1	3.341	A
E - A29 (North)	1205	301	762	2085	0.578	1205	1095	1.4	1.4	4.168	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
A - A259	906	227	1310	1039	0.872	906	557	6.8	6.7	27.542	D
B - Rolls Royce Access	309	77	1786	645	0.479	309	420	0.9	0.9	11.042	B
C - A29 (South)	1892	423	497	2254	0.761	1892	1608	3.1	3.1	6.559	A
D - Development	57	17	1790	1144	0.050	57	399	0.1	0.1	3.341	A
E - A29 (North)	1205	301	762	2085	0.578	1205	1096	1.4	1.4	4.168	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574
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Filename: 8-A29-A259-Industrial Estate PM 2021-2031.j10
Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923
Report generation date: 07/09/2023 16:42:39

»A29 - A259 - Rolls Royce Roundabout - 2019 Base, PM
»A29 - A259 - Rolls Royce Roundabout - 2031 DM, PM Baseline
»A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev
»A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev + BEW
»A29 - A259 - Rolls Royce Roundabout - 2038 DS, PM Baseline + Dev + BEW

Summary of junction performance

	PM					PM Baseline					PM Baseline + Dev					PM Baseline + Dev + BEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A29 - A259 - Rolls Royce Roundabout - 2019 Base																				
Arm A	D1	0.8	4.74	0.44	A															
Arm B		0.1	5.01	0.04	A															
Arm C		0.9	2.77	0.47	A															
Arm D		0.0	0.00	0.00	A															
Arm E		0.5	2.65	0.34	A															
A29 - A259 - Rolls Royce Roundabout - 2031 DM																				
Arm A						D2	1.7	9.77	0.63	A										
Arm B							2.3	15.59	0.69	C										
Arm C							1.8	4.19	0.64	A										
Arm D							0.5	5.32	0.32	A										
Arm E							1.3	4.46	0.53	A										
A29 - A259 - Rolls Royce Roundabout - 2031 DS																				
Arm A											D3	1.9	10.35	0.65	B	D4	1.7	10.06	0.63	B
Arm B												2.4	16.58	0.71	C		2.3	16.28	0.70	C
Arm C												1.9	4.35	0.65	A		1.8	4.22	0.64	A
Arm D												0.5	5.53	0.32	A		0.5	5.40	0.32	A
Arm E												1.2	4.59	0.54	A		1.2	4.52	0.54	A
A29 - A259 - Rolls Royce Roundabout - 2038 DS																				
Arm A																D5	4.1	21.80	0.81	C
Arm B																	7.9	38.67	0.93	E
Arm C																	2.7	5.73	0.73	A
Arm D																	0.6	7.28	0.39	A
Arm E																	2.4	6.67	0.70	A

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

File summary

File Description

Title	A29 - A259 - Rolls Royce Roundabout
Location	Bognor Regis
Site number	
Date	08/09/2018
Version	
Status	Existing Layout
Identifier	
Client	Cala Homes
Jobnumber	
Enumerator	UKPXX8048
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018 Base	PM	DIRECT	16:30	17:30	60	15	✓
D2	2031 DM	PM Baseline	DIRECT	16:30	17:30	60	15	✓
D3	2031 DS	PM Baseline + Dev	DIRECT	16:30	17:30	60	15	✓
D4	2031 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓
D5	2038 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A29 - A259 - Rolls Royce Roundabout	✓	100.000	100.000

A29 - A259 - Rolls Royce Roundabout - 2019 Base, 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	(untitled)	Standard Roundabout		A, B, C, D, E	3.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.25	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A259		
B	Rolls Royce Access		
C	A29 (South)		
D	Development		
E	A29 (North)		

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)	Entry only	Exit only
A	4.67	8.56	21.2	15.0	60.0	41.0		
B	4.94	8.19	3.7	14.2	60.0	41.5		
C	7.31	7.31	0.0	19.5	60.0	51.0		
D	7.34	9.05	4.0	34.6	60.0	53.0		
E	7.31	7.31	0.0	19.5	60.0	51.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.555	1787
B	0.621	1580
C	0.598	2051
D	0.645	2299
E	0.598	2051

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
C	Direct		500
D	Direct		-200
E	Direct		500

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

16:30 - 16:45

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	1	0	579	0	37
	B	5	0	25	0	9
	C	713	14	1	0	461
	D	0	0	0	0	0
	E	66	2	858	0	2

16:45 - 17:00

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	1	0	579	0	37
	B	5	0	25	0	9
	C	713	14	1	0	461
	D	0	0	0	0	0
	E	66	2	858	0	2

17:00 - 17:15

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	1	0	579	0	37
	B	5	0	25	0	9
	C	713	14	1	0	461
	D	0	0	0	0	0
	E	66	2	858	0	2

17:15 - 17:30

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	1	0	579	0	37
	B	5	0	25	0	9
	C	713	14	1	0	461
	D	0	0	0	0	0
	E	66	2	858	0	2

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	3
	B	0	0	25	0	25
	C	2	57	0	0	2
	D	0	0	0	0	0
	E	3	100	2	0	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)
A	0.44	4.74	0.8	A	817	817
B	0.04	5.01	0.1	A	39	39
C	0.47	2.77	0.9	A	1189	1189
D	0.00	0.00	0.0	A	0	0
E	0.34	2.85	0.5	A	726	726

Main Results for each time segment

16:30 - 16:45

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
A	817	154	873	1393	0.443	814	783	0.8	0.8	4.697	A
B	39	10	1271	918	0.042	39	18	0.0	0.1	4.992	A
C	1189	297	54	2519	0.472	1185	1256	0.9	0.9	2.760	A
D	0	0	1239	1289	0.000	0	0	0.0	0.0	0.000	A
E	726	182	732	2113	0.344	724	507	0.5	0.5	2.848	A

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
A	817	154	875	1392	0.443	817	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	18	0.1	0.1	5.009	A
C	1189	297	54	2519	0.472	1189	1261	0.9	0.9	2.773	A
D	0	0	1243	1287	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.855	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
A	817	154	875	1392	0.443	817	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	18	0.1	0.1	5.009	A
C	1189	297	54	2519	0.472	1189	1261	0.9	0.9	2.773	A
D	0	0	1243	1287	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.855	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
A	617	154	675	1392	0.443	617	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	16	0.1	0.1	5.009	A
C	1189	297	54	2515	0.472	1189	1251	0.9	0.9	2.773	A
D	0	0	1243	1297	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.855	A

A29 - A259 - Rolls Royce Roundabout - 2031 DM, PM Baseline

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	(untitled)	Standard Roundabout		A, B, C, D, E	6.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM	PM Baseline	DIRECT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	44	517	4	55
	B	55	0	391	0	49
	C	678	314	0	33	523
	D	25	0	250	0	37
	E	127	85	725	5	0

16:45 - 17:00

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	68	0	381	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

17:00 - 17:15

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	68	0	381	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

17:15 - 17:30

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	68	0	381	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	3
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	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)
A	0.63	9.77	3.7	A	833	833
B	0.59	16.59	2.3	C	528	528
C	0.84	4.19	5.8	A	1548	1548
D	0.32	5.32	0.5	A	313	313
E	0.53	4.48	3.1	A	923	923

Main Results for each time segment

16:30 - 16:45

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
A	633	158	1353	1015	0.624	625	814	0.9	1.7	9.364	A
B	528	132	1559	788	0.667	523	421	0.9	2.1	14.272	B
C	1548	387	214	2425	0.638	1541	1857	0.9	1.8	4.112	A
D	313	78	1710	996	0.314	311	42	0.9	0.5	5.247	A
E	923	231	1348	1744	0.529	918	573	0.9	1.1	4.412	A

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
A	633	158	1360	1011	0.626	633	919	1.7	1.7	9.784	A
B	528	132	1570	782	0.693	528	423	2.1	2.2	15.532	C
C	1548	387	214	2423	0.639	1548	1864	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.322	A
E	923	231	1356	1740	0.531	923	577	1.1	1.1	4.483	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
A	633	158	1360	1011	0.626	633	919	1.7	1.7	9.772	A
B	528	132	1570	782	0.693	528	423	2.2	2.2	15.580	C
C	1548	387	214	2423	0.639	1548	1864	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.323	A
E	923	231	1356	1739	0.531	923	577	1.1	1.1	4.484	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
A	633	158	1360	1011	0.626	633	919	1.7	1.7	9.774	A
B	528	132	1570	782	0.693	528	423	2.2	2.3	15.593	C
C	1548	387	214	2423	0.639	1548	1864	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.323	A
E	923	231	1356	1739	0.531	923	577	1.1	1.1	4.484	A

A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev

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	(untitled)	Standard Roundabout		A, B, C, D, E	7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS	PM Baseline + Dev	DIRECT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

From \ To	A	B	C	D	E
A	0	44	517	4	84
B	88	0	391	0	49
C	578	314	0	33	546
D	28	0	260	0	37
E	135	65	737	5	0

16:45 - 17:00

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	381	0	49
	C	678	314	0	33	548
	D	26	0	250	0	37
	E	135	65	737	5	0

17:00 - 17:15

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	381	0	49
	C	678	314	0	33	548
	D	26	0	250	0	37
	E	135	65	737	5	0

17:15 - 17:30

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	381	0	49
	C	678	314	0	33	548
	D	26	0	250	0	37
	E	135	65	737	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	1
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	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)
A	0.65	10.35	1.9	B	649	649
B	0.71	16.58	2.4	C	528	528
C	0.65	4.35	1.9	A	1571	1571
D	0.32	5.53	0.5	A	313	313
E	0.54	4.59	1.2	A	942	942

