



The existing public right of way on the north (top) and south (bottom) side of Yapton Road. The proposals here include provision of tactile paving on either side



Looking southeast on Yapton Road showing westbound bus stop northwest of Church Lane. The verge area on the right is to be removed to allow for a wider footway. Existing street furniture will require relocating



Looking northwest on Yapton Road showing the existing informal crossing of Church Lane, where it is proposed to install tactile paving

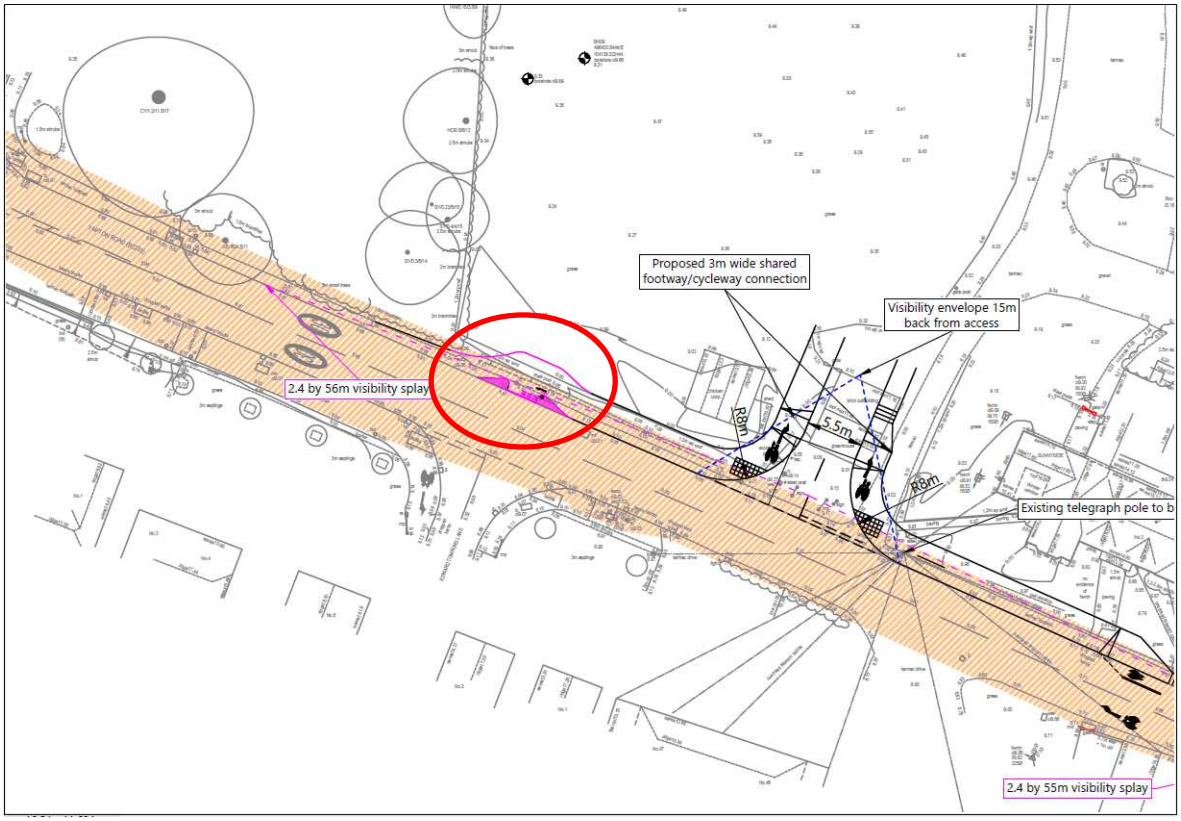
2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Yapton Road at Edwards Tompkins Lane.

Summary – Risk of cyclist/vehicle conflicts due to poor positioning of cycle transition.

A cycle transition point is proposed directly opposite an existing priority junction for Edwards Tompkins Lane. Cyclists crossing or joining the carriageway here may conflict and/or collide with turning traffic, especially vehicles turning right out from the minor road or right in from the major road, who may be focused on gaps in traffic and fail to check for cyclists.



