

A29 - Barnham Road - 2028 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	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
D9	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 - Barnham Road B2233		ONE HOUR	✓	752	100.000
B - Nyton Road A29		ONE HOUR	✓	987	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	606	146
	B - Nyton Road A29	396	6	585
	C - Fontwell Avenue A29	173	374	1

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.81	0.19
	B - Nyton Road A29	0.40	0.01	0.59
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	4
B - Nyton Road A29		4	0	5
C - Fontwell Avenue A29		5	7	1

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.040
B - Nyton Road A29		1.040	1.000	1.050
C - Fontwell Avenue A29		1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	566	566
	B - Nyton Road A29	743	743
	C - Fontwell Avenue A29	413	413
07:30-07:45	A - Barnham Road B2233	676	676
	B - Nyton Road A29	887	887
	C - Fontwell Avenue A29	493	493
07:45-08:00	A - Barnham Road B2233	828	828
	B - Nyton Road A29	1087	1087
	C - Fontwell Avenue A29	603	603
08:00-08:15	A - Barnham Road B2233	828	828
	B - Nyton Road A29	1087	1087
	C - Fontwell Avenue A29	603	603
08:15-08:30	A - Barnham Road B2233	676	676
	B - Nyton Road A29	887	887
	C - Fontwell Avenue A29	493	493
08:30-08:45	A - Barnham Road B2233	566	566
	B - Nyton Road A29	743	743
	C - Fontwell Avenue A29	413	413

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 - Barnham Road B2233	0.68	9.45	2.1	A	690	1035
B - Nyton Road A29	0.54	4.11	1.2	A	906	1359
C - Fontwell Avenue A29	0.59	9.22	1.5	A	503	754

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 - Barnham Road B2233	566	142	285	1310	0.432	563	427	0.0	0.8	4.917	A
B - Nyton Road A29	743	186	110	2043	0.364	741	738	0.0	0.6	2.885	A
C - Fontwell Avenue A29	413	103	302	1087	0.380	410	549	0.0	0.6	5.636	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 - Barnham Road B2233	676	169	342	1271	0.532	675	511	0.8	1.1	6.164	A
B - Nyton Road A29	887	222	132	2026	0.438	886	884	0.6	0.8	3.301	A
C - Fontwell Avenue A29	493	123	361	1058	0.466	492	657	0.6	0.9	6.748	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 - Barnham Road B2233	828	207	418	1219	0.679	824	625	1.1	2.1	9.252	A
B - Nyton Road A29	1087	272	161	2003	0.542	1085	1081	0.8	1.2	4.092	A
C - Fontwell Avenue A29	603	151	442	1019	0.592	601	804	0.9	1.5	9.113	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 - Barnham Road B2233	828	207	419	1218	0.680	828	626	2.1	2.1	9.446	A
B - Nyton Road A29	1087	272	162	2003	0.543	1087	1085	1.2	1.2	4.109	A
C - Fontwell Avenue A29	603	151	443	1018	0.592	603	806	1.5	1.5	9.219	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	676	169	344	1269	0.533	680	513	2.1	1.2	6.295	A
B - Nyton Road A29	887	222	133	2026	0.438	889	891	1.2	0.8	3.318	A
C - Fontwell Avenue A29	493	123	362	1057	0.466	495	660	1.5	0.9	6.834	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	566	142	288	1308	0.433	568	429	1.2	0.8	4.989	A
B - Nyton Road A29	743	186	111	2043	0.364	744	744	0.8	0.6	2.899	A
C - Fontwell Avenue A29	413	103	303	1086	0.380	414	552	0.9	0.7	5.705	A



Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.0.1.1519	
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Path: C:\Users\NCS04445\OneDrive - WSP 0365\WSP\Projects\40 Capacity Assessment\Working\21092023

Report generation date: 21/09/2023 16:58:56

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- »A29 - Barnham Road - 2019 , PM Base
 - »A29 - Barnham Road - 2031 DM, PM Baseline
 - »A29 - Barnham Road - 2031 DS, PM Baseline + Dev
 - »A29 - Barnham Road - 2031 DS, PM Baseline + Dev + BEW
 - »A29 - Barnham Road - 2038 DS, PM Baseline + Dev + BEW
 - »A29 - Barnham Road - 2026 , PM Baseline
 - »A29 - Barnham Road - 2026 , PM Baseline + Dev
 - »A29 - Barnham Road - 2028 , PM Base
 - »A29 - Barnham Road - 2028 , PM Base + Dev

Summary of junction performance

	PM Base					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 - Barnham Road - 2019																			
A - Barnham Road B2233	D1	0.9	6.53	0.48	A															
B - Nyton Road A29		0.6	2.91	0.39	A															
C - Fontwell Avenue A29		3.2	14.48	0.76	B															
	A29 - Barnham Road - 2031 DM																			
A - Barnham Road B2233						D2	0.7	5.58	0.40	A										
B - Nyton Road A29							0.8	3.26	0.45	A										
C - Fontwell Avenue A29							1.9	10.00	0.65	B										
	A29 - Barnham Road - 2031 DS																			
A - Barnham Road B2233											D3	0.7	5.83	0.41	A		1.0	6.90	0.51	A
B - Nyton Road A29												0.9	3.31	0.46	A		1.2	3.84	0.54	A
C - Fontwell Avenue A29												2.1	10.70	0.68	B		2.3	12.46	0.70	B
	A29 - Barnham Road - 2038 DS																			
A - Barnham Road B2233																D5	0.5	4.23	0.32	A
B - Nyton Road A29																	0.5	2.62	0.32	A
C - Fontwell Avenue A29																	0.6	5.31	0.37	A
	A29 - Barnham Road - 2026																			
A - Barnham Road B2233						D6	1.3	8.10	0.55	A		1.3	8.33	0.56	A					
B - Nyton Road A29							1.0	4.13	0.50	A		1.0	4.17	0.50	A					
C - Fontwell Avenue A29							5.9	24.87	0.88	C		6.4	26.76	0.87	D					
	A29 - Barnham Road - 2028																			
A - Barnham Road B2233	D8	1.3	8.35	0.56	A															
B - Nyton Road A29		1.0	4.22	0.51	A															
C - Fontwell Avenue A29		6.7	27.75	0.88	D															

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

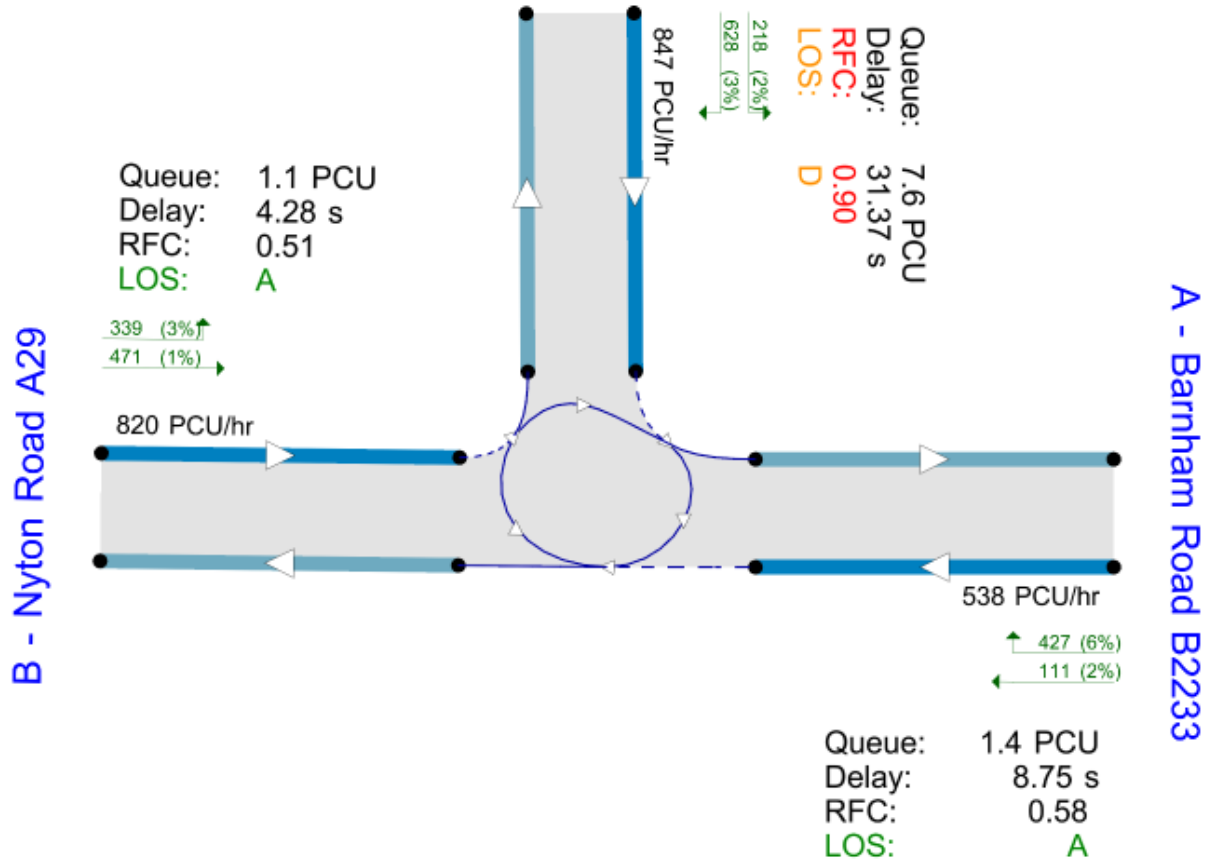
File Description

Title	A29 - Barnham Road
Location	
Site number	
Date	20/02/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukhvi001 [W11UK0076]
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

C - Fontwell Avenue A29



Flows show original traffic demand (PCU/hr).

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	PM Base	ONE HOUR	16:30	18:00	15	✓
D2	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D3	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D4	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D5	2038 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	15	✓
D6	2026	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D7	2026	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D8	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D9	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A29 - Barnham Road	✓	100.000	100.000

A29 - Barnham Road - 2019 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	8.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.23	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Barnham Road B2233		
B	Nyton Road A29		
C	Fontwell Avenue A29		

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 - Barnham Road B2233	3.42	5.28	16.0	300.0	25.0	7.5		
B - Nyton Road A29	4.78	6.50	38.0	999.0	25.0	9.5		
C - Fontwell Avenue A29	4.00	4.50	1.2	6.8	25.0	47.5		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Barnham Road B2233	Direct	(ARCADY 6 CT10 Import)	-396
B - Nyton Road A29	Direct	(ARCADY 6 CT10 Import)	0
C - Fontwell Avenue A29	Direct	(ARCADY 6 CT10 Import)	-120

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Barnham Road B2233	0.685	1230
B - Nyton Road A29	0.788	2130
C - Fontwell Avenue A29	0.485	958

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - Barnham Road B2233	Direct		275
B - Nyton Road A29	Direct		0
C - Fontwell Avenue A29	Direct		340

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	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 - Barnham Road B2233		ONE HOUR	✓	471	100.000
B - Nyton Road A29		ONE HOUR	✓	721	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	381	90
	B - Nyton Road A29	416	9	296
	C - Fontwell Avenue A29	194	547	1

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.81	0.19
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	2	6
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	1.000	1.020	1.060
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	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 - Barnham Road B2233	355	355
	B - Nyton Road A29	543	543
	C - Fontwell Avenue A29	559	559
16:45-17:00	A - Barnham Road B2233	423	423
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	667	667
17:00-17:15	A - Barnham Road B2233	519	519
	B - Nyton Road A29	794	794
	C - Fontwell Avenue A29	817	817
17:15-17:30	A - Barnham Road B2233	519	519
	B - Nyton Road A29	794	794
	C - Fontwell Avenue A29	817	817
17:30-17:45	A - Barnham Road B2233	423	423
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	667	667
17:45-18:00	A - Barnham Road B2233	355	355
	B - Nyton Road A29	543	543
	C - Fontwell Avenue A29	559	559