Main Results for each time segment

16:30 - 16:45

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
A	649	162	1364	1008	0.643	642	521	0.0	1.8	9.864	A
B	528	132	1585	755	0.700	519	421	0.0	2.2	15.028	C
C	1571	393	227	2415	0.650	1564	1877	0.0	1.9	4.285	A
D	313	78	1748	971	0.322	311	42	0.0	0.5	5.442	A
E	942	236	1348	1744	0.540	937	711	0.0	1.2	4.511	A

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
A	649	162	1371	1005	0.646	649	927	1.8	1.8	10.349	B
B	528	132	1597	748	0.705	528	423	2.2	2.3	16.501	C
C	1571	393	230	2413	0.651	1571	1894	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.528	A
E	942	236	1358	1740	0.542	942	715	1.2	1.2	4.580	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
A	649	162	1371	1005	0.646	649	927	1.8	1.8	10.351	B
B	528	132	1597	748	0.705	528	423	2.3	2.4	16.564	C
C	1571	393	230	2413	0.651	1571	1895	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.529	A
E	942	236	1358	1739	0.542	942	715	1.2	1.2	4.580	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
A	649	162	1371	1005	0.646	649	927	1.8	1.8	10.353	B
B	528	132	1597	748	0.705	528	423	2.4	2.4	16.582	C
C	1571	393	230	2413	0.651	1571	1895	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.529	A
E	942	236	1358	1739	0.542	942	715	1.2	1.2	4.580	A

A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev + BEW

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	(untitled)	Standard Roundabout		A, B, C, D, E	6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	44	492	4	88
	B	88	0	390	0	48
	C	532	316	0	33	552
	D	28	0	280	0	37
	E	134	84	752	5	0

16:45 - 17:00

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	482	4	88
	B	89	0	380	0	48
	C	632	318	0	33	582
	D	28	0	250	0	37
	E	134	84	752	5	0

17:00 - 17:15

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	482	4	88
	B	89	0	380	0	48
	C	632	318	0	33	582
	D	28	0	250	0	37
	E	134	84	752	5	0

17:15 - 17:30

Demand (PCU/hr)

		To				
		A	B	C	D	E
From	A	0	44	482	4	88
	B	89	0	380	0	48
	C	632	318	0	33	582
	D	28	0	250	0	37
	E	134	84	752	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	1
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	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)
A	0.63	18.08	3.7	B	828	828
B	0.70	16.28	2.3	C	527	527
C	0.84	4.22	1.8	A	1543	1543
D	0.32	5.40	0.5	A	313	313
E	0.54	4.52	1.2	A	955	955

Main Results for each time segment

16:30 - 16:45

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
A	628	157	1388	1003	0.628	621	875	0.9	1.7	9.643	A
B	527	132	1579	757	0.696	518	422	0.8	2.2	14.804	B
C	1543	386	231	2413	0.639	1538	1857	0.8	1.8	4.144	A
D	313	78	1725	986	0.317	311	42	0.3	0.5	5.321	A
E	955	239	1305	1770	0.540	950	735	0.9	1.2	4.442	A

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
A	628	157	1387	995	0.630	628	881	1.7	1.7	10.074	B
B	527	132	1591	752	0.701	527	424	2.2	2.3	16.205	C
C	1543	386	234	2411	0.640	1543	1864	1.8	1.8	4.219	A
D	313	78	1735	980	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1785	0.541	955	735	1.2	1.2	4.518	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
A	628	157	1387	995	0.630	628	881	1.7	1.7	10.083	B
B	527	132	1591	751	0.701	527	424	2.3	2.3	16.262	C
C	1543	386	234	2411	0.640	1543	1864	1.8	1.8	4.220	A
D	313	78	1735	980	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1785	0.541	955	735	1.2	1.2	4.518	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
A	628	157	1387	995	0.630	628	881	1.7	1.7	10.084	B
B	527	132	1591	751	0.701	527	424	2.3	2.3	16.278	C
C	1543	386	234	2411	0.640	1543	1864	1.8	1.8	4.220	A
D	313	78	1735	979	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1785	0.541	955	735	1.2	1.2	4.518	A

A29 - A259 - Rolls Royce Roundabout - 2038 DS, PM Baseline + Dev + BEW

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	(untitled)	Standard Roundabout		A, B, C, D, E	14.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.55	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
DS	2038 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	47	441	4	198
	B	72	0	411	0	50
	C	548	329	0	33	811
	D	28	0	250	0	37
	E	212	83	899	5	0

16:45 - 17:00

Demand (PCU/hr)

From \ To	A	B	C	D	E
A	0	47	441	4	199
B	72	0	411	0	50
C	548	329	0	33	811
D	26	0	250	0	37
E	212	83	999	5	0

17:00 - 17:15

Demand (PCU/hr)

From \ To	A	B	C	D	E
A	0	47	441	4	199
B	72	0	411	0	50
C	548	329	0	33	811
D	26	0	250	0	37
E	212	83	999	5	0

17:15 - 17:30

Demand (PCU/hr)

From \ To	A	B	C	D	E
A	0	47	441	4	199
B	72	0	411	0	50
C	548	329	0	33	811
D	26	0	250	0	37
E	212	83	999	5	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C	D	E
A	0	0	2	0	1
B	0	0	2	0	2
C	3	4	0	0	1
D	0	0	0	0	0
E	0	2	1	0	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)
A	0.81	21.80	4.1	C	891	891
B	0.60	66.87	2.9	F	533	533
C	0.73	5.73	2.7	A	1712	1712
D	0.39	7.26	0.8	A	313	313
E	0.73	8.67	2.4	A	1279	1279

Main Results for each time segment

16:30 - 16:45

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
A	691	173	1625	864	0.800	676	850	0.0	3.7	18.284	C
B	533	133	1875	693	0.883	511	427	0.0	5.8	33.549	D
C	1712	428	321	2359	0.726	1701	2085	0.0	2.8	5.587	A
D	313	78	1980	821	0.381	311	42	0.0	0.5	7.029	A
E	1279	320	1205	1630	0.659	1270	1065	0.0	2.3	6.389	A

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
A	691	173	1637	858	0.806	690	857	3.7	3.9	21.478	C
B	533	133	1897	692	0.900	528	430	5.8	7.0	50.300	F
C	1712	428	328	2354	0.727	1712	2096	2.8	2.7	5.720	A
D	313	78	1998	810	0.387	313	42	0.5	0.5	7.248	A
E	1279	320	1215	1624	0.791	1279	1066	2.3	2.3	6.660	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
A	691	173	1637	858	0.806	691	858	3.9	4.0	21.739	C
B	533	133	1898	692	0.900	531	433	7.0	7.5	54.972	F
C	1712	428	329	2354	0.727	1712	2099	2.7	2.7	5.727	A
D	313	78	1998	809	0.387	313	42	0.5	0.5	7.258	A
E	1279	320	1216	1623	0.788	1279	1097	2.3	2.3	6.666	A

17:15 - 17:30

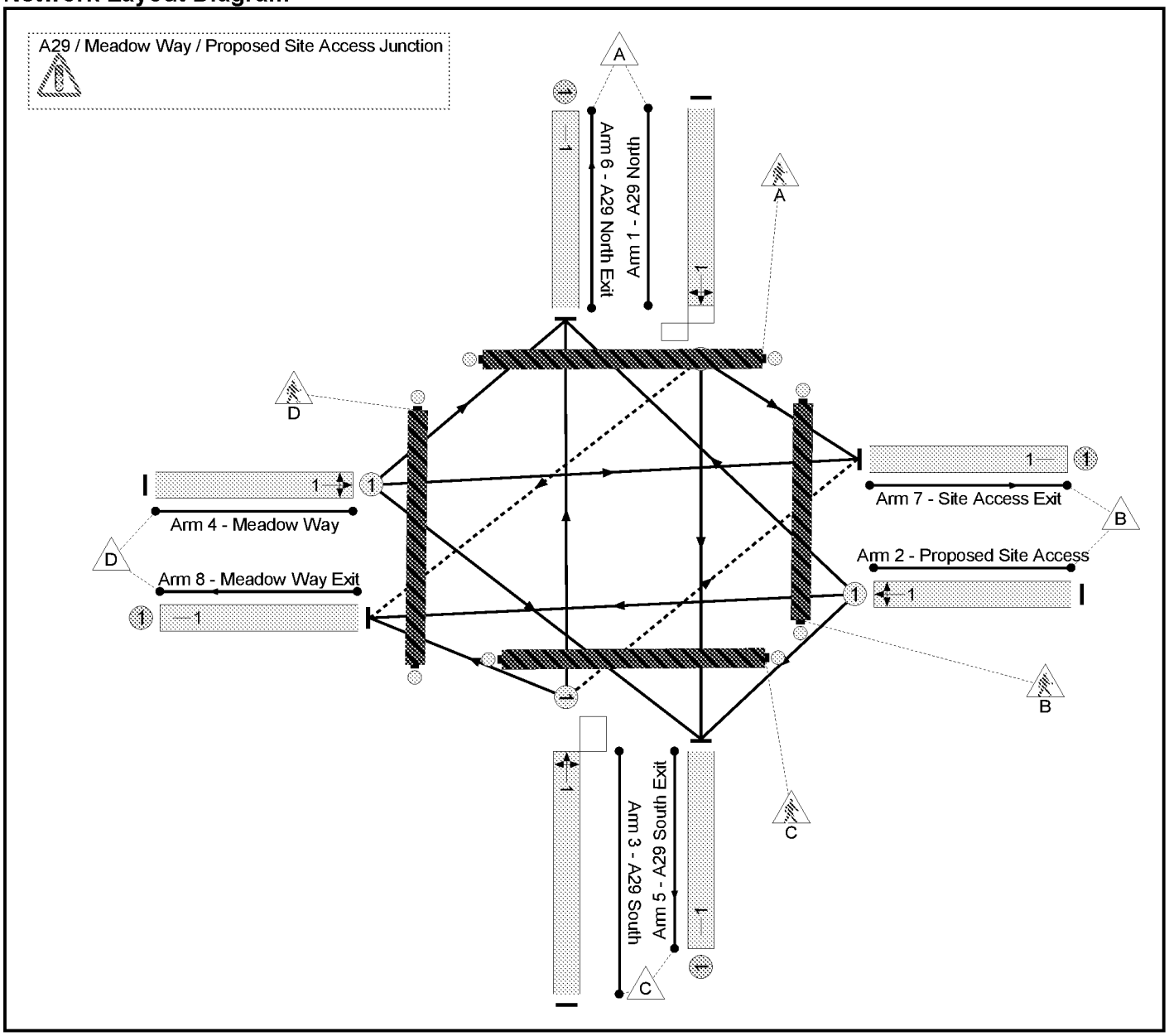
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	691	173	1637	858	0.805	691	858	4.0	4.1	21.797	C
B	533	133	1898	692	0.901	532	435	7.5	7.8	58.819	F
C	1712	428	330	2354	0.727	1712	2100	2.7	2.7	5.731	A
D	313	78	2000	809	0.387	313	42	0.5	0.5	7.261	A
E	1279	320	1216	1623	0.788	1279	1097	2.3	2.4	6.675	A