Extract from drawing no. 2413 09 Rev B (Sheet 1 of 2) with the location of the proposed cycle transition circled.

Recommendation – Relocate the cycle transition point at a safe location to minimise the risk of conflict between road users.

2.2 Problem

Location – Cycle transition opposite Edwards Tompkins Lane.

Summary – Risk of cyclist/vehicle conflicts due to impeded visibility.

Existing vegetation on the western side of this transition point will obscure sightlines to and from it. Drivers approaching this from the west may not see cyclists until it's too late to react safely and cyclists may also be unable to see oncoming traffic clearly, leading to misjudged attempts to enter the carriageway or cross to the opposite side. This risk would be exacerbated during low-light conditions or poor weather.



Unless removed the existing vegetation on the west side of the proposed transition point will obscure visibility to and from it.

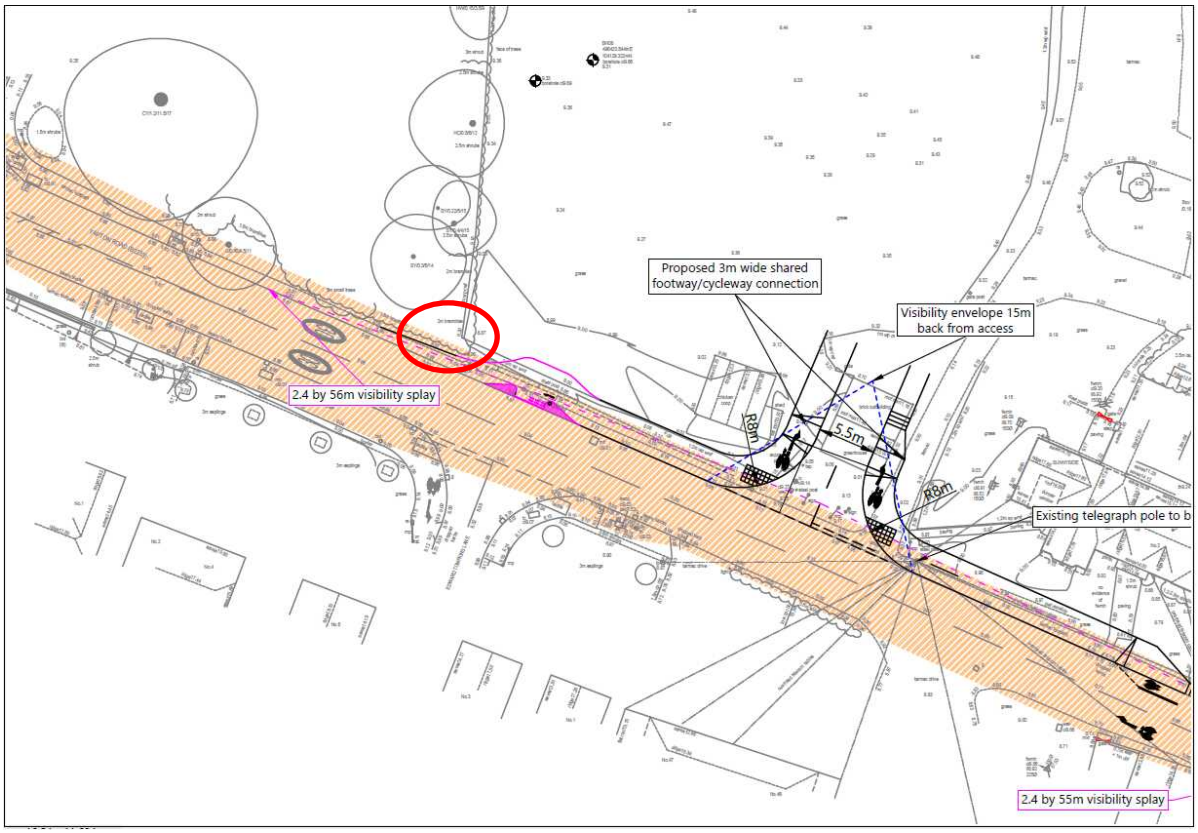
Recommendation – Given the concerns raised at problem 2.1, relocate the transition point at a safer location and ensure that visibility to and from it is maintained at all times.