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 - Barnham Road B2233	0.48	6.53	0.9	A	432	648
B - Nyton Road A29	0.39	2.91	0.6	A	662	992
C - Fontwell Avenue A29	0.76	14.48	3.2	B	681	1021

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 - Barnham Road B2233	355	89	416	1220	0.291	353	457	0.0	0.4	4.260	A
B - Nyton Road A29	543	136	68	2076	0.261	541	701	0.0	0.4	2.385	A
C - Fontwell Avenue A29	559	140	319	1143	0.489	555	290	0.0	1.0	6.243	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 - Barnham Road B2233	423	106	499	1163	0.364	423	548	0.4	0.6	4.992	A
B - Nyton Road A29	648	162	82	2066	0.314	648	840	0.4	0.5	2.584	A
C - Fontwell Avenue A29	667	167	382	1113	0.599	665	348	1.0	1.5	8.216	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 - Barnham Road B2233	519	130	809	1088	0.477	517	670	0.6	0.9	6.483	A
B - Nyton Road A29	794	198	100	2051	0.387	793	1028	0.5	0.6	2.911	A
C - Fontwell Avenue A29	817	204	488	1071	0.763	811	428	1.5	3.1	13.851	B

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 - Barnham Road B2233	519	130	813	1085	0.478	519	672	0.9	0.9	6.529	A
B - Nyton Road A29	794	198	100	2051	0.387	794	1031	0.6	0.6	2.913	A
C - Fontwell Avenue A29	817	204	488	1071	0.763	817	428	3.1	3.2	14.478	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	423	106	506	1159	0.365	425	550	0.9	0.6	5.050	A
B - Nyton Road A29	648	162	82	2086	0.314	649	848	0.6	0.5	2.587	A
C - Fontwell Avenue A29	667	167	382	1113	0.600	674	348	3.2	1.6	8.546	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	355	89	421	1217	0.291	355	460	0.6	0.4	4.299	A
B - Nyton Road A29	543	136	69	2076	0.261	543	708	0.5	0.4	2.392	A
C - Fontwell Avenue A29	559	140	320	1143	0.489	561	292	1.6	1.0	6.380	A

A29 - Barnham Road - 2031 DM, PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.03	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	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 - Barnham Road B2233		ONE HOUR	✓	391	100.000
B - Nyton Road A29		ONE HOUR	✓	846	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	302	89
	B - Nyton Road A29	428	0	418
	C - Fontwell Avenue A29	84	552	0

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.77	0.23
	B - Nyton Road A29	0.51	0.00	0.49
	C - Fontwell Avenue A29	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	2
B - Nyton Road A29		1	0	2
C - Fontwell Avenue A29		1	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.020
B - Nyton Road A29		1.010	1.000	1.020
C - Fontwell Avenue A29		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 - Barnham Road B2233	294	294
	B - Nyton Road A29	637	637
	C - Fontwell Avenue A29	479	479
16:45-17:00	A - Barnham Road B2233	352	352
	B - Nyton Road A29	761	761
	C - Fontwell Avenue A29	572	572
17:00-17:15	A - Barnham Road B2233	430	430
	B - Nyton Road A29	931	931
	C - Fontwell Avenue A29	700	700
17:15-17:30	A - Barnham Road B2233	430	430
	B - Nyton Road A29	931	931
	C - Fontwell Avenue A29	700	700
17:30-17:45	A - Barnham Road B2233	352	352
	B - Nyton Road A29	761	761
	C - Fontwell Avenue A29	572	572
17:45-18:00	A - Barnham Road B2233	294	294
	B - Nyton Road A29	637	637
	C - Fontwell Avenue A29	479	479

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 - Barnham Road B2233	0.40	5.58	0.7	A	359	538
B - Nyton Road A29	0.45	3.28	0.8	A	776	1164
C - Fontwell Avenue A29	0.65	10.00	1.9	B	584	875

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 - Barnham Road B2233	294	74	413	1222	0.241	293	384	0.0	0.3	3.947	A
B - Nyton Road A29	637	159	67	2078	0.307	635	639	0.0	0.4	2.529	A
C - Fontwell Avenue A29	479	120	321	1142	0.419	476	381	0.0	0.7	5.526	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 - Barnham Road B2233	352	88	495	1166	0.302	351	460	0.3	0.4	4.505	A
B - Nyton Road A29	761	190	80	2067	0.368	760	766	0.4	0.6	2.793	A
C - Fontwell Avenue A29	572	143	384	1112	0.514	570	455	0.7	1.1	6.818	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 - Barnham Road B2233	430	108	605	1090	0.395	430	563	0.4	0.7	5.550	A
B - Nyton Road A29	931	233	98	2053	0.454	930	937	0.6	0.8	3.251	A
C - Fontwell Avenue A29	700	175	471	1070	0.655	697	558	1.1	1.9	9.835	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 - Barnham Road B2233	430	108	608	1089	0.395	430	564	0.7	0.7	5.578	A
B - Nyton Road A29	931	233	98	2053	0.454	931	940	0.8	0.8	3.256	A
C - Fontwell Avenue A29	700	175	471	1089	0.655	700	558	1.9	1.9	10.004	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	352	88	499	1163	0.302	352	461	0.7	0.4	4.534	A
B - Nyton Road A29	761	190	80	2067	0.368	762	771	0.8	0.6	2.802	A
C - Fontwell Avenue A29	572	143	385	1111	0.515	575	456	1.9	1.1	6.937	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	294	74	417	1219	0.241	295	386	0.4	0.3	3.973	A
B - Nyton Road A29	637	159	67	2077	0.307	637	645	0.6	0.5	2.540	A
C - Fontwell Avenue A29	479	120	323	1142	0.419	480	382	1.1	0.7	5.603	A

A29 - Barnham Road - 2031 DS, PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.36	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 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 - Barnham Road B2233		ONE HOUR	✓	404	100.000
B - Nyton Road A29		ONE HOUR	✓	861	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	315	89
B - Nyton Road A29		434	0	427
C - Fontwell Avenue A29		84	571	0

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0.00	0.78	0.22
B - Nyton Road A29		0.50	0.00	0.50
C - Fontwell Avenue A29		0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	2	2
	B - Nyton Road A29	1	0	2
	C - Fontwell Avenue A29	1	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	1.000	1.020	1.020
	B - Nyton Road A29	1.010	1.000	1.020
	C - Fontwell Avenue A29	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 - Barnham Road B2233	304	304
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	493	493
16:45-17:00	A - Barnham Road B2233	363	363
	B - Nyton Road A29	774	774
	C - Fontwell Avenue A29	589	589
17:00-17:15	A - Barnham Road B2233	445	445
	B - Nyton Road A29	948	948
	C - Fontwell Avenue A29	721	721
17:15-17:30	A - Barnham Road B2233	445	445
	B - Nyton Road A29	948	948
	C - Fontwell Avenue A29	721	721
17:30-17:45	A - Barnham Road B2233	363	363
	B - Nyton Road A29	774	774
	C - Fontwell Avenue A29	589	589
17:45-18:00	A - Barnham Road B2233	304	304
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	493	493

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 - Barnham Road B2233	0.41	5.83	0.7	A	371	556
B - Nyton Road A29	0.46	3.31	0.9	A	790	1185
C - Fontwell Avenue A29	0.68	10.70	2.1	B	801	902

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 - Barnham Road B2233	304	76	427	1212	0.251	303	389	0.0	0.3	4.032	A
B - Nyton Road A29	648	162	67	2078	0.312	646	663	0.0	0.5	2.549	A
C - Fontwell Avenue A29	493	123	326	1140	0.433	490	387	0.0	0.8	5.655	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 - Barnham Road B2233	383	91	512	1154	0.315	383	485	0.3	0.5	4.638	A
B - Nyton Road A29	774	194	80	2087	0.374	773	795	0.5	0.6	2.822	A
C - Fontwell Avenue A29	589	147	390	1109	0.531	587	483	0.8	1.1	7.071	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 - Barnham Road B2233	445	111	625	1076	0.413	444	569	0.5	0.7	5.788	A
B - Nyton Road A29	948	237	98	2053	0.462	947	971	0.6	0.9	3.300	A
C - Fontwell Avenue A29	721	180	477	1067	0.676	717	567	1.1	2.1	10.483	B

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 - Barnham Road B2233	445	111	629	1074	0.414	445	570	0.7	0.7	5.832	A
B - Nyton Road A29	948	237	98	2053	0.462	948	975	0.9	0.9	3.305	A
C - Fontwell Avenue A29	721	180	478	1066	0.676	721	568	2.1	2.1	10.700	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	383	91	517	1151	0.316	384	487	0.7	0.5	4.673	A
B - Nyton Road A29	774	194	80	2087	0.374	775	800	0.9	0.6	2.831	A
C - Fontwell Avenue A29	589	147	391	1109	0.531	593	485	2.1	1.2	7.219	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	304	76	431	1210	0.251	305	390	0.5	0.3	4.061	A
B - Nyton Road A29	648	162	67	2077	0.312	649	669	0.6	0.5	2.558	A
C - Fontwell Avenue A29	493	123	327	1139	0.433	495	389	1.2	0.8	5.751	A

A29 - Barnham Road - 2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.11	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 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 - Barnham Road B2233		ONE HOUR	✓	500	100.000
B - Nyton Road A29		ONE HOUR	✓	1000	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	629	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	409	91
	B - Nyton Road A29	579	0	421
	C - Fontwell Avenue A29	69	560	0

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.82	0.18
	B - Nyton Road A29	0.58	0.00	0.42
	C - Fontwell Avenue A29	0.11	0.89	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	2
B - Nyton Road A29		1	0	2
C - Fontwell Avenue A29		1	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.020
B - Nyton Road A29		1.010	1.000	1.020
C - Fontwell Avenue A29		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 - Barnham Road B2233	376	376
	B - Nyton Road A29	753	753
	C - Fontwell Avenue A29	474	474
16:45-17:00	A - Barnham Road B2233	449	449
	B - Nyton Road A29	899	899
	C - Fontwell Avenue A29	565	565
17:00-17:15	A - Barnham Road B2233	551	551
	B - Nyton Road A29	1101	1101
	C - Fontwell Avenue A29	693	693
17:15-17:30	A - Barnham Road B2233	551	551
	B - Nyton Road A29	1101	1101
	C - Fontwell Avenue A29	693	693
17:30-17:45	A - Barnham Road B2233	449	449
	B - Nyton Road A29	899	899
	C - Fontwell Avenue A29	565	565
17:45-18:00	A - Barnham Road B2233	376	376
	B - Nyton Road A29	753	753
	C - Fontwell Avenue A29	474	474

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 - Barnham Road B2233	0.51	6.90	1.0	A	459	688
B - Nyton Road A29	0.54	3.84	1.2	A	918	1376
C - Fontwell Avenue A29	0.70	12.46	2.3	B	577	888

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 - Barnham Road B2233	376	94	419	1218	0.309	375	486	0.0	0.5	4.345	A
B - Nyton Road A29	753	188	68	2076	0.363	751	725	0.0	0.6	2.749	A
C - Fontwell Avenue A29	474	118	435	1087	0.436	470	384	0.0	0.8	5.969	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 - Barnham Road B2233	449	112	502	1161	0.387	449	582	0.5	0.6	5.149	A
B - Nyton Road A29	899	225	82	2066	0.435	898	869	0.6	0.8	3.125	A
C - Fontwell Avenue A29	565	141	520	1046	0.541	564	460	0.8	1.2	7.651	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 - Barnham Road B2233	551	138	613	1085	0.507	549	712	0.6	1.0	6.826	A
B - Nyton Road A29	1101	275	100	2052	0.537	1099	1062	0.8	1.2	3.829	A
C - Fontwell Avenue A29	693	173	637	989	0.700	688	563	1.2	2.3	12.110	B