Full Input Data And Results

User and Project Details

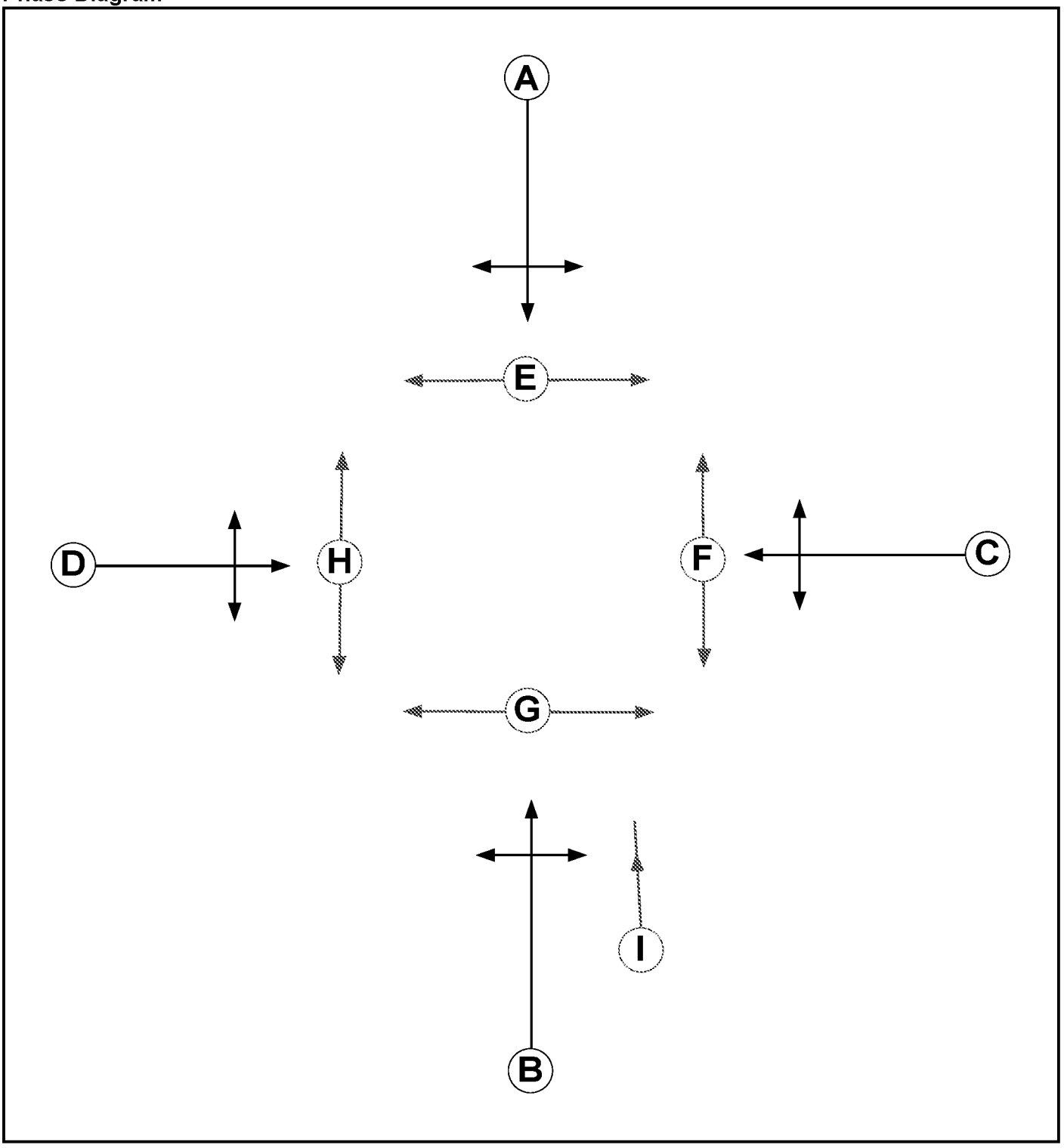
Project:	**Land at Westergate, West Sussex**
Title:	**Proposed New Site Access Junction**
Location:	
Additional detail:	
File name:	Site Access-Meadow Way Signals WSP Staging TA.lsg3x
Author:	UKPXM046
Company:	WSP
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4

Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	6	5	5	7	8	9	5
	B	-		5	5	8	8	5	7	-
	C	5	5		5	8	5	7	7	5
	D	5	5	6		8	7	8	5	5
	E	9	9	9	9		-	-	-	-
	F	15	15	15	15	-		-	-	8
	G	11	11	11	11	-	-		-	11
	H	8	8	8	8	-	-	-		-
	I	5	-	5	5	-	5	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	E F G H
2	A B
3	C
4	D
5	B
6	A
7	B I

Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		15	15	15	15	15	
	2	9		6	5	0	0	5
	3	8	5		5	5	5	5
	4	8	5	6		5	5	5
	5	8	2	5	5		2	0
	6	9	2	6	5	2		5
	7	8	5	5	5	0	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A29 / Meadow Way / Proposed Site Access Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (A29 North)	8/1 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead) To 8/1 (Left)	2.00	1.00	0.50	2	2.00
3/1 (A29 South)	7/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

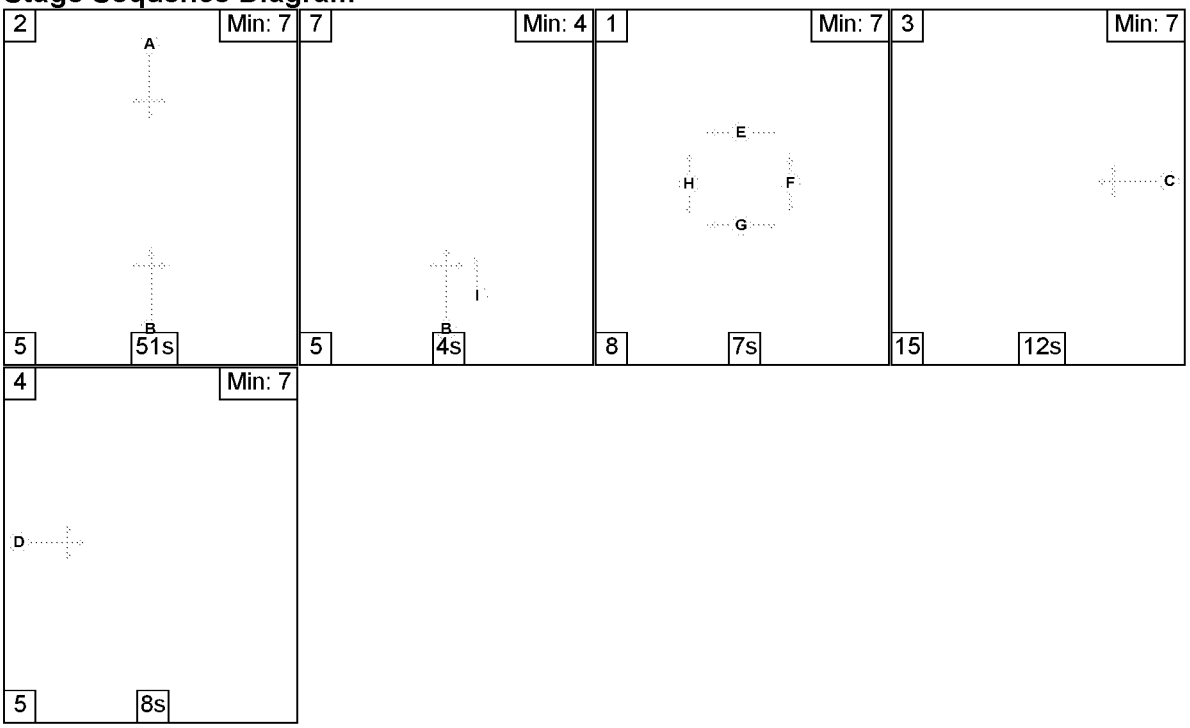
Junction: A29 / Meadow Way / Proposed Site Access Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A29 North)	O	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	11.00
											Arm 8 Right	10.00
2/1 (Proposed Site Access)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	12.50
											Arm 6 Right	11.50
											Arm 8 Ahead	Inf
3/1 (A29 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	10.00
											Arm 8 Left	11.00
4/1 (Meadow Way)	U	D	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Right	13.30
											Arm 6 Left	9.00
											Arm 7 Ahead	Inf
5/1 (A29 South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A29 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Meadow Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DS AM Baseline + Dev'	08:00	09:00	01:00	
2: '2031 DS PM Baseline + Dev'	16:45	17:45	01:00	
3: '2031 DS AM Baseline + Dev + BEW'	08:00	09:00	01:00	
4: '2031 DS PM Baseline + Dev + BEW'	16:45	17:45	01:00	
5: '2038 DS AM Baseline + Dev + BEW'	08:00	09:00	01:00	
6: '2038 DS PM Baseline + Dev + BEW'	16:45	17:45	01:00	