2.3 Problem

Location – Yapton Road at western end of proposed shared-use footway.

Summary – Risk of pedestrian/cyclist conflict due to the absence of corduroy paving.

No corduroy paving is shown at the western end of the proposed shared-use footway. Corduroy paving helps clarify where shared use starts or ends. Without clear demarcation, pedestrians may inadvertently step into the path of cyclists increasing the risk of conflict or injury. This is particularly concerning for visually impaired pedestrians and other vulnerable users.



Extract from drawing no. 2413 09 Rev B (Sheet 1 of 2) with the transition to and from the shared-use footway circled.

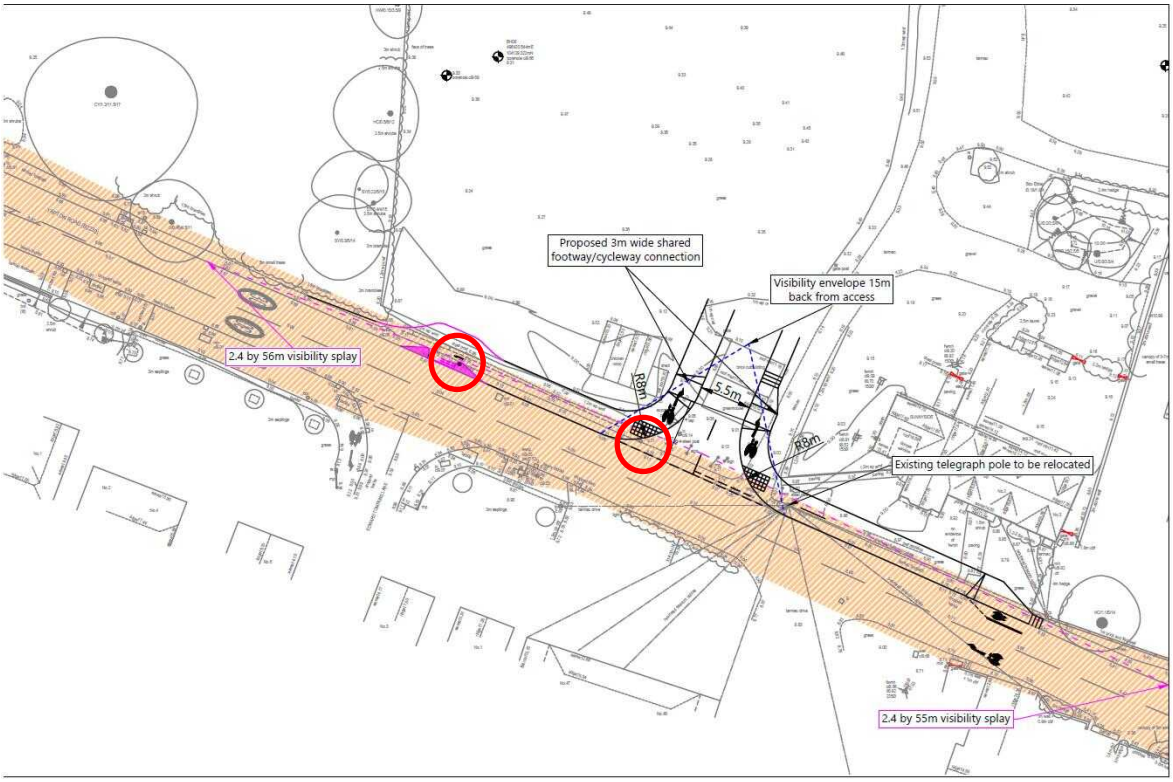
Recommendation – Ensure that corduroy paving is provided at the transition to and from the shared-use footway.

2.4 Problem

Location – Proposed shared-use footway and priority junction.