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 - Barnham Road B2233	551	138	616	1083	0.508	550	713	1.0	1.0	6.899	A
B - Nyton Road A29	1101	275	100	2051	0.537	1101	1067	1.2	1.2	3.841	A
C - Fontwell Avenue A29	693	173	637	989	0.700	692	564	2.3	2.3	12.457	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	449	112	507	1157	0.388	451	584	1.0	0.7	5.212	A
B - Nyton Road A29	899	225	82	2066	0.435	901	876	1.2	0.8	3.139	A
C - Fontwell Avenue A29	565	141	521	1045	0.541	570	461	2.3	1.2	7.857	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	376	94	423	1215	0.310	377	489	0.7	0.5	4.387	A
B - Nyton Road A29	753	188	69	2076	0.363	754	732	0.8	0.6	2.762	A
C - Fontwell Avenue A29	474	118	436	1086	0.436	475	386	1.2	0.8	6.073	A

A29 - Barnham Road - 2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	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	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 - Barnham Road B2233		ONE HOUR	✓	371	100.000
B - Nyton Road A29		ONE HOUR	✓	592	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	272	99
B - Nyton Road A29		327	0	265
C - Fontwell Avenue A29		72	302	0

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0.00	0.73	0.27
B - Nyton Road A29		0.55	0.00	0.45
C - Fontwell Avenue A29		0.19	0.81	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	2
B - Nyton Road A29		1	0	2
C - Fontwell Avenue A29		1	6	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.020
B - Nyton Road A29		1.010	1.000	1.020
C - Fontwell Avenue A29		1.010	1.080	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 - Barnham Road B2233	279	279
	B - Nyton Road A29	446	446
	C - Fontwell Avenue A29	282	282
16:45-17:00	A - Barnham Road B2233	334	334
	B - Nyton Road A29	532	532
	C - Fontwell Avenue A29	336	336
17:00-17:15	A - Barnham Road B2233	408	408
	B - Nyton Road A29	652	652
	C - Fontwell Avenue A29	412	412
17:15-17:30	A - Barnham Road B2233	408	408
	B - Nyton Road A29	652	652
	C - Fontwell Avenue A29	412	412
17:30-17:45	A - Barnham Road B2233	334	334
	B - Nyton Road A29	532	532
	C - Fontwell Avenue A29	336	336
17:45-18:00	A - Barnham Road B2233	279	279
	B - Nyton Road A29	446	446
	C - Fontwell Avenue A29	282	282

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 - Barnham Road B2233	0.32	4.23	0.5	A	340	511
B - Nyton Road A29	0.32	2.62	0.5	A	543	815
C - Fontwell Avenue A29	0.37	5.31	0.6	A	343	515

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 - Barnham Road B2233	279	70	226	1350	0.207	278	300	0.0	0.3	3.423	A
B - Nyton Road A29	446	111	74	2072	0.215	445	430	0.0	0.3	2.243	A
C - Fontwell Avenue A29	282	70	246	1179	0.239	280	273	0.0	0.3	4.200	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 - Barnham Road B2233	334	83	271	1319	0.253	333	358	0.3	0.3	3.724	A
B - Nyton Road A29	532	133	89	2080	0.258	532	515	0.3	0.4	2.389	A
C - Fontwell Avenue A29	336	84	294	1156	0.291	336	327	0.3	0.4	4.609	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 - Barnham Road B2233	408	102	332	1278	0.320	408	439	0.3	0.5	4.219	A
B - Nyton Road A29	652	163	109	2044	0.319	651	631	0.4	0.5	2.621	A
C - Fontwell Avenue A29	412	103	380	1124	0.367	411	400	0.4	0.6	5.299	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 - Barnham Road B2233	408	102	332	1277	0.320	408	439	0.5	0.5	4.226	A
B - Nyton Road A29	652	163	109	2044	0.319	652	632	0.5	0.5	2.622	A
C - Fontwell Avenue A29	412	103	380	1123	0.367	412	401	0.6	0.6	5.311	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	334	83	272	1319	0.253	334	359	0.5	0.3	3.733	A
B - Nyton Road A29	532	133	89	2080	0.258	533	517	0.5	0.4	2.393	A
C - Fontwell Avenue A29	336	84	294	1155	0.291	337	328	0.6	0.4	4.621	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	279	70	228	1349	0.207	280	301	0.3	0.3	3.433	A
B - Nyton Road A29	446	111	75	2071	0.215	446	433	0.4	0.3	2.246	A
C - Fontwell Avenue A29	282	70	246	1179	0.239	282	274	0.4	0.3	4.219	A

A29 - Barnham Road - 2026 , PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	13.06	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.06	B

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	2026	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 - Barnham Road B2233		ONE HOUR	✓	521	100.000
B - Nyton Road A29		ONE HOUR	✓	797	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From				
	A - Barnham Road B2233	0	100	421
	B - Nyton Road A29	460	10	327
	C - Fontwell Avenue A29	215	605	1

Proportions

	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From				
	A - Barnham Road B2233	0.00	0.19	0.81
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	6
B - Nyton Road A29		1	0	3
C - Fontwell Avenue A29		2	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.060
B - Nyton Road A29		1.010	1.000	1.030
C - Fontwell Avenue A29		1.020	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 - Barnham Road B2233	392	392
	B - Nyton Road A29	600	600
	C - Fontwell Avenue A29	618	618
16:45-17:00	A - Barnham Road B2233	468	468
	B - Nyton Road A29	716	716
	C - Fontwell Avenue A29	738	738
17:00-17:15	A - Barnham Road B2233	574	574
	B - Nyton Road A29	878	878
	C - Fontwell Avenue A29	904	904
17:15-17:30	A - Barnham Road B2233	574	574
	B - Nyton Road A29	878	878
	C - Fontwell Avenue A29	904	904
17:30-17:45	A - Barnham Road B2233	468	468
	B - Nyton Road A29	716	716
	C - Fontwell Avenue A29	738	738
17:45-18:00	A - Barnham Road B2233	392	392
	B - Nyton Road A29	600	600
	C - Fontwell Avenue A29	618	618

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 - Barnham Road B2233	0.55	8.10	1.3	A	478	717
B - Nyton Road A29	0.50	4.13	1.0	A	731	1097
C - Fontwell Avenue A29	0.86	24.87	5.9	C	753	1130

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 - Barnham Road B2233	392	98	460	1190	0.330	390	506	0.0	0.5	4.724	A
B - Nyton Road A29	600	150	316	1881	0.319	598	534	0.0	0.5	2.852	A
C - Fontwell Avenue A29	618	155	353	1127	0.548	613	561	0.0	1.2	7.133	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 - Barnham Road B2233	488	117	551	1127	0.415	487	808	0.5	0.7	5.731	A
B - Nyton Road A29	716	179	379	1832	0.391	716	840	0.5	0.7	3.281	A
C - Fontwell Avenue A29	738	185	422	1093	0.675	735	672	1.2	2.1	10.215	B

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 - Barnham Road B2233	574	143	688	1047	0.548	572	739	0.7	1.3	7.928	A
B - Nyton Road A29	878	219	483	1766	0.497	878	777	0.7	1.0	4.113	A
C - Fontwell Avenue A29	904	226	517	1047	0.883	890	822	2.1	5.5	21.817	C

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 - Barnham Road B2233	574	143	677	1041	0.551	574	743	1.3	1.3	8.097	A
B - Nyton Road A29	878	219	485	1764	0.497	877	786	1.0	1.0	4.132	A
C - Fontwell Avenue A29	904	226	517	1047	0.883	902	825	5.5	5.9	24.875	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	488	117	565	1118	0.419	470	611	1.3	0.8	5.885	A
B - Nyton Road A29	716	179	381	1830	0.392	718	654	1.0	0.7	3.298	A
C - Fontwell Avenue A29	738	185	423	1093	0.675	753	678	5.9	2.2	11.327	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	392	98	467	1185	0.331	393	510	0.8	0.5	4.788	A
B - Nyton Road A29	600	150	318	1879	0.319	601	541	0.7	0.5	2.867	A
C - Fontwell Avenue A29	618	155	354	1126	0.549	622	565	2.2	1.3	7.388	A

A29 - Barnham Road - 2026 , PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	13.86	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.86	B

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	2026	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 - Barnham Road B2233		ONE HOUR	✓	527	100.000
B - Nyton Road A29		ONE HOUR	✓	805	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	830	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	106	421
	B - Nyton Road A29	463	10	332
	C - Fontwell Avenue A29	215	614	1

Proportions

	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.20	0.80
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	6
B - Nyton Road A29		1	0	3
C - Fontwell Avenue A29		2	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.060
B - Nyton Road A29		1.010	1.000	1.030
C - Fontwell Avenue A29		1.020	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 - Barnham Road B2233	397	397
	B - Nyton Road A29	606	606
	C - Fontwell Avenue A29	625	625
16:45-17:00	A - Barnham Road B2233	474	474
	B - Nyton Road A29	724	724
	C - Fontwell Avenue A29	746	746
17:00-17:15	A - Barnham Road B2233	580	580
	B - Nyton Road A29	886	886
	C - Fontwell Avenue A29	914	914
17:15-17:30	A - Barnham Road B2233	580	580
	B - Nyton Road A29	886	886
	C - Fontwell Avenue A29	914	914
17:30-17:45	A - Barnham Road B2233	474	474
	B - Nyton Road A29	724	724
	C - Fontwell Avenue A29	746	746
17:45-18:00	A - Barnham Road B2233	397	397
	B - Nyton Road A29	606	606
	C - Fontwell Avenue A29	625	625

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 - Barnham Road B2233	0.56	8.33	1.3	A	484	725
B - Nyton Road A29	0.50	4.17	1.0	A	739	1108
C - Fontwell Avenue A29	0.87	26.76	6.4	D	762	1142

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 - Barnham Road B2233	397	99	467	1185	0.335	395	508	0.0	0.5	4.777	A
B - Nyton Road A29	606	152	316	1881	0.322	604	545	0.0	0.5	2.866	A
C - Fontwell Avenue A29	625	156	355	1126	0.555	620	565	0.0	1.3	7.239	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 - Barnham Road B2233	474	118	559	1122	0.422	473	608	0.5	0.8	5.825	A
B - Nyton Road A29	724	181	379	1832	0.395	723	653	0.5	0.7	3.303	A
C - Fontwell Avenue A29	746	187	425	1092	0.683	743	677	1.3	2.1	10.478	B

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 - Barnham Road B2233	580	145	677	1041	0.557	578	742	0.8	1.3	8.138	A
B - Nyton Road A29	886	222	463	1766	0.502	885	792	0.7	1.0	4.154	A
C - Fontwell Avenue A29	914	228	520	1046	0.874	899	828	2.1	5.9	23.079	C

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 - Barnham Road B2233	580	145	687	1034	0.561	580	746	1.3	1.3	8.329	A
B - Nyton Road A29	886	222	465	1764	0.502	886	802	1.0	1.0	4.173	A
C - Fontwell Avenue A29	914	228	521	1045	0.874	912	830	5.9	6.4	26.764	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	474	118	574	1112	0.426	476	615	1.3	0.8	5.977	A
B - Nyton Road A29	724	181	381	1830	0.395	725	669	1.0	0.7	3.320	A
C - Fontwell Avenue A29	746	187	426	1091	0.684	763	680	6.4	2.3	11.772	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	397	99	473	1181	0.336	398	512	0.8	0.5	4.844	A
B - Nyton Road A29	606	152	319	1879	0.322	607	553	0.7	0.5	2.881	A
C - Fontwell Avenue A29	625	156	357	1125	0.555	629	569	2.3	1.3	7.512	A