Scenario 1: '2031 DS AM Baseline + Dev' (FG1: '2031 DS AM Baseline + Dev', Plan 4: 'Network Control Plan 4')

Stage Sequence Diagram

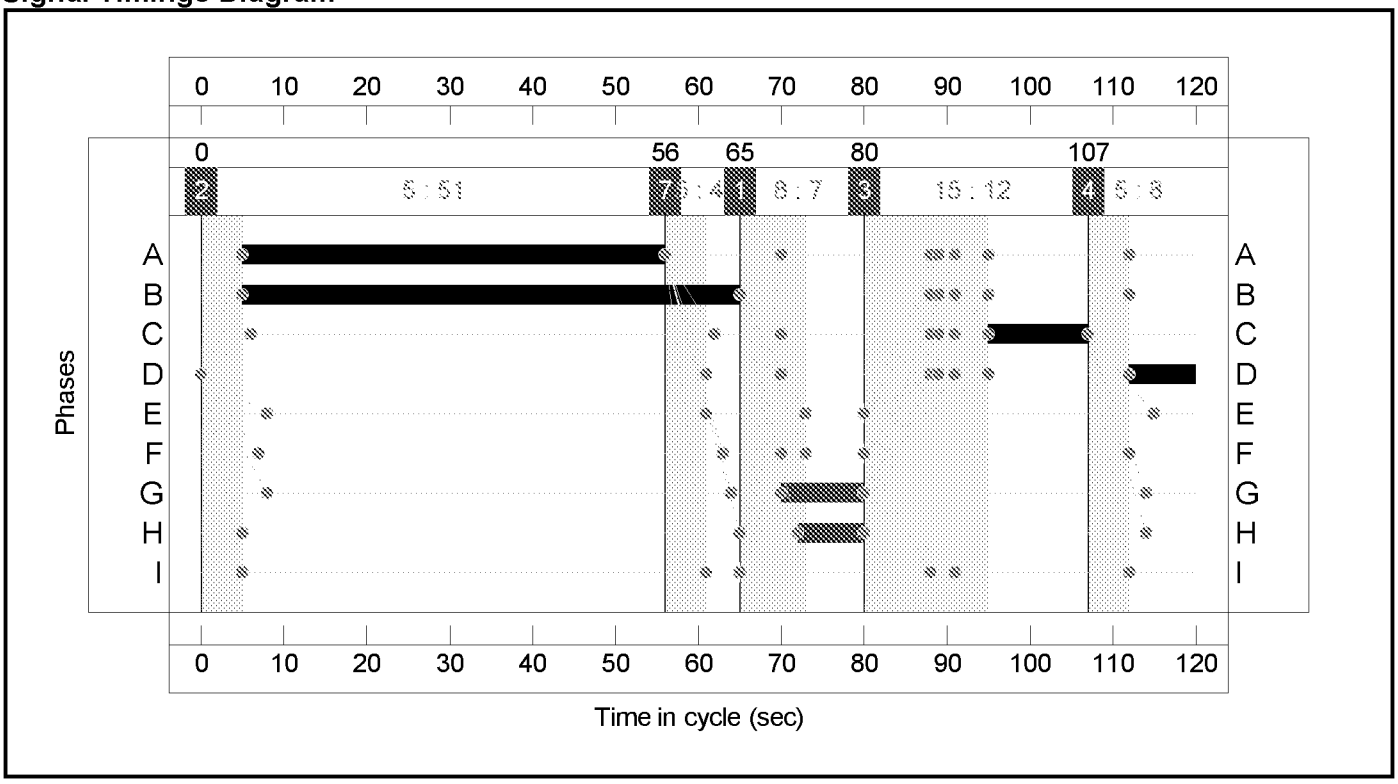


Stage Timings

Stage	2	7	1	3	4
Duration	51	4	7	12	8
Change Point	0	56	65	80	107

Full Input Data And Results

Signal Timings Diagram



Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	527	33	599
	B	98	0	55	0	153
	C	710	22	0	29	761
	D	70	0	27	0	97
	Tot.	878	61	609	62	1610

Traffic Lane Flows

Lane	Scenario 1: 2031 DS AM Baseline + Dev
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	599
2/1	153
3/1	761
4/1	97
5/1	609
6/1	878
7/1	61
8/1	62

Full Input Data And Results

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	88.0 %	1912	1912
				Arm 7 Left	11.00	6.5 %		
				Arm 8 Right	10.00	5.5 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	35.9 %	1722	1722
				Arm 6 Right	11.50	64.1 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	93.3 %	1897	1897
				Arm 7 Right	10.00	2.9 %		
				Arm 8 Left	11.00	3.8 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	27.8 %	1641	1641
				Arm 6 Left	9.00	72.2 %		
				Arm 7 Ahead	Inf	0.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**83.4%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**83.4%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	51	-	599	1912	718	83.4%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	12	-	153	1722	187	82.0%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	60	-	761	1897	964	78.9%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	8	-	97	1641	123	78.8%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

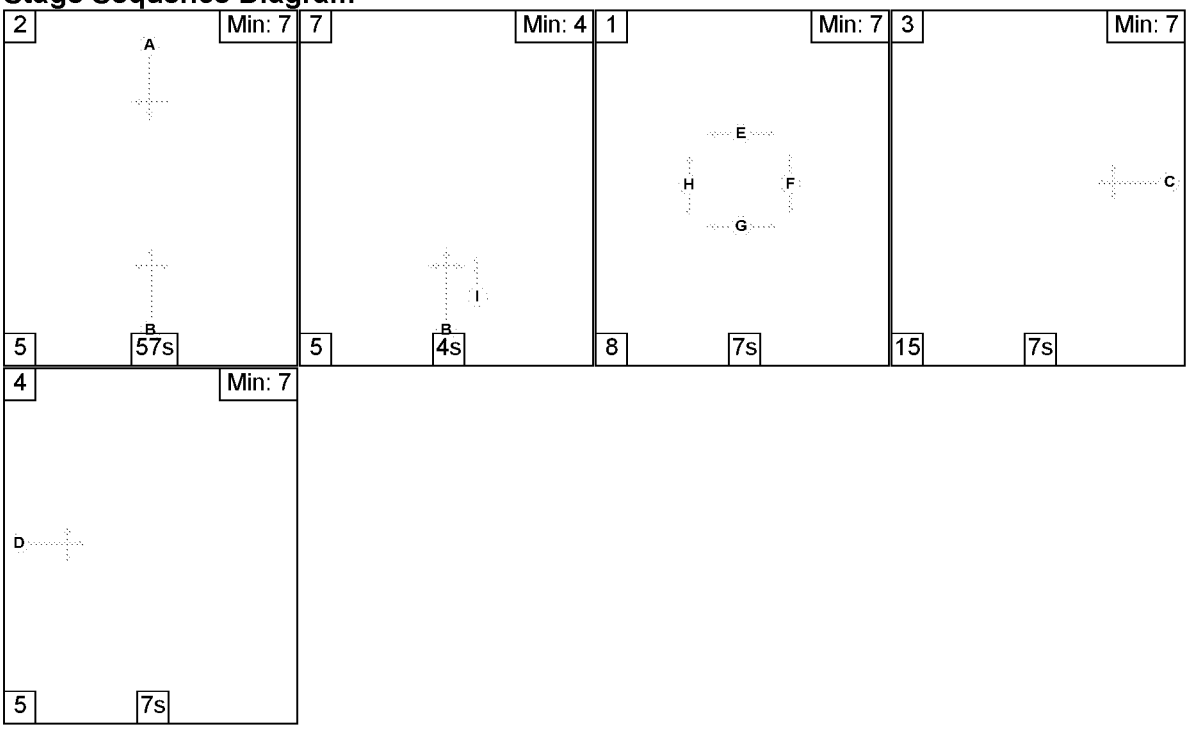
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	**-**	**-**	**53**	**1**	**1**	**13.5**	**7.9**	**0.3**	**21.7**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**53**	**1**	**1**	**13.5**	**7.9**	**0.3**	**21.7**	**-**	**-**	**-**	**-**
1/1	599	599	33	0	0	4.7	2.4	0.2	7.3	43.9	16.5	2.4	18.9
2/1	153	153	-	-	-	2.2	2.0	-	4.3	100.2	5.0	2.0	7.0
3/1	761	761	20	1	0	5.1	1.8	0.1	7.0	33.2	20.7	1.8	22.6
4/1	97	97	-	-	-	1.5	1.7	-	3.1	115.8	3.2	1.7	4.8
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 21.70 Cycle Time (s): 120
PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 21.70

Full Input Data And Results

Scenario 2: '2031 DS PM Baseline + Dev' (FG2: '2031 DS PM Baseline + Dev', Plan 4: 'Network Control Plan 4')