A29 - Barnham Road - 2028 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	14.26	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.26	B

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	2028	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 - Barnham Road B2233		ONE HOUR	✓	528	100.000
B - Nyton Road A29		ONE HOUR	✓	809	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	101	427
	B - Nyton Road A29	487	10	332
	C - Fontwell Avenue A29	218	614	1

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.19	0.81
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	6
B - Nyton Road A29		1	0	3
C - Fontwell Avenue A29		2	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.060
B - Nyton Road A29		1.010	1.000	1.030
C - Fontwell Avenue A29		1.020	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 - Barnham Road B2233	398	398
	B - Nyton Road A29	609	609
	C - Fontwell Avenue A29	627	627
16:45-17:00	A - Barnham Road B2233	475	475
	B - Nyton Road A29	727	727
	C - Fontwell Avenue A29	749	749
17:00-17:15	A - Barnham Road B2233	581	581
	B - Nyton Road A29	891	891
	C - Fontwell Avenue A29	917	917
17:15-17:30	A - Barnham Road B2233	581	581
	B - Nyton Road A29	891	891
	C - Fontwell Avenue A29	917	917
17:30-17:45	A - Barnham Road B2233	475	475
	B - Nyton Road A29	727	727
	C - Fontwell Avenue A29	749	749
17:45-18:00	A - Barnham Road B2233	398	398
	B - Nyton Road A29	609	609
	C - Fontwell Avenue A29	627	627

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 - Barnham Road B2233	0.56	8.35	1.3	A	485	727
B - Nyton Road A29	0.51	4.22	1.0	A	742	1114
C - Fontwell Avenue A29	0.88	27.75	6.7	D	764	1147

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 - Barnham Road B2233	398	99	467	1185	0.335	395	513	0.0	0.5	4.783	A
B - Nyton Road A29	609	152	321	1878	0.324	607	542	0.0	0.5	2.881	A
C - Fontwell Avenue A29	627	157	358	1124	0.558	622	570	0.0	1.3	7.290	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 - Barnham Road B2233	475	119	559	1122	0.423	474	614	0.5	0.8	5.835	A
B - Nyton Road A29	727	182	384	1828	0.398	727	649	0.5	0.7	3.326	A
C - Fontwell Avenue A29	749	187	428	1090	0.687	745	682	1.3	2.2	10.605	B

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 - Barnham Road B2233	581	145	676	1041	0.558	579	749	0.8	1.3	8.155	A
B - Nyton Road A29	891	223	469	1760	0.506	889	786	0.7	1.0	4.200	A
C - Fontwell Avenue A29	917	229	524	1044	0.879	901	834	2.2	6.1	23.717	C

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 - Barnham Road B2233	581	145	687	1035	0.562	581	754	1.3	1.3	8.347	A
B - Nyton Road A29	891	223	471	1759	0.506	891	797	1.0	1.0	4.219	A
C - Fontwell Avenue A29	917	229	525	1043	0.879	915	837	6.1	6.7	27.749	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	475	119	575	1111	0.427	477	621	1.3	0.8	5.991	A
B - Nyton Road A29	727	182	387	1828	0.398	729	665	1.0	0.7	3.344	A
C - Fontwell Avenue A29	749	187	430	1090	0.687	766	688	6.7	2.3	11.998	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	398	99	474	1181	0.337	399	517	0.8	0.5	4.849	A
B - Nyton Road A29	609	152	323	1876	0.325	610	549	0.7	0.5	2.895	A
C - Fontwell Avenue A29	627	157	360	1124	0.558	631	573	2.3	1.3	7.570	A

A29 - Barnham Road - 2028 , PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	15.78	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.78	C

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
D9	2028	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	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	538	100.000
B - Nyton Road A29		ONE HOUR	✓	820	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	847	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0	111	427
	B - Nyton Road A29	471	10	339
	C - Fontwell Avenue A29	218	628	1

Proportions

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
	A - Barnham Road B2233	0.00	0.21	0.79
	B - Nyton Road A29	0.57	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		0	2	6
B - Nyton Road A29		1	0	3
C - Fontwell Avenue A29		2	3	0

Average PCU Per Veh

From	To			
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
A - Barnham Road B2233		1.000	1.020	1.060
B - Nyton Road A29		1.010	1.000	1.030
C - Fontwell Avenue A29		1.020	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 - Barnham Road B2233	405	405
	B - Nyton Road A29	617	617
	C - Fontwell Avenue A29	638	638
16:45-17:00	A - Barnham Road B2233	484	484
	B - Nyton Road A29	737	737
	C - Fontwell Avenue A29	761	761
17:00-17:15	A - Barnham Road B2233	592	592
	B - Nyton Road A29	903	903
	C - Fontwell Avenue A29	933	933
17:15-17:30	A - Barnham Road B2233	592	592
	B - Nyton Road A29	903	903
	C - Fontwell Avenue A29	933	933
17:30-17:45	A - Barnham Road B2233	484	484
	B - Nyton Road A29	737	737
	C - Fontwell Avenue A29	761	761
17:45-18:00	A - Barnham Road B2233	405	405
	B - Nyton Road A29	617	617
	C - Fontwell Avenue A29	638	638

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 - Barnham Road B2233	0.58	8.75	1.4	A	494	741
B - Nyton Road A29	0.51	4.28	1.1	A	752	1129
C - Fontwell Avenue A29	0.90	31.37	7.6	D	777	1166

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 - Barnham Road B2233	405	101	477	1178	0.344	403	516	0.0	0.5	4.869	A
B - Nyton Road A29	617	154	320	1878	0.329	615	559	0.0	0.5	2.903	A
C - Fontwell Avenue A29	638	159	361	1123	0.568	632	575	0.0	1.3	7.462	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 - Barnham Road B2233	484	121	572	1113	0.434	483	618	0.5	0.8	5.991	A
B - Nyton Road A29	737	184	384	1828	0.403	736	670	0.5	0.7	3.357	A
C - Fontwell Avenue A29	761	190	432	1089	0.700	758	688	1.3	2.3	11.042	B

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 - Barnham Road B2233	592	148	690	1032	0.574	590	753	0.8	1.4	8.514	A
B - Nyton Road A29	903	226	469	1761	0.513	901	811	0.7	1.1	4.257	A
C - Fontwell Avenue A29	933	233	529	1042	0.895	914	842	2.3	6.9	25.961	D

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 - Barnham Road B2233	592	148	701	1024	0.578	592	758	1.4	1.4	8.751	A
B - Nyton Road A29	903	226	471	1759	0.513	903	822	1.1	1.1	4.279	A
C - Fontwell Avenue A29	933	233	530	1041	0.896	930	844	6.9	7.6	31.367	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	484	121	590	1101	0.439	486	626	1.4	0.8	6.180	A
B - Nyton Road A29	737	184	387	1826	0.404	739	689	1.1	0.7	3.378	A
C - Fontwell Avenue A29	761	190	433	1088	0.700	782	692	7.6	2.5	12.830	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	405	101	484	1173	0.345	406	520	0.8	0.6	4.944	A
B - Nyton Road A29	617	154	323	1876	0.329	618	567	0.7	0.5	2.917	A
C - Fontwell Avenue A29	638	159	363	1122	0.568	642	579	2.5	1.4	7.774	A

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.2.1574									
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Filename: 4-A27 Nyton Road 2016 including Dev.j10

Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923

Report generation date: 07/09/2023 16:44:29

- »A27 Nyton Road - 2019 Base, AM
- »A27 Nyton Road - 2019 Base, PM
- »A27 Nyton Road - 2031 DM, AM Baseline
- »A27 Nyton Road - 2031 DM, PM Baseline
- »A27 Nyton Road - 2031 DS, AM Baseline + Dev
- »A27 Nyton Road - 2031 DS, PM Baseline + Dev + BEW
- »A27 Nyton Road - 2031 DS, AM Baseline + Dev + BEW
- »A27 Nyton Road - 2031 DS, PM Baseline + Dev + BEW
- »A27 Nyton Road - 2038 DS, AM Baseline + Dev + BEW
- »A27 Nyton Road - 2038 DS, PM Baseline + Dev + BEW

Summary of junction performance

	AM					PM					AM Baseline					PM Baseline					AM B	
	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 (PCU)
	A27 Nyton Road - 2019 Base																					
Stream B-AC	D1	0.1	0.82	0.13	A	D2	0.0	0.74	0.03	A												
Stream C-B		0.7	17.00	0.38	C		1.7	19.03	0.83	C												
	A27 Nyton Road - 2031 DM																					
Stream B-AC											D3	0.1	0.81	0.13	A	D4	0.1	0.76	0.07	A		
Stream C-B												0.7	16.97	0.39	C		1.5	19.40	0.80	C		
	A27 Nyton Road - 2031 DS																					
Stream B-AC																					D5	0.2
Stream C-B																						0.8
	A27 Nyton Road - 2038 DS																					
Stream B-AC																						
Stream C-B																						

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

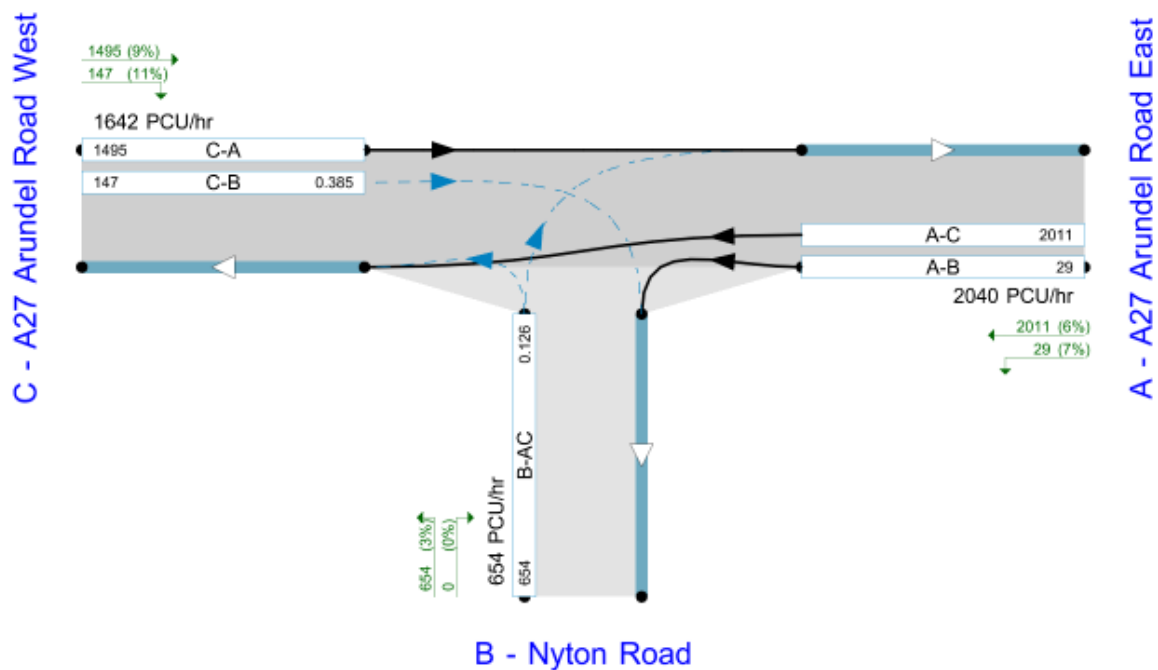
File summary

File Description

Title	A27 Nyton Road
Location	
Site number	
Date	23/03/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
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



Flows show original traffic demand (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr). Streams (downstream end) show RPD (I).
Time Segment: 07:15-07:30