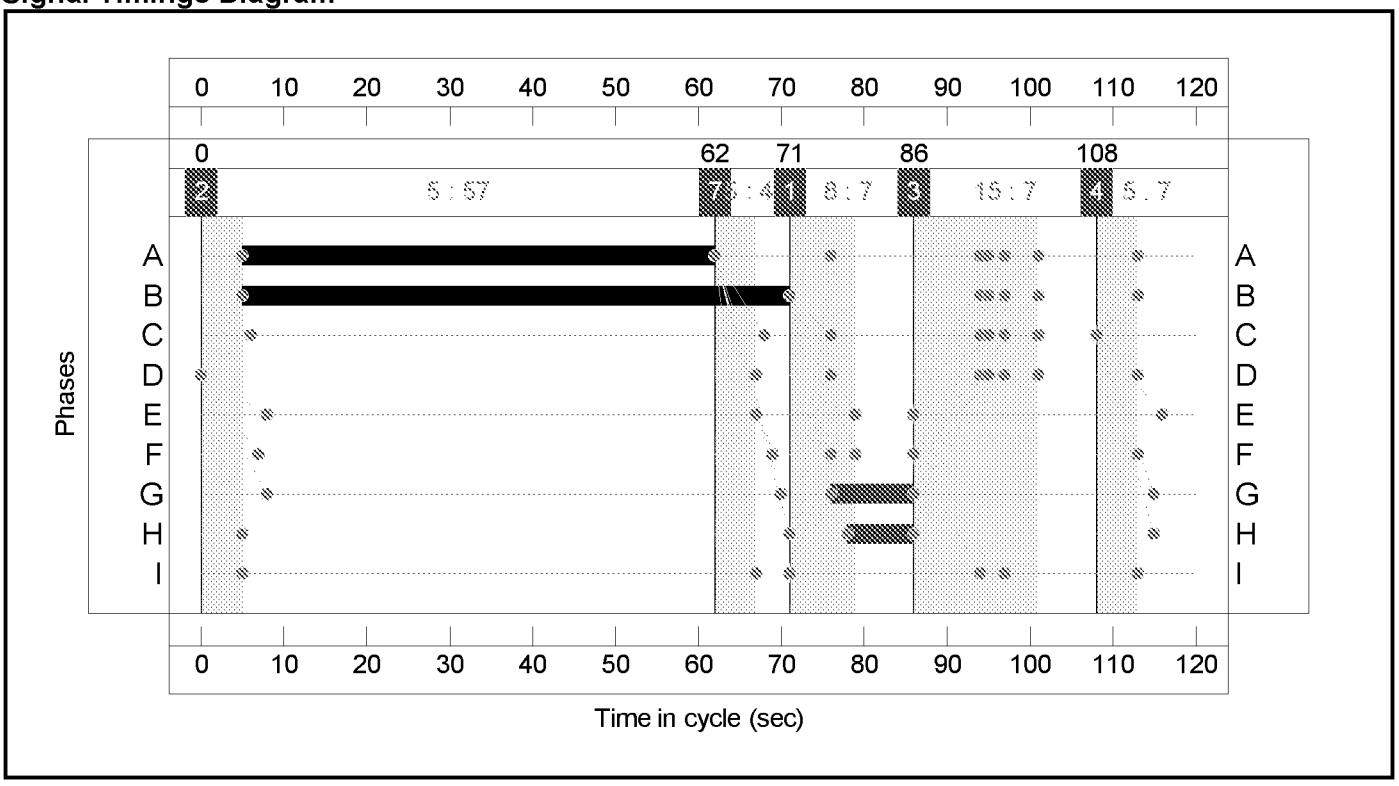
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	57	4	7	7	7
Change Point	0	62	71	86	108

Signal Timings Diagram



Full Input Data And Results

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	77	640	48	765
	B	38	0	19	0	57
	C	507	39	0	37	583
	D	59	0	19	0	78
	Tot.	604	116	678	85	1483

Traffic Lane Flows

Lane	Scenario 2: 2031 DS PM Baseline + Dev
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	765
2/1	57
3/1	583
4/1	78
5/1	678
6/1	604
7/1	116
8/1	85

Full Input Data And Results

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	83.7 %	1901	1901
				Arm 7 Left	11.00	10.1 %		
				Arm 8 Right	10.00	6.3 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	33.3 %	1721	1721
				Arm 6 Right	11.50	66.7 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	87.0 %	1880	1880
				Arm 7 Right	10.00	6.7 %		
				Arm 8 Left	11.00	6.3 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	24.4 %	1638	1638
				Arm 6 Left	9.00	75.6 %		
				Arm 7 Ahead	Inf	0.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**85.1%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**85.1%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	57	-	765	1901	899	85.1%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	7	-	57	1721	115	49.7%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	66	-	583	1880	1042	56.0%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	78	1638	109	71.4%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	65	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

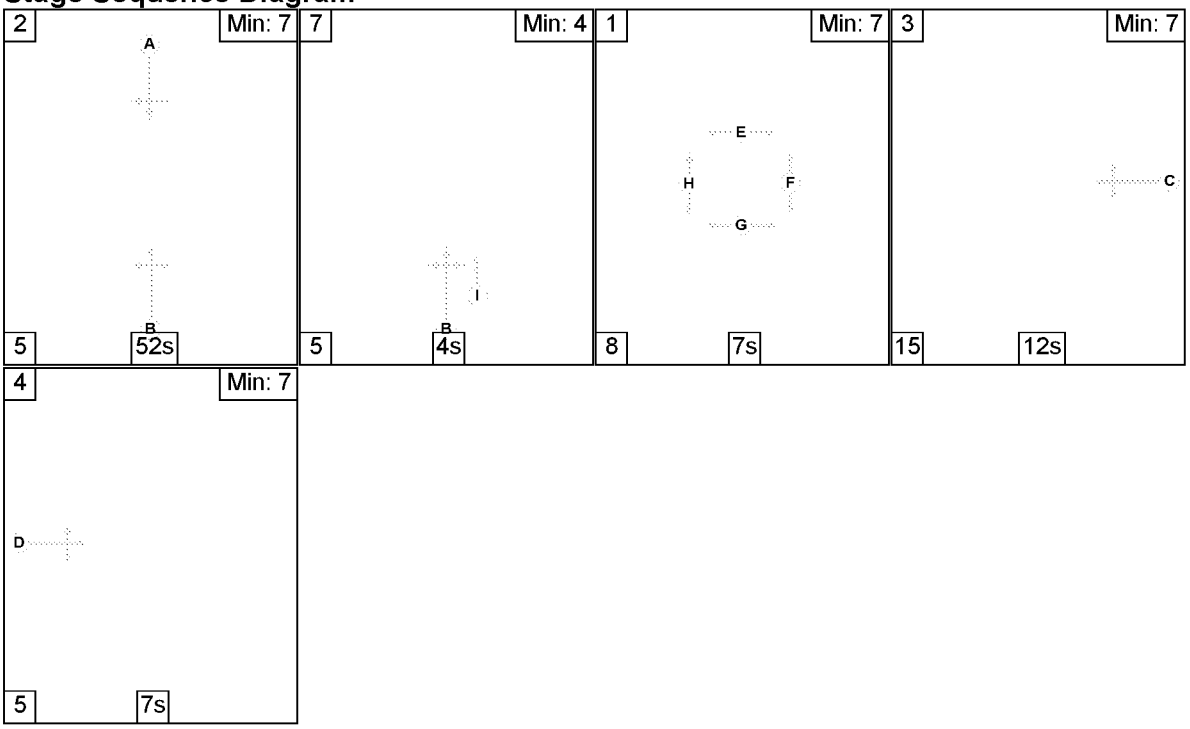
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	**-**	**-**	**84**	**2**	**1**	**10.6**	**5.0**	**0.3**	**15.9**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**84**	**2**	**1**	**10.6**	**5.0**	**0.3**	**15.9**	**-**	**-**	**-**	**-**
1/1	765	765	48	0	0	5.8	2.8	0.1	8.6	40.7	22.5	2.8	25.3
2/1	57	57	-	-	-	0.9	0.5	-	1.3	84.7	1.8	0.5	2.3
3/1	583	583	36	2	1	2.7	0.6	0.2	3.6	22.0	12.3	0.6	12.9
4/1	78	78	-	-	-	1.2	1.2	-	2.4	108.6	2.5	1.2	3.7
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 15.91 Cycle Time (s): 120
PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 15.91

Full Input Data And Results

Scenario 3: '2031 DS AM Baseline + Dev + BEW' (FG3: '2031 DS AM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

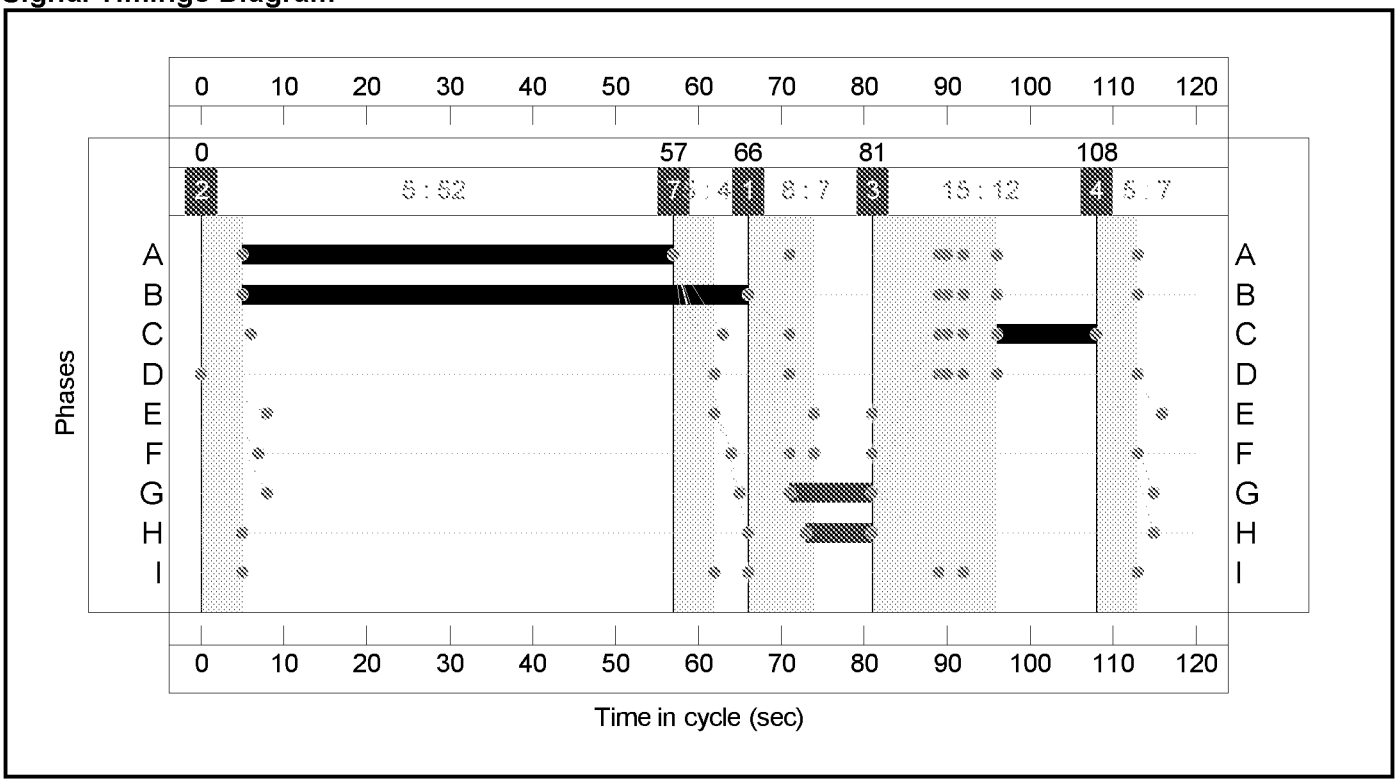
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	52	4	7	12	7
Change Point	0	57	66	81	108

Signal Timings Diagram



Full Input Data And Results

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	39	604	32	675
	B	98	0	55	1	154
	C	759	22	0	29	810
	D	63	5	30	0	98
	Tot.	920	66	689	62	1737

Traffic Lane Flows

Lane	Scenario 3: 2031 DS AM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	675
2/1	154
3/1	810
4/1	98
5/1	689
6/1	920
7/1	66
8/1	62

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	89.5 %	1916	1916
				Arm 7 Left	11.00	5.8 %		
				Arm 8 Right	10.00	4.7 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	35.7 %	1723	1723
				Arm 6 Right	11.50	63.6 %		
				Arm 8 Ahead	Inf	0.6 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	93.7 %	1898	1898
				Arm 7 Right	10.00	2.7 %		
				Arm 8 Left	11.00	3.6 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	30.6 %	1655	1655
				Arm 6 Left	9.00	64.3 %		
				Arm 7 Ahead	Inf	5.1 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.0%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	52	-	675	1916	759	89.0%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	12	-	154	1723	187	82.5%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	61	-	810	1898	981	82.6%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	98	1655	110	88.8%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

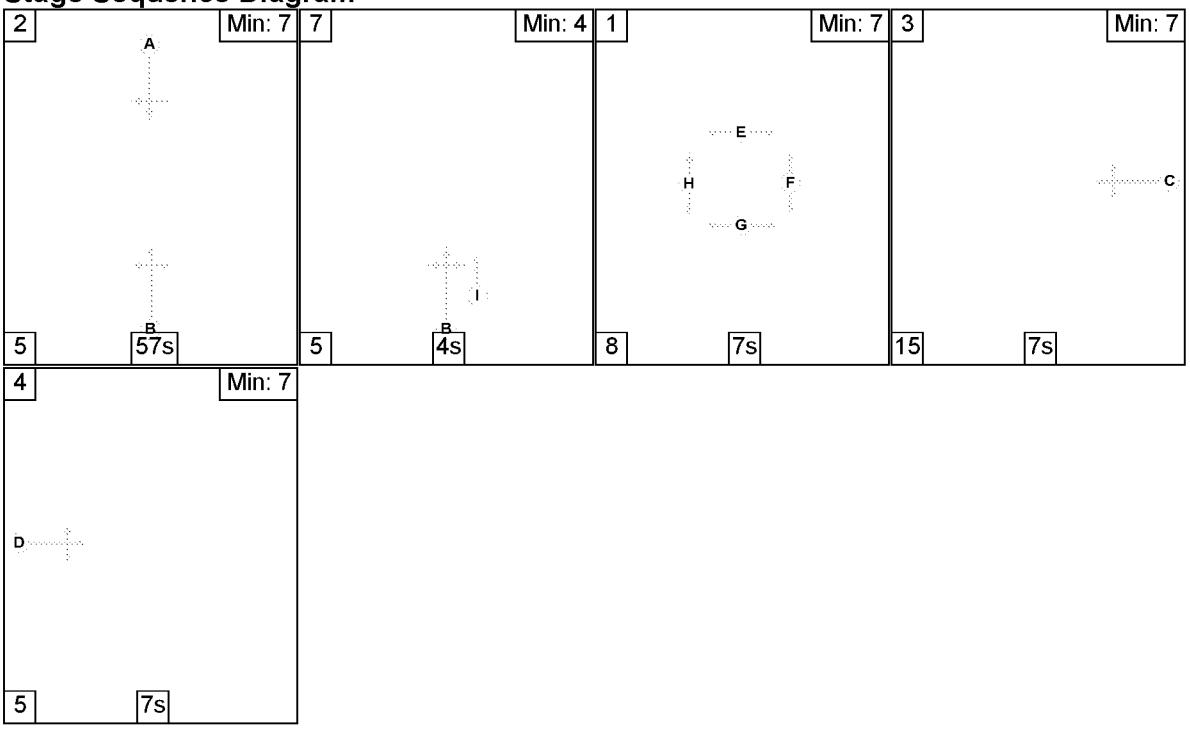
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	**-**	**-**	**52**	**1**	**1**	**14.7**	**10.9**	**0.3**	**25.8**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**52**	**1**	**1**	**14.7**	**10.9**	**0.3**	**25.8**	**-**	**-**	**-**	**-**
1/1	675	675	32	0	0	5.4	3.7	0.2	9.3	49.9	19.3	3.7	23.0
2/1	154	154	-	-	-	2.2	2.1	-	4.3	101.3	5.0	2.1	7.1
3/1	810	810	20	1	0	5.5	2.3	0.1	7.9	35.1	22.7	2.3	25.0
4/1	98	98	-	-	-	1.5	2.7	-	4.3	156.5	3.2	2.7	6.0
5/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 25.83 Cycle Time (s): 120
PRC Over All Lanes (%): 1.1 Total Delay Over All Lanes(pcuHr): 25.83

Full Input Data And Results

Scenario 4: '2031 DS PM Baseline + Dev + BEW' (FG4: '2031 DS PM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

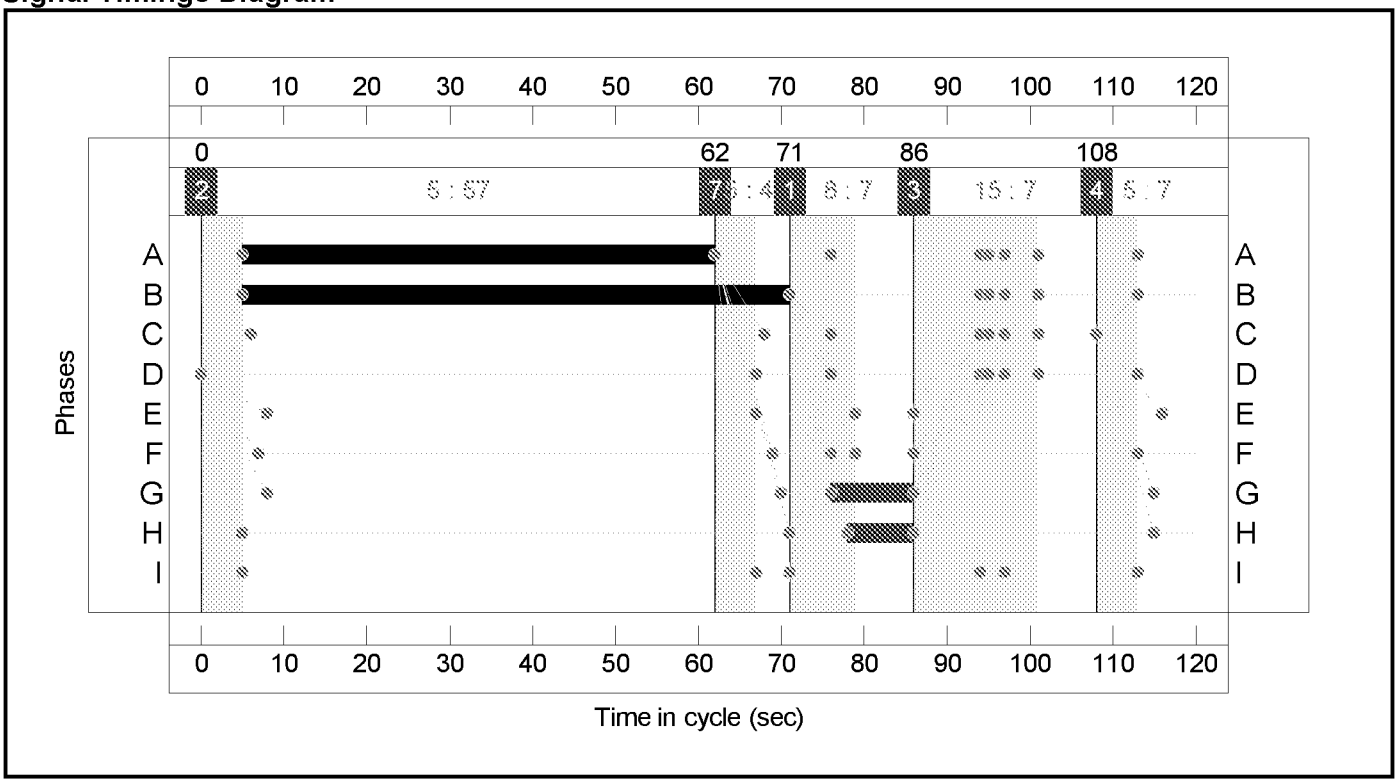
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	57	4	7	7	7
Change Point	0	62	71	86	108