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	38.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	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	AM Peak	DIRECT	07:15	08:15	60	15	✓
D2	2019 Base	PM	PM Peak	DIRECT	16:30	17:30	60	15	✓
D3	2031 DM	AM Baseline	AM Peak	DIRECT	07:15	08:15	60	15	✓
D4	2031 DM	PM Baseline	PM Peak	DIRECT	16:30	17:30	60	15	✓
D5	2031 DS	AM Baseline + Dev	AM Peak	DIRECT	07:15	08:15	60	15	✓
D6	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓
D7	2031 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓
D8	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓
D9	2038 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓
D10	2038 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Nyton Road	✓	100.000	100.000

A27 Nyton Road - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 Arundel Road East		Major
B	Nyton Road		Minor
C	A27 Arundel Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A27 Arundel Road West	13.40		✓	4.50	250.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road	One lane	4.52	250	150

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	738	0.091	0.230	0.145	0.329
B-C	828	0.088	0.217	-	-
C-B	899	0.236	0.236	-	-

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

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

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

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	(PICADY 5 CT16 Import)	4800
C-B	✓		-35

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	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	AM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
07:15 - 07:30	From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	29	2011
		B - Nyton Road	0	0	654
		C - A27 Arundel Road West	1495	147	0

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

		To			
07:30 - 07:45	From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	29	2011
		B - Nyton Road	0	0	654
		C - A27 Arundel Road West	1495	147	0

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:45 - 08:00		To			
	From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	29	2011
		B - Nyton Road	0	0	654
		C - A27 Arundel Road West	1495	147	0

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

08:00 - 08:15		To			
	From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	29	2011
		B - Nyton Road	0	0	654
		C - A27 Arundel Road West	1495	147	0

Proportions

	To			
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East		0	7	6
B - Nyton Road		0	0	3
C - A27 Arundel Road West		9	11	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East		1.000	1.070	1.060
B - Nyton Road		1.000	1.000	1.030
C - A27 Arundel Road West		1.090	1.110	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 - A27 Arundel Road East	2040	2040
	B - Nyton Road	654	654
	C - A27 Arundel Road West	1642	1642
07:30-07:45	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	654	654
	C - A27 Arundel Road West	1642	1642
07:45-08:00	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	654	654
	C - A27 Arundel Road West	1642	1642
08:00-08:15	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	654	654
	C - A27 Arundel Road West	1642	1642

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-A	0.13	0.82	0.1	A	654	654
C-A					1495	1495
C-B	0.38	17.00	0.7	C	147	147
A-B					29	29
A-C					2011	2011

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-A	654	164	5188	0.126	653	0.0	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	144	0.0	0.7	16.631	C
A-B	29	7			29				
A-C	2011	503			2011				

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-AC	654	164	5188	0.126	654	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.991	C
A-B	29	7			29				
A-C	2011	503			2011				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	654	164	5188	0.126	654	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.998	C
A-B	29	7			29				
A-C	2011	503			2011				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	654	164	5188	0.126	654	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.998	C
A-B	29	7			29				
A-C	2011	503			2011				

A27 Nyton Road - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	PM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	328	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

Demand (PCU/hr)

16:45 - 17:00	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	328	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

Demand (PCU/hr)

17:00
-
17:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	326	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

Demand (PCU/hr)

17:15
-
17:30

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	326	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	3	3
	B - Nyton Road	0	0	6
	C - A27 Arundel Road West	3	3	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.030	1.030
	B - Nyton Road	1.000	1.000	1.060
	C - A27 Arundel Road West	1.030	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 - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
16:45-17:00	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
17:00-17:15	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
17:15-17:30	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	0.74	0.0	A	180	180
C-A					1844	1844
C-B	0.63	19.03	1.7	C	326	326
A-B					34	34
A-C					1419	1419

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-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	326	82	521	0.626	319	0.0	1.6	17.906	C
A-B	34	9			34				
A-C	1419	355			1419				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	326	82	521	0.626	326	1.6	1.7	18.991	C
A-B	34	9			34				
A-C	1419	355			1419				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	326	82	521	0.626	326	1.7	1.7	19.020	C
A-B	34	9			34				
A-C	1419	355			1419				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	326	82	521	0.626	326	1.7	1.7	19.034	C
A-B	34	9			34				
A-C	1419	355			1419				

A27 Nyton Road - 2031 DM, AM Baseline

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM Baseline	AM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:30 - 07:45	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:45
-
08:00

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

08:00
-
08:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	8
	B - Nyton Road	0	0	2
	C - A27 Arundel Road West	10	2	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.080
	B - Nyton Road	1.000	1.000	1.020
	C - A27 Arundel Road West	1.100	1.020	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 - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
07:30-07:45	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
07:45-08:00	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
08:00-08:15	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	0.81	0.1	A	660	660
C-A					1346	1346
C-B	0.39	16.97	0.7	C	140	140
A-B					0	0
A-C					2149	2149

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-AC	660	165	5160	0.128	659	0.0	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	137	0.0	0.6	16.595	C
A-B	0	0			0				
A-C	2149	537			2149				

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-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.6	0.7	16.964	C
A-B	0	0			0				
A-C	2149	537			2149				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.7	0.7	16.971	C
A-B	0	0			0				
A-C	2149	537			2149				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.7	0.7	16.973	C
A-B	0	0			0				
A-C	2149	537			2149				

A27 Nyton Road - 2031 DM, PM Baseline

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM	PM Baseline	PM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	364
	C - A27 Arundel Road West	2354	281	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

16:45 - 17:00	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	364
	C - A27 Arundel Road West	2354	281	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:00
-
17:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	364
	C - A27 Arundel Road West	2354	281	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:15
-
17:30

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	364
	C - A27 Arundel Road West	2354	281	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	10
	B - Nyton Road	0	0	3
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.100
	B - Nyton Road	1.000	1.000	1.030
	C - A27 Arundel Road West	1.070	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 - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2635	2635
16:45-17:00	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2635	2635
17:00-17:15	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2635	2635
17:15-17:30	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2635	2635

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	0.76	0.1	A	364	364
C-A					2354	2354
C-B	0.60	19.40	1.5	C	281	281
A-B					0	0
A-C					1675	1675

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-AC	364	91	5263	0.069	364	0.0	0.1	0.756	A
C-A	2354	589			2354				
C-B	281	70	468	0.600	275	0.0	1.4	18.344	C
A-B	0	0			0				
A-C	1675	419			1675				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	91	5263	0.069	364	0.1	0.1	0.756	A
C-A	2354	589			2354				
C-B	281	70	468	0.600	281	1.4	1.5	19.367	C
A-B	0	0			0				
A-C	1675	419			1675				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	91	5263	0.069	364	0.1	0.1	0.756	A
C-A	2354	589			2354				
C-B	281	70	468	0.600	281	1.5	1.5	19.393	C
A-B	0	0			0				
A-C	1675	419			1675				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	91	5263	0.069	364	0.1	0.1	0.756	A
C-A	2354	589			2354				
C-B	281	70	468	0.600	281	1.5	1.5	19.403	C
A-B	0	0			0				
A-C	1675	419			1675				

A27 Nyton Road - 2031 DS, AM Baseline + Dev

Data Errors and Warnings

No errors or warnings

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	untitled	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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS	AM Baseline + Dev	AM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15
-
07:30

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30
-
07:45

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:45
-
08:00

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

08:00
-
08:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	8
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	10	2	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.080
	B - Nyton Road	1.000	1.000	1.010
	C - A27 Arundel Road West	1.100	1.020	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 - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
07:30-07:45	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
07:45-08:00	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
08:00-08:15	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	0.83	0.2	A	772	772
C-A					1346	1346
C-B	0.43	18.06	0.8	C	153	153
A-B					0	0
A-C					2149	2149

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-AC	772	193	5160	0.150	771	0.0	0.2	0.827	A
C-A	1346	337			1346				
C-B	153	38	356	0.429	150	0.0	0.7	17.566	C
A-B	0	0			0				
A-C	2149	537			2149				

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-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1346	337			1346				
C-B	153	38	356	0.429	153	0.7	0.8	18.045	C
A-B	0	0			0				
A-C	2149	537			2149				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1346	337			1346				
C-B	153	38	356	0.429	153	0.8	0.8	18.054	C
A-B	0	0			0				
A-C	2149	537			2149				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1346	337			1346				
C-B	153	38	356	0.429	153	0.8	0.8	18.056	C
A-B	0	0			0				
A-C	2149	537			2149				

A27 Nyton Road - 2031 DS , PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 DS	PM Baseline + Dev + BEW	PM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From			A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	0	1675
		B - Nyton Road	0	0	388
		C - A27 Arundel Road West	2354	328	0

Proportions

		To			
From			A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0.00	0.00	1.00
		B - Nyton Road	0.00	0.00	1.00
		C - A27 Arundel Road West	0.88	0.12	0.00

Demand (PCU/hr)

		To			
From			A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0	0	1675
		B - Nyton Road	0	0	388
		C - A27 Arundel Road West	2354	328	0

Proportions

		To			
From			A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
		A - A27 Arundel Road East	0.00	0.00	1.00
		B - Nyton Road	0.00	0.00	1.00
		C - A27 Arundel Road West	0.88	0.12	0.00

Demand (PCU/hr)

17:00
-
17:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	386
	C - A27 Arundel Road West	2354	326	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.88	0.12	0.00

Demand (PCU/hr)

17:15
-
17:30

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	386
	C - A27 Arundel Road West	2354	326	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.88	0.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	10
	B - Nyton Road	0	0	3
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.100
	B - Nyton Road	1.000	1.000	1.030
	C - A27 Arundel Road West	1.070	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 - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
16:45-17:00	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
17:00-17:15	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
17:15-17:30	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	0.76	0.1	A	386	386
C-A					2354	2354
C-B	0.70	25.49	2.3	D	326	326
A-B					0	0
A-C					1675	1675

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-AC	386	97	5263	0.073	386	0.0	0.1	0.759	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	317	0.0	2.1	23.003	C
A-B	0	0			0				
A-C	1675	419			1675				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5263	0.073	386	0.1	0.1	0.759	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.1	2.2	25.343	D
A-B	0	0			0				
A-C	1675	419			1675				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5263	0.073	386	0.1	0.1	0.759	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.2	2.2	25.448	D
A-B	0	0			0				
A-C	1675	419			1675				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5263	0.073	386	0.1	0.1	0.759	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.2	2.3	25.485	D
A-B	0	0			0				
A-C	1675	419			1675				

A27 Nyton Road - 2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS	AM Baseline + Dev + BEW	AM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15
-
07:30

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30
-
07:45

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From				
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:45
-
08:00

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

08:00
-
08:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	8
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	10	2	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.080
	B - Nyton Road	1.000	1.000	1.010
	C - A27 Arundel Road West	1.100	1.020	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 - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
07:30-07:45	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
07:45-08:00	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
08:00-08:15	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	0.84	0.2	A	837	837
C-A					1347	1347
C-B	0.42	17.53	0.7	C	154	154
A-B					0	0
A-C					2119	2119

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-AC	837	209	5167	0.162	837	0.0	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	39	363	0.424	151	0.0	0.7	17.078	C
A-B	0	0			0				
A-C	2119	530			2119				

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-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	39	363	0.424	154	0.7	0.7	17.523	C
A-B	0	0			0				
A-C	2119	530			2119				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	39	363	0.424	154	0.7	0.7	17.530	C
A-B	0	0			0				
A-C	2119	530			2119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	39	363	0.424	154	0.7	0.7	17.532	C
A-B	0	0			0				
A-C	2119	530			2119				

A27 Nyton Road - 2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	PM Baseline + Dev + BEW	PM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1658
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

16:45 - 17:00	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1658
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

	To			
	From	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:00
-
17:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1658
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:15
-
17:30

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1658
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	10
	B - Nyton Road	0	0	2
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.100
	B - Nyton Road	1.000	1.000	1.020
	C - A27 Arundel Road West	1.070	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 - A27 Arundel Road East	1658	1658
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
16:45-17:00	A - A27 Arundel Road East	1658	1658
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
17:00-17:15	A - A27 Arundel Road East	1658	1658
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
17:15-17:30	A - A27 Arundel Road East	1658	1658
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	0.76	0.1	A	420	420
C-A					2422	2422
C-B	0.66	22.93	2.0	C	314	314
A-B					0	0
A-C					1658	1658

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-AC	420	105	5267	0.080	420	0.0	0.1	0.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	307	0.0	1.9	21.104	C
A-B	0	0			0				
A-C	1658	415			1658				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5267	0.080	420	0.1	0.1	0.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	1.9	1.9	22.845	C
A-B	0	0			0				
A-C	1658	415			1658				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5267	0.080	420	0.1	0.1	0.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	1.9	2.0	22.908	C
A-B	0	0			0				
A-C	1658	415			1658				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5267	0.080	420	0.1	0.1	0.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	2.0	2.0	22.934	C
A-B	0	0			0				
A-C	1658	415			1658				

A27 Nyton Road - 2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2038 DS	AM Baseline + Dev + BEW	AM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15
-
07:30

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30
-
07:45

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:45
-
08:00

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

08:00
-
08:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	7
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	9	2	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.070
	B - Nyton Road	1.000	1.000	1.010
	C - A27 Arundel Road West	1.090	1.020	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 - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
07:30-07:45	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
07:45-08:00	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
08:00-08:15	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	0.87	0.2	A	1008	1008
C-A					1495	1495
C-B	0.48	19.79	0.9	C	169	169
A-B					0	0
A-C					2157	2157

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-AC	1008	252	5159	0.195	1007	0.0	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	165	0.0	0.9	19.096	C
A-B	0	0			0				
A-C	2157	539			2157				

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-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.775	C
A-B	0	0			0				
A-C	2157	539			2157				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.790	C
A-B	0	0			0				
A-C	2157	539			2157				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.794	C
A-B	0	0			0				
A-C	2157	539			2157				

A27 Nyton Road - 2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		1.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2038 DS	PM Baseline + Dev + BEW	PM Peak	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 - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

		To		
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

		To		
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

		To		
From		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:00
-
17:15

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

17:15
-
17:30

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	0	0	9
	B - Nyton Road	0	0	2
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

From	To			
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
	A - A27 Arundel Road East	1.000	1.000	1.090
	B - Nyton Road	1.000	1.000	1.020
	C - A27 Arundel Road West	1.070	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 - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
16:45-17:00	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
17:00-17:15	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
17:15-17:30	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	0.78	0.1	A	516	516
C-A					2563	2563
C-B	0.70	27.12	2.3	D	307	307
A-B					0	0
A-C					1792	1792

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-AC	516	129	5238	0.099	516	0.0	0.1	0.776	A
C-A	2563	641			2563				
C-B	307	77	441	0.697	299	0.0	2.1	24.347	C
A-B	0	0			0				
A-C	1792	448			1792				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	0.776	A
C-A	2563	641			2563				
C-B	307	77	441	0.697	307	2.1	2.2	26.952	D
A-B	0	0			0				
A-C	1792	448			1792				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	0.776	A
C-A	2563	641			2563				
C-B	307	77	441	0.697	307	2.2	2.2	27.075	D
A-B	0	0			0				
A-C	1792	448			1792				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	0.776	A
C-A	2563	641			2563				
C-B	307	77	441	0.697	307	2.2	2.3	27.120	D
A-B	0	0			0				
A-C	1792	448			1792				

Junctions 10	
PICADY 10 - Priority Intersection Module	
Version: 10.0.1.1519	
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Filename: 5-Nyton Road_Westergate Street (South).j10

Path: C:\Users\NCS04445\OneDrive - WSP 0365\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	Queue (PCU)
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A												
Stream B-A		0.2	13.97	0.18	B		1.0	20.50	0.49	C												
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A												
Stream B-C												0.0	0.00	0.00	A		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																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						
Stream B-C																						
Stream B-A																						
Stream C-AB																						

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	Nynton 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	2026	AM Base	ONE HOUR	07:15	08:45	15	✓
D16	2026	PM Base	ONE HOUR	16:30	18:00	15	✓
D17	2026	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D18	2026	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	6.69			74.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road B2233	One lane plus flare	10.00	6.44	4.00	3.85	3.85	✓	1.00	31	180

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	753	0.112	0.283	-	-
C-B	617	0.232	0.232	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	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	✓	56	100.000
C - Nyton Road A29		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	316	613
	B - Nyton Road B2233	56	0	0
	C - Nyton Road A29	391	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	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					562	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	461	115			461				

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	62	15	337	0.183	61	0.2	0.2	13.939	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				

08:00 - 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	62	15	337	0.183	62	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	11.187	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	0.098	42	0.2	0.1	9.758	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	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	18:30	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)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	91	444
B - Nyton Road B2233		160	0	0
C - Nyton Road A29		705	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	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	589	589
	B - Nyton Road B2233	176	176
	C - Nyton Road A29	776	776
17:15-17:30	A - Westergate Street South	589	589
	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	0.49	20.50	1.0	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	608	0.000	0	0.0	0.0	0.000	A
B-A	120	30	451	0.267	119	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	576	0.000	0	0.0	0.0	0.000	A
B-A	144	36	411	0.350	143	0.4	0.5	13.797	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	176	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	776	194			776				
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	176	44	357	0.494	176	1.0	1.0	20.497	C
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	776	194			776				
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	0.6	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	607	0.000	0	0.0	0.0	0.000	A
B-A	120	30	451	0.267	121	0.6	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	69	17			69				
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		0.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.94	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	✓	967	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)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	259	708
	B - Nyton Road B2233	77	0	0
	C - Nyton Road A29	529	0	0

Proportions

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	3	8
	B - Nyton Road B2233	7	0	0
	C - Nyton Road A29	11	0	0

Average PCU Per Veh

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	1.000	1.030	1.080
	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	869	869
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	476	476
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	869	869
	B - Nyton Road B2233	69	69
	C - Nyton Road A29	476	476
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	19.12	0.4	C	71	106
C-AB	0.00	0.00	0.0	A	0	0
C-A					485	728
A-B					238	356
A-C					650	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	58	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	520	0.000	0	0.0	0.0	0.000	A
B-A	69	17	354	0.196	69	0.2	0.3	13.517	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	233	58			233				
A-C	636	159			636				

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	0.296	84	0.3	0.4	18.989	C
C-AB	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	582	146			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	0.296	85	0.4	0.4	19.120	C
C-AB	0	0	370	0.000	0	0.0	0.0	0.000	A
C-A	582	146			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	520	0.000	0	0.0	0.0	0.000	A
B-A	69	17	354	0.196	70	0.4	0.3	13.616	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	476	119			476				
A-B	233	58			233				
A-C	636	159			636				

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	398	100			398				
A-B	195	49			195				
A-C	533	133			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	18:30	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	✓	667	100.000
B - Nyton Road B2233		ONE HOUR	✓	162	100.000
C - Nyton Road A29		ONE HOUR	✓	669	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	167	500
	B - Nyton Road B2233	162	0	0
	C - Nyton Road A29	669	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	502	502
	B - Nyton Road B2233	122	122
	C - Nyton Road A29	504	504
16:45-17:00	A - Westergate Street South	600	600
	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	600	600
	B - Nyton Road B2233	146	146
	C - Nyton Road A29	601	601
17:45-18:00	A - Westergate Street South	502	502
	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	149	223
C-AB	0.00	0.00	0.0	A	0	0
C-A					614	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	589	0.000	0	0.0	0.0	0.000	A
B-A	122	30	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	128			504				
A-B	128	31			128				
A-C	378	94			378				

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	395	0.369	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	178	45	338	0.530	178	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	338	0.530	178	1.1	1.1	22.953	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	395	0.369	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	0	0	588	0.000	0	0.0	0.0	0.000	A
B-A	122	30	437	0.279	123	0.6	0.4	11.616	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	378	94			378				

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	✓	1065	100.000
B - Nyton Road B2233		ONE HOUR	✓	90	100.000
C - Nyton Road A29		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	292	773
B - Nyton Road B2233		90	0	0
C - Nyton Road A29		555	0	0

Proportions

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	2	7
	B - Nyton Road B2233	6	0	0
	C - Nyton Road A29	11	0	0

Average PCU Per Veh

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	0.39	24.32	0.7	C	83	124
C-AB	0.00	0.00	0.0	A	0	0
C-A					509	764
A-B					268	402
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	539	0.000	0	0.0	0.0	0.000	A
B-A	68	17	382	0.178	67	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	15.336	C
C-AB	0	0	395	0.000	0	0.0	0.0	0.000	A
C-A	499	125			499				
A-B	283	66			283				
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	430	0.000	0	0.0	0.0	0.000	A
B-A	99	25	256	0.387	98	0.3	0.6	23.973	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				

08:00 - 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	15.542	C
C-AB	0	0	395	0.000	0	0.0	0.0	0.000	A
C-A	499	125			499				
A-B	283	66			283				
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	68	17	382	0.178	68	0.4	0.2	12.199	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
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 - Westergate Street South		ONE HOUR	✓	704	100.000
B - Nyton Road B2233		ONE HOUR	✓	207	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	189	515
	B - Nyton Road B2233	207	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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	156	156
	C - Nyton Road A29	527	527
16:45-17:00	A - Westergate Street South	633	633
	B - Nyton Road B2233	186	186
	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	186	186
	C - Nyton Road A29	629	629
17:45-18:00	A - Westergate Street South	530	530
	B - Nyton Road B2233	156	156
	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	190	285
C-AB	0.00	0.00	0.0	A	0	0
C-A					642	963
A-B					173	260
A-C					473	709

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	0.385	154	0.0	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	38			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	18.001	C
C-AB	0	0	470	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	467	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	465	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	470	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	569	0.000	0	0.0	0.0	0.000	A
B-A	156	39	427	0.365	157	1.0	0.6	13.423	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				

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	✓	1026	100.000
B - Nyton Road B2233		ONE HOUR	✓	87	100.000
C - Nyton Road A29		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	266	760
B - Nyton Road B2233		87	0	0
C - Nyton Road A29		619	0	0

Proportions

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	3	7
	B - Nyton Road B2233	6	0	0
	C - Nyton Road A29	10	0	0

Average PCU Per Veh

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	466	466
07:30-07:45	A - Westergate Street South	922	922
	B - Nyton Road B2233	78	78
	C - Nyton Road A29	556	556
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	556	556
08:30-08:45	A - Westergate Street South	772	772
	B - Nyton Road B2233	65	65
	C - Nyton Road A29	466	466

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	0.6	C	80	120
C-AB	0.00	0.00	0.0	A	0	0
C-A					568	852
A-B					244	366
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	65	16	378	0.173	65	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	239	60			239				
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	24.307	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	24.656	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	500	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	239	60			239				
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	65	16	378	0.173	66	0.3	0.2	12.253	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				

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	18:30	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	✓	197	100.000
C - Nyton Road A29		ONE HOUR	✓	728	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
From		0	183	591
	A - Westergate Street South	0	183	591
	B - Nyton Road B2233	197	0	0
	C - Nyton Road A29	728	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	45.97	2.6	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	0.0	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	380	0.492	176	0.6	0.9	19.592	C
C-AB	0	0	456	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	0.739	211	0.9	2.4	41.307	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	0.739	216	2.4	2.6	45.972	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	380	0.492	183	2.6	1.0	21.317	C
C-AB	0	0	456	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	138	34			138				
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
D9	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	✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	323	322
	B - Nyton Road B2233	89	0	0
	C - Nyton Road A29	163	0	0