Signal Timings Diagram



Full Input Data And Results

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	77	699	43	819
	B	38	0	19	7	64
	C	607	39	0	36	682
	D	54	16	11	0	81
	Tot.	699	132	729	86	1646

Traffic Lane Flows

Lane	Scenario 4: 2031 DS PM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	819
2/1	64
3/1	682
4/1	81
5/1	729
6/1	699
7/1	132
8/1	86

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	85.3 %	1906	1906
				Arm 7 Left	11.00	9.4 %		
				Arm 8 Right	10.00	5.3 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	29.7 %	1743	1743
				Arm 6 Right	11.50	59.4 %		
				Arm 8 Ahead	Inf	10.9 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.0 %	1885	1885
				Arm 7 Right	10.00	5.7 %		
				Arm 8 Left	11.00	5.3 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	13.6 %	1678	1678
				Arm 6 Left	9.00	66.7 %		
				Arm 7 Ahead	Inf	19.8 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**91.2%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**91.2%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	57	-	819	1906	898	91.2%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	7	-	64	1743	116	55.1%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	66	-	682	1885	1051	64.9%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	81	1678	112	72.4%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

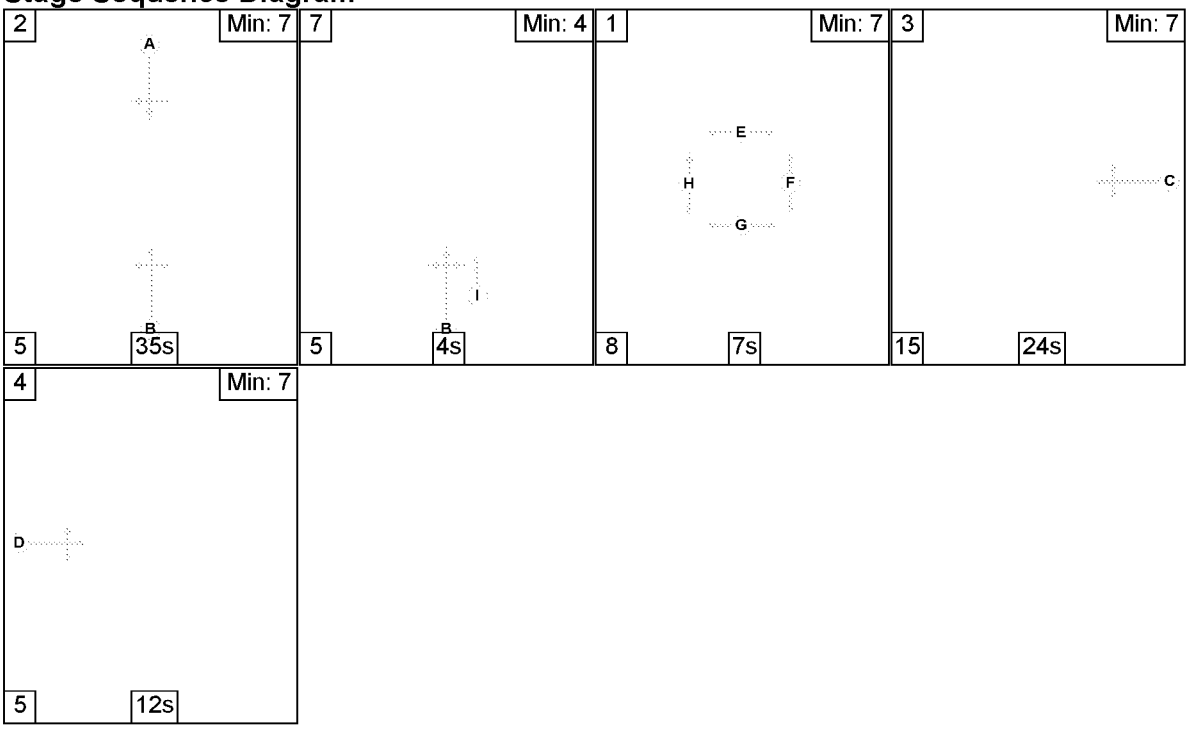
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	**-**	**-**	**79**	**2**	**1**	**12.2**	**7.4**	**0.3**	**19.9**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**79**	**2**	**1**	**12.2**	**7.4**	**0.3**	**19.9**	**-**	**-**	**-**	**-**
1/1	819	819	43	0	0	6.5	4.7	0.1	11.3	49.6	25.3	4.7	29.9
2/1	64	64	-	-	-	1.0	0.6	-	1.6	88.0	2.1	0.6	2.7
3/1	682	682	36	2	1	3.5	0.9	0.2	4.6	24.3	15.7	0.9	16.6
4/1	81	81	-	-	-	1.2	1.2	-	2.5	109.0	2.6	1.2	3.8
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 19.91 Cycle Time (s): 120
PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 19.91

Full Input Data And Results

Scenario 5: '2038 DS AM Baseline + Dev + BEW' (FG5: '2038 DS AM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

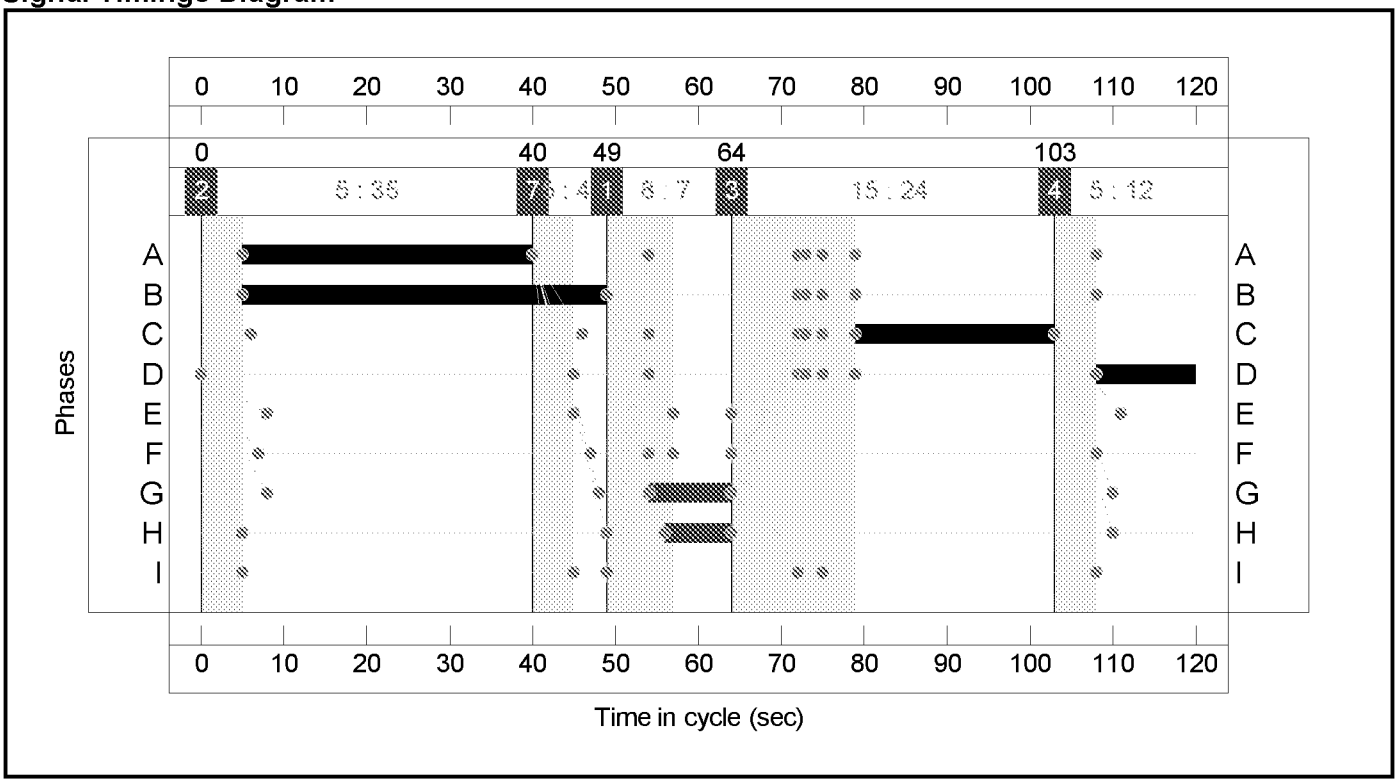
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	35	4	7	24	12
Change Point	0	40	49	64	103

Signal Timings Diagram



Full Input Data And Results

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	14	151	36	201
	B	154	0	47	1	202
	C	331	47	0	30	408
	D	62	5	33	0	100
	Tot.	547	66	231	67	911

Traffic Lane Flows

Lane	Scenario 5: 2038 DS AM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	201
2/1	202
3/1	408
4/1	100
5/1	231
6/1	547
7/1	66
8/1	67

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	75.1 %	1877	1877
				Arm 7 Left	11.00	7.0 %		
				Arm 8 Right	10.00	17.9 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	23.3 %	1721	1721
				Arm 6 Right	11.50	76.2 %		
				Arm 8 Ahead	Inf	0.5 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.1 %	1864	1864
				Arm 7 Right	10.00	11.5 %		
				Arm 8 Left	11.00	7.4 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	33.0 %	1657	1657
				Arm 6 Left	9.00	62.0 %		
				Arm 7 Ahead	Inf	5.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	35	-	201	1877	370	54.4%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	24	-	202	1721	359	56.3%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	44	-	408	1864	699	58.4%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	12	-	100	1657	180	55.7%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

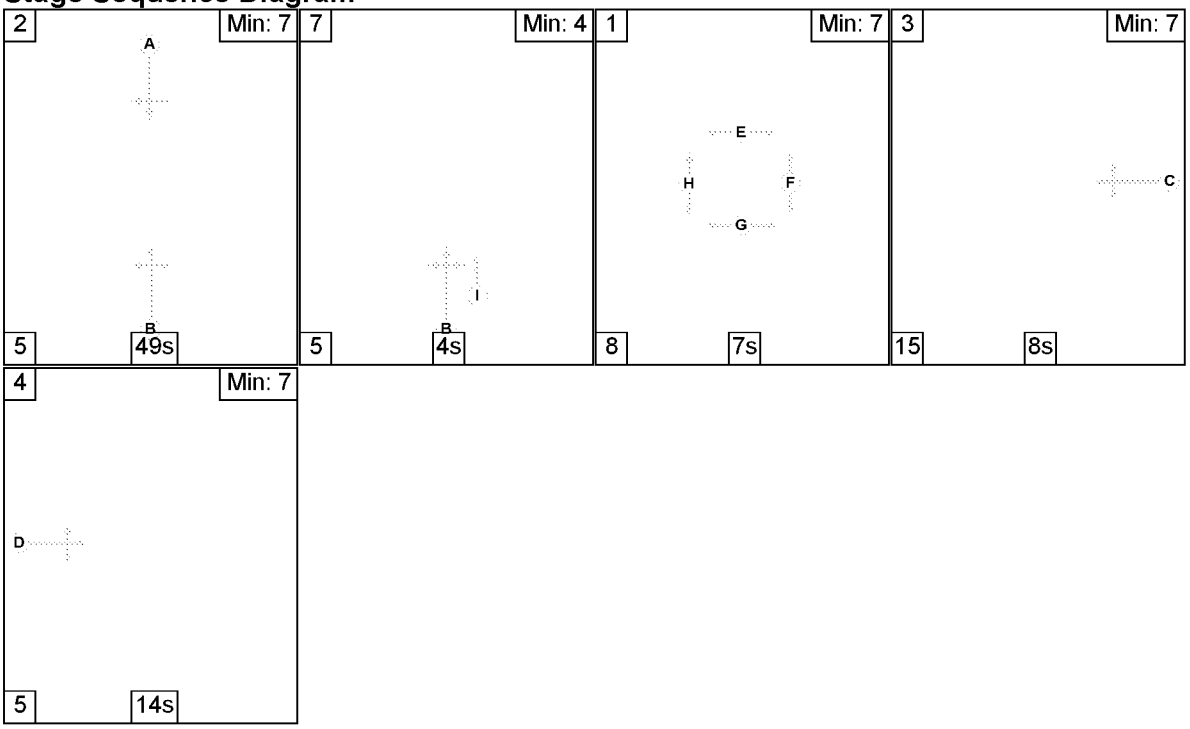
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	**-**	**-**	**79**	**3**	**1**	**9.0**	**2.5**	**0.2**	**11.8**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**79**	**3**	**1**	**9.0**	**2.5**	**0.2**	**11.8**	**-**	**-**	**-**	**-**
1/1	201	201	36	0	0	1.8	0.6	0.1	2.6	46.2	5.2	0.6	5.8
2/1	202	202	-	-	-	2.4	0.6	-	3.0	54.0	6.0	0.6	6.6
3/1	408	408	43	3	1	3.4	0.7	0.0	4.1	36.4	10.9	0.7	11.6
4/1	100	100	-	-	-	1.4	0.6	-	2.0	73.1	3.1	0.6	3.8
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 54.2 Total Delay for Signalled Lanes (pcuHr): 11.77 Cycle Time (s): 120
PRC Over All Lanes (%): 54.2 Total Delay Over All Lanes(pcuHr): 11.77

Full Input Data And Results

Scenario 6: '2038 DS PM Baseline + Dev + BEW' (FG6: '2038 DS PM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

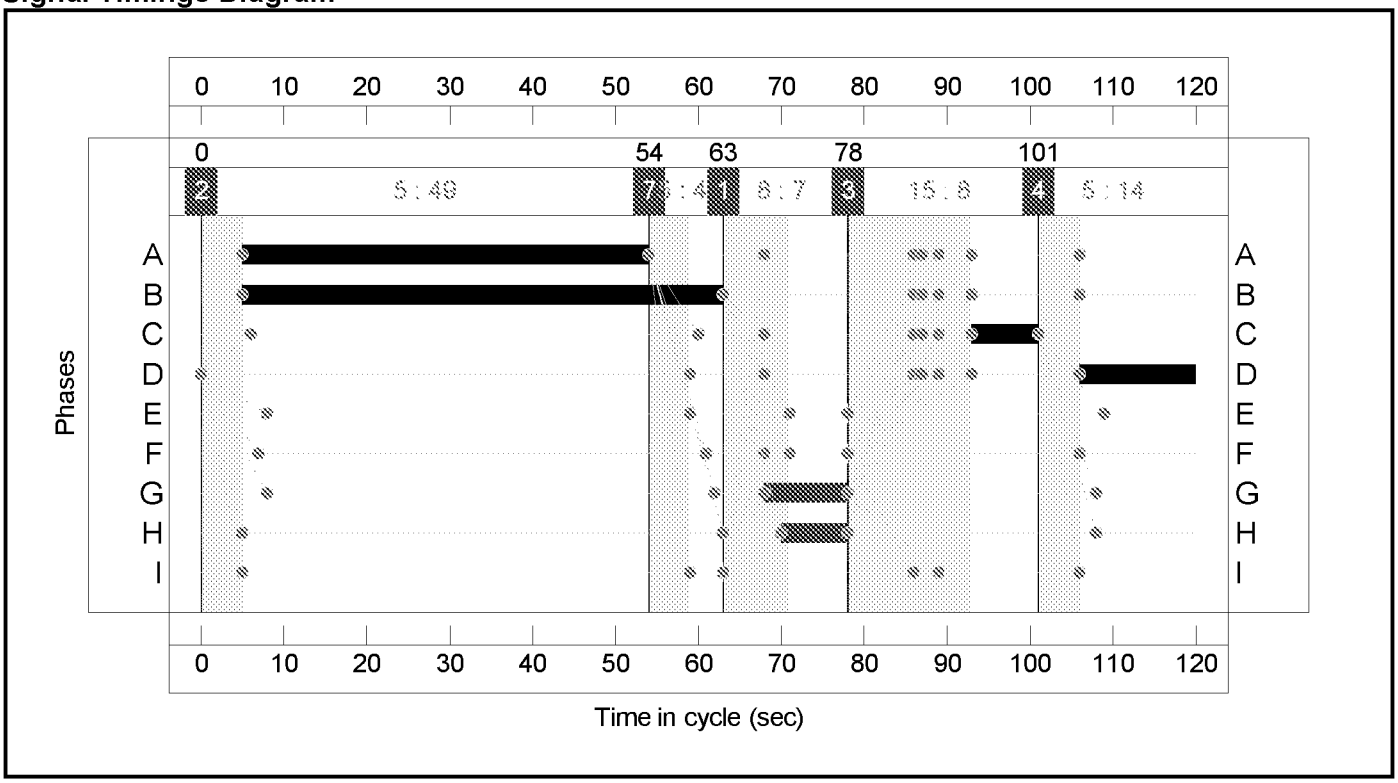
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	49	4	7	8	14
Change Point	0	54	63	78	101

Signal Timings Diagram



Full Input Data And Results

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	50	258	49	357
	B	25	0	31	2	58
	C	156	110	0	37	303
	D	51	19	22	0	92
	Tot.	232	179	311	88	810

Traffic Lane Flows

Lane	Scenario 6: 2038 DS PM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	357
2/1	58
3/1	303
4/1	92
5/1	311
6/1	232
7/1	179
8/1	88

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1871	1871
				Arm 7 Left	11.00	14.0 %		
				Arm 8 Right	10.00	13.7 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	53.4 %	1732	1732
				Arm 6 Right	11.50	43.1 %		
				Arm 8 Ahead	Inf	3.4 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	51.5 %	1788	1788
				Arm 7 Right	10.00	36.3 %		
				Arm 8 Left	11.00	12.2 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	23.9 %	1688	1688
				Arm 6 Left	9.00	55.4 %		
				Arm 7 Ahead	Inf	20.7 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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: Proposed New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**45.8%**
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	**45.8%**
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	49	-	357	1871	780	45.8%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	8	-	58	1732	130	44.6%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	58	-	303	1788	737	41.1%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	14	-	92	1688	211	43.6%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	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: Proposed New Site Access Junction	**-**	**-**	**150**	**6**	**2**	**6.2**	**1.6**	**0.3**	**8.0**	**-**	**-**	**-**	**-**
A29 / Meadow Way / Proposed Site Access Junction	**-**	**-**	**150**	**6**	**2**	**6.2**	**1.6**	**0.3**	**8.0**	**-**	**-**	**-**	**-**
1/1	357	357	49	0	0	2.5	0.4	0.0	2.9	29.6	8.5	0.4	8.9
2/1	58	58	-	-	-	0.9	0.4	-	1.3	77.9	1.8	0.4	2.2
3/1	303	303	102	6	2	1.6	0.3	0.2	2.2	26.2	7.1	0.3	7.4
4/1	92	92	-	-	-	1.2	0.4	-	1.6	63.6	2.8	0.4	3.2
5/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 96.5 Total Delay for Signalled Lanes (pcuHr): 8.03 Cycle Time (s): 120
PRC Over All Lanes (%): 96.5 Total Delay Over All Lanes(pcuHr): 8.03