Proportions

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	2	4
	B - Nyton Road B2233	6	0	0
	C - Nyton Road A29	6	0	0

Average PCU Per Veh

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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					298	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	637	0.000	0	0.0	0.0	0.000	A
B-A	67	17	532	0.128	66	0.0	0.2	8.183	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	614	0.000	0	0.0	0.0	0.000	A
B-A	80	20	509	0.157	80	0.2	0.2	8.896	A
C-AB	0	0	482	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	98	24	476	0.206	98	0.2	0.3	10.078	B
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	356	89			356				
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	98	24	476	0.206	98	0.3	0.3	10.093	B
C-AB	0	0	452	0.000	0	0.0	0.0	0.000	A
C-A	179	45			179				
A-B	356	89			356				
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	614	0.000	0	0.0	0.0	0.000	A
B-A	80	20	509	0.157	80	0.3	0.2	8.915	A
C-AB	0	0	482	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	637	0.000	0	0.0	0.0	0.000	A
B-A	67	17	532	0.128	67	0.2	0.2	8.210	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				

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
D10	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)

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

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	658	0.000	0	0.0	0.0	0.000	A
B-A	160	40	567	0.283	159	0.0	0.4	8.784	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	638	0.000	0	0.0	0.0	0.000	A
B-A	191	48	550	0.348	191	0.4	0.5	10.001	B
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	169	42			169				
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	610	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	609	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	637	0.000	0	0.0	0.0	0.000	A
B-A	191	48	550	0.348	192	0.8	0.5	10.088	B
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
A-B	169	42			169				
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	657	0.000	0	0.0	0.0	0.000	A
B-A	160	40	567	0.283	161	0.5	0.4	8.875	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				

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		0.69	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	✓	63	100.000
C - Nyton Road A29		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	354	688
B - Nyton Road B2233		63	0	0
C - Nyton Road A29		439	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	58	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	10.568	B
C-AB	0	0	435	0.000	0	0.0	0.0	0.000	A
C-A	331	83			331				
A-B	267	67			267				
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	12.522	B
C-AB	0	0	400	0.000	0	0.0	0.0	0.000	A
C-A	395	99			395				
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	466	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	466	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	395	99			395				
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	0	0	580	0.000	0	0.0	0.0	0.000	A
B-A	47	12	411	0.115	48	0.2	0.1	10.611	B
C-AB	0	0	435	0.000	0	0.0	0.0	0.000	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	18:30	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	✓	600	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)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	102	498
B - Nyton Road B2233		180	0	0
C - Nyton Road A29		791	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	452	452
	B - Nyton Road B2233	136	136
	C - Nyton Road A29	596	596
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	136	136
	C - Nyton Road A29	596	596

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	30.08	1.6	D	165	248
C-AB	0.00	0.00	0.0	A	0	0
C-A					726	1089
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	588	0.000	0	0.0	0.0	0.000	A
B-A	136	34	426	0.318	134	0.0	0.5	12.609	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	0.5	0.7	16.699	C
C-AB	0	0	492	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	494	0.000	0	0.0	0.0	0.000	A
B-A	198	50	321	0.618	195	0.7	1.5	28.783	D
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	871	218			871				
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	198	1.5	1.6	30.075	D
C-AB	0	0	464	0.000	0	0.0	0.0	0.000	A
C-A	871	218			871				
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	17.382	C
C-AB	0	0	492	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	136	34	426	0.318	137	0.8	0.5	12.874	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				

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
D13	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	✓	1116	100.000
B - Nyton Road B2233		ONE HOUR	✓	73	100.000
C - Nyton Road A29		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	379	737
	B - Nyton Road B2233	73	0	0
	C - Nyton Road A29	458	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	1003	1003
	B - Nyton Road B2233	66	66
	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	66	66
	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	19.69	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	545	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	65	0.2	0.2	13.746	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	19.552	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	19.688	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	88			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		6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	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	18:30	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	✓	629	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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	565	565
	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	565	565
	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	0.76	48.11	3.0	E	196	295
C-AB	0.00	0.00	0.0	A	0	0
C-A					748	1122
A-B					109	164
A-C					468	702

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	161	40	418	0.385	159	0.0	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	486	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	468	0.000	0	0.0	0.0	0.000	A
B-A	236	59	310	0.761	229	1.1	2.7	42.686	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	236	59	310	0.761	235	2.7	3.0	48.110	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				

17:30 - 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	528	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	486	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	40	418	0.385	163	1.1	0.7	14.628	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				

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	✓	1028	100.000
B - Nyton Road B2233		ONE HOUR	✓	62	100.000
C - Nyton Road A29		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	350	678
B - Nyton Road B2233		62	0	0
C - Nyton Road A29		432	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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					622	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	263	66			263				
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	476	119			476				
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	476	119			476				
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	0	0	563	0.000	0	0.0	0.0	0.000	A
B-A	47	12	414	0.113	47	0.2	0.1	10.489	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	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
D16	2026	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	✓	592	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)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	101	491
B - Nyton Road B2233		177	0	0
C - Nyton Road A29		780	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	652	652
	B - Nyton Road B2233	195	195
	C - Nyton Road A29	859	859
17:15-17:30	A - Westergate Street South	652	652
	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	D	162	244
C-AB	0.00	0.00	0.0	A	0	0
C-A					716	1074
A-B					93	139
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	131	0.0	0.5	12.388	B
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	587	147			587				
A-B	78	19			78				
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	0.5	0.7	18.238	C
C-AB	0	0	493	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	499	0.000	0	0.0	0.0	0.000	A
B-A	195	49	325	0.599	192	0.7	1.4	27.232	D
C-AB	0	0	488	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	195	49	325	0.599	195	1.4	1.5	28.291	D
C-AB	0	0	488	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	18.808	C
C-AB	0	0	493	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	78	19			78				
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
D17	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	✓	68	100.000
C - Nyton Road A29		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	A - Westergate Street South	0	366	711
	B - Nyton Road B2233	68	0	0
	C - Nyton Road A29	445	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	0.26	18.02	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					652	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	276	69			276				
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	356	0.172	61	0.2	0.2	13.060	B
C-AB	0	0	392	0.000	0	0.0	0.0	0.000	A
C-A	400	100			400				
A-B	329	82			329				
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	17.926	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	18.019	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	356	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	329	82			329				
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	404	0.127	51	0.2	0.2	10.935	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				

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		4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	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
D18	2026	PM Base + Dev	ONE HOUR	18:30	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	✓	611	100.000
B - Nyton Road B2233		ONE HOUR	✓	200	100.000
C - Nyton Road A29		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
A - Westergate Street South		0	112	499
B - Nyton Road B2233		200	0	0
C - Nyton Road A29		795	0	0

Proportions

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

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

From	To			
		A - Westergate Street South	B - Nyton Road B2233	C - Nyton Road A29
	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	460	460
	B - Nyton Road B2233	151	151
	C - Nyton Road A29	599	599
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	599	599

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	0.69	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	581	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	510	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	380	0.473	178	0.6	0.9	18.292	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	380	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	580	0.000	0	0.0	0.0	0.000	A
B-A	151	38	424	0.355	152	1.0	0.6	13.699	B
C-AB	0	0	510	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				



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\NCS04445\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 E	
	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 (PCU)
Stream B-C	D1	1.5	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	8.63	0.12	A		0.4	9.20	0.30	A												
Stream B-C											D3	0.9	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	0.70	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	21.06	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.

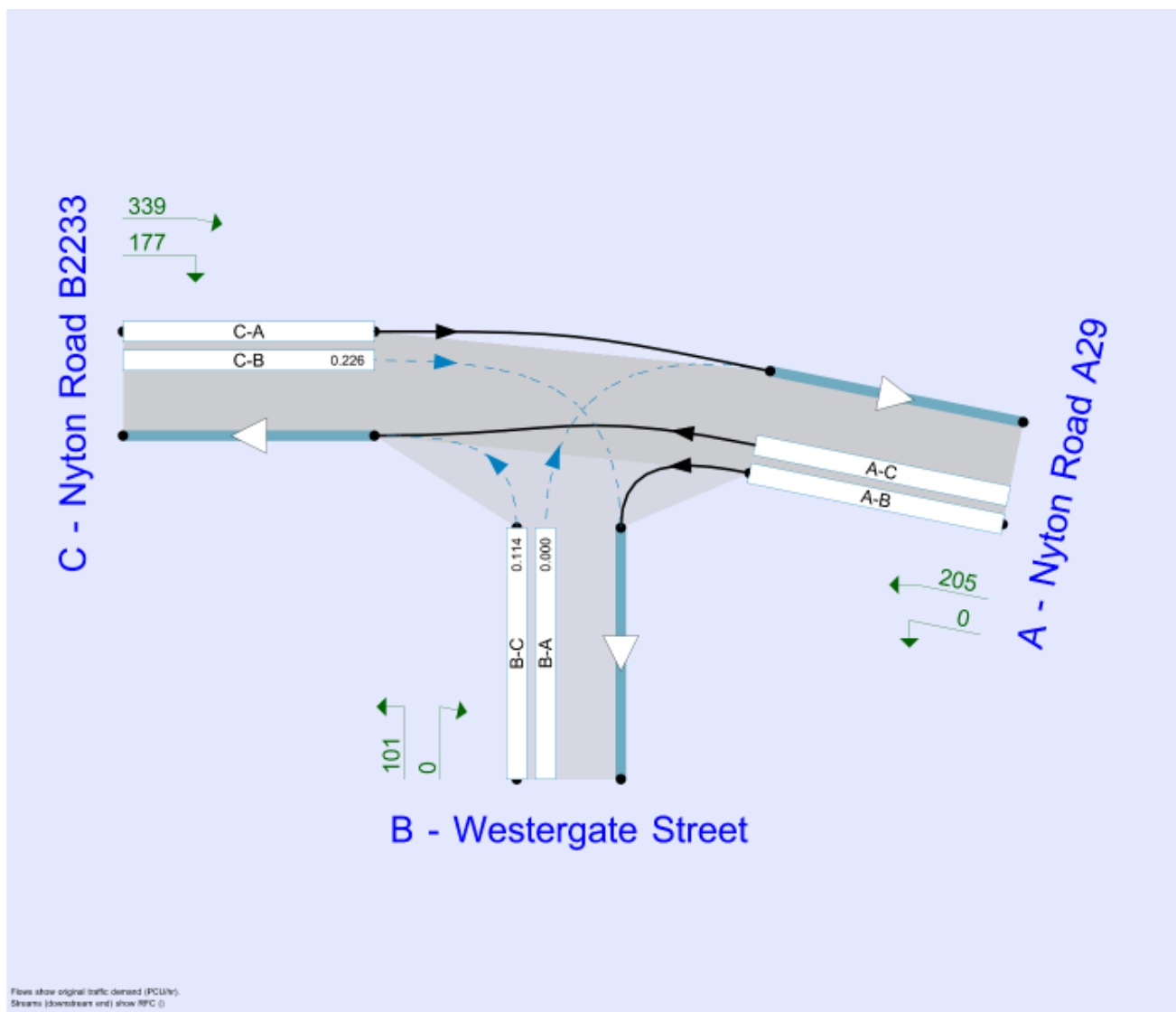
File summary

File Description

Title	Nynton 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	2026	AM Base	ONE HOUR	07:15	08:45	15	✓
D16	2026	PM Base	ONE HOUR	16:30	18:00	15	✓
D17	2026	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓
D18	2026	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	6.60			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	0.080	0.153	0.096	0.218
B-C	711	0.106	0.268	-	-
C-B	627	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	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)

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	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	290	435
B-A	0.00	0.00	0.0	A	0	0
C-A					198	297
C-B	0.12	8.63	0.1	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	619	0.384	235	0.0	0.6	9.696	A
B-A	0	0	264	0.000	0	0.0	0.0	0.000	A
C-A	183	41			183				
C-B	42	11	546	0.077	42	0.0	0.1	7.638	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	50	13	530	0.095	50	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	286	1.5	1.0	11.989	B
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	194	49			194				
C-B	50	13	530	0.095	50	0.1	0.1	8.036	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	263	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	7.653	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	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	185
B - Westergate Street		0	0	91
C - Nyton Road B2233		307	160	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	69	69
	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	420	420
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	420	420
17:45-18:00	A - Nyton Road A29	139	139
	B - Westergate Street	69	69
	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	6.92	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	69	17	674	0.102	68	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	594	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	6.581	A
B-A	0	0	257	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	144	36	588	0.245	144	0.3	0.3	8.340	A
A-B	0	0			0				
A-C	166	42			166				

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	6.918	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	338	85			338				
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	338	85			338				
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	6.588	A
B-A	0	0	257	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
C-B	144	36	588	0.245	144	0.4	0.3	8.368	A
A-B	0	0			0				
A-C	166	42			166				

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	69	17	674	0.102	69	0.2	0.1	6.365	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	594	0.203	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	✓	404	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)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	404
B - Westergate Street		0	0	259
C - Nyton Road B2233		251	77	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	12.08	0.9	B	238	356
B-A	0.00	0.00	0.0	A	0	0
C-A					230	345
C-B	0.16	8.81	0.2	A	71	106
A-B					0	0
A-C					371	556

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	195	49	630	0.310	193	0.0	0.5	8.457	A
B-A	0	0	264	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	304	76			304				

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	226	56			226				
C-B	69	17	541	0.128	69	0.1	0.2	8.156	A
A-B	0	0			0				
A-C	363	91			363				

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	0.6	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	8.803	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	12.079	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	8.810	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	0.6	9.792	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
C-B	69	17	541	0.128	69	0.2	0.2	8.167	A
A-B	0	0			0				
A-C	363	91			363				

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	195	49	630	0.310	195	0.6	0.5	8.557	A
B-A	0	0	263	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	✓	186	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)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	186
B - Westergate Street		0	0	167
C - Nyton Road B2233		347	162	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
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	126	126
	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	560	560
17:15-17:30	A - Nyton Road A29	205	205
	B - Westergate Street	184	184
	C - Nyton Road B2233	560	560
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	126	126
	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	7.69	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	149	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	126	31	674	0.187	125	0.0	0.2	6.612	A
B-A	0	0	268	0.000	0	0.0	0.0	0.000	A
C-A	261	65			261				
C-B	122	30	594	0.205	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	146	36	588	0.248	145	0.3	0.3	8.215	A
A-B	0	0			0				
A-C	167	42			167				

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	9.056	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	146	36	588	0.248	146	0.4	0.3	8.241	A
A-B	0	0			0				
A-C	167	42			167				

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	674	0.187	126	0.3	0.2	6.639	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	594	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	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	✓	404	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)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	404
B - Westergate Street		0	0	292
C - Nyton Road B2233		251	90	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	263	263
	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	263	263
	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	13.56	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	556

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	218	0.0	0.5	8.886	A
B-A	0	0	261	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	7.809	A
A-B	0	0			0				
A-C	304	76			304				

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	263	66	614	0.428	262	0.5	0.7	10.400	B
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
C-B	81	20	541	0.149	81	0.1	0.2	8.283	A
A-B	0	0			0				
A-C	363	91			363				

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	13.402	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	263	66	614	0.428	264	1.2	0.8	10.548	B
B-A	0	0	246	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
C-B	81	20	541	0.149	81	0.2	0.2	8.297	A
A-B	0	0			0				
A-C	363	91			363				

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	220	55	630	0.349	221	0.8	0.6	8.996	A
B-A	0	0	261	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		3.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.94	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	✓	186	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)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	186
B - Westergate Street		0	0	189
C - Nyton Road B2233		347	207	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	0.39	10.26	0.6	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	156	39	594	0.262	154	0.0	0.4	8.162	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	186	47	588	0.317	186	0.4	0.5	8.945	A
A-B	0	0			0				
A-C	167	42			167				

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	0.6	10.217	B
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	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	0.6	0.6	10.258	B
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	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	186	47	588	0.317	187	0.6	0.5	8.995	A
A-B	0	0			0				
A-C	167	42			167				

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	38	874	0.211	143	0.3	0.3	6.847	A
B-A	0	0	280	0.000	0	0.0	0.0	0.000	A
C-A	261	65			261				
C-B	158	39	594	0.262	158	0.5	0.4	8.232	A
A-B	0	0			0				
A-C	140	35			140				

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		3.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.97	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	✓	266	100.000
C - Nyton Road B2233		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	509
B - Westergate Street		0	0	266
C - Nyton Road B2233		273	87	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	9.57	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	0.329	198	0.0	0.5	8.996	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
C-B	65	16	537	0.122	65	0.0	0.1	8.081	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	10.563	B
B-A	0	0	230	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	13.665	B
B-A	0	0	205	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	9.556	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	205	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	9.568	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	10.708	B
B-A	0	0	230	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	200	50	609	0.329	201	0.7	0.5	9.118	A
B-A	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
C-B	65	16	537	0.122	66	0.2	0.1	8.108	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	18:30	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	✓	183	100.000
C - Nyton Road B2233		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	242
B - Westergate Street		0	0	183
C - Nyton Road B2233		410	197	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
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	546	546
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	546	546
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	0.6	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	138	34	662	0.208	137	0.0	0.3	6.901	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	8.292	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	389	92			389				
C-B	177	44	576	0.308	177	0.3	0.4	9.102	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	10.426	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	10.467	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	389	92			389				
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	662	0.208	138	0.3	0.3	6.939	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	149	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
D9	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)

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	0.66	20.12	1.9	C	296	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	61	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	8.359	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	355	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	294	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	1.1	0.7	10.608	B
B-A	0	0	240	0.000	0	0.0	0.0	0.000	A
C-A	187	47			187				
C-B	67	17	522	0.128	67	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		3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	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
D10	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)

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	261	261
	B - Westergate Street	169	169
	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	261	261
	B - Westergate Street	169	169
	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	8.68	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					268	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	35	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	641	0.264	169	0.3	0.4	7.686	A
B-A	0	0	220	0.000	0	0.0	0.0	0.000	A
C-A	406	102			406				
C-B	191	48	566	0.339	191	0.4	0.5	9.599	A
A-B	0	0			0				
A-C	281	65			281				

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	8.663	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	641	0.264	170	0.5	0.4	7.713	A
B-A	0	0	220	0.000	0	0.0	0.0	0.000	A
C-A	406	102			406				
C-B	191	48	566	0.339	192	0.7	0.5	9.667	A
A-B	0	0			0				
A-C	281	65			281				

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	7.120	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	340	85			340				
C-B	160	40	576	0.279	161	0.5	0.4	8.691	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)

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	267	267
	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	565	565
	B - Westergate Street	390	390
	C - Nyton Road B2233	336	336
08:00-08:15	A - Nyton Road A29	461	461
	B - Westergate Street	318	318
	C - Nyton Road B2233	274	274
08:15-08:30	A - Nyton Road A29	386	386
	B - Westergate Street	267	267
	C - Nyton Road B2233	230	230
08:30-08:45	A - Nyton Road A29	386	386
	B - Westergate Street	267	267
	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	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	267	67	608	0.439	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	46			182				
C-B	47	12	536	0.089	47	0.0	0.1	7.874	A
A-B	0	0			0				
A-C	386	97			386				

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	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	390	97	560	0.696	386	1.2	2.2	21.000	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	266	67			266				
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	390	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	266	67			266				
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	14.326	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	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	267	67	608	0.439	268	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	46			182				
C-B	47	12	536	0.089	48	0.1	0.1	7.890	A
A-B	0	0			0				
A-C	386	97			386				

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	18:30	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	✓	208	100.000
B - Westergate Street		ONE HOUR	✓	102	100.000
C - Nyton Road B2233		ONE HOUR	✓	524	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	208
B - Westergate Street		0	0	102
C - Nyton Road B2233		344	180	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	7.16	0.2	A	94	140
B-A	0.00	0.00	0.0	A	0	0
C-A					318	473
C-B	0.35	9.89	0.5	A	165	248
A-B					0	0
A-C					191	288

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	76	0.0	0.1	6.489	A
B-A	0	0	263	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	136	34	590	0.230	134	0.0	0.3	8.113	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	6.760	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	9.860	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	6.770	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	6.502	A
B-A	0	0	262	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	138	34	590	0.230	138	0.4	0.3	8.169	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
D13	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)

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	25.94	2.9	D	348	522
B-A	0.00	0.00	0.0	A	0	0
C-A					222	333
C-B	0.16	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	0.470	282	0.0	0.9	11.385	B
B-A	0	0	252	0.000	0	0.0	0.0	0.000	A
C-A	182	48			182				
C-B	55	14	536	0.103	54	0.0	0.1	7.994	A
A-B	0	0			0				
A-C	388	97			388				

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	341	85	588	0.580	339	0.9	1.4	14.924	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	580	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	266	67			266				
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	580	0.745	417	2.8	2.9	25.944	D
B-A	0	0	211	0.000	0	0.0	0.0	0.000	A
C-A	266	67			266				
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	341	85	588	0.580	346	2.9	1.5	15.854	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	0.470	288	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	48			182				
C-B	55	14	536	0.103	55	0.2	0.1	8.014	A
A-B	0	0			0				
A-C	388	97			388				

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

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

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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					316	473
C-B	0.41	10.99	0.7	B	198	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	90	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	6.946	A
B-A	0	0	240	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	9.470	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	7.416	A
B-A	0	0	218	0.000	0	0.0	0.0	0.000	A
C-A	379	95			379				
C-B	236	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	236	59	573	0.411	236	0.7	0.7	10.986	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	6.955	A
B-A	0	0	240	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	90	22	669	0.134	90	0.2	0.2	6.649	A
B-A	0	0	256	0.000	0	0.0	0.0	0.000	A
C-A	259	65			259				
C-B	161	40	590	0.273	162	0.5	0.4	8.663	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		6.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.86	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	✓	505	100.000
B - Westergate Street		ONE HOUR	✓	350	100.000
C - Nyton Road B2233		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	0	0	505
	B - Westergate Street	0	0	350
	C - Nyton Road B2233	239	62	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	556	556
	B - Westergate Street	385	385
	C - Nyton Road B2233	331	331
08:00-08:15	A - Nyton Road A29	556	556
	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	85
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	66	609	0.432	280	0.0	0.8	10.639	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	46	0.0	0.1	7.839	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	13.467	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	562	0.686	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	496	0.138	68	0.1	0.2	9.003	A
A-B	0	0			0				
A-C	556	139			556				

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	562	0.686	385	2.1	2.2	21.061	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	496	0.138	68	0.2	0.2	9.012	A
A-B	0	0			0				
A-C	556	139			556				

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	318	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	8.307	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	263	66	609	0.432	265	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
D16	2026	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	✓	205	100.000
B - Westergate Street		ONE HOUR	✓	101	100.000
C - Nyton Road B2233		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	205
B - Westergate Street		0	0	101
C - Nyton Road B2233		339	177	0

Proportions

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

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

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	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	76	76
	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	464	464
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	464	464
17:45-18:00	A - Nyton Road A29	154	154
	B - Westergate Street	76	76
	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	7.14	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					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	76	19	670	0.114	75	0.0	0.1	6.474	A
B-A	0	0	264	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	133	33	591	0.226	132	0.0	0.3	8.064	A
A-B	0	0			0				
A-C	154	39			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	662	0.137	91	0.1	0.2	6.741	A
B-A	0	0	248	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	9.756	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	662	0.137	91	0.2	0.2	6.751	A
B-A	0	0	248	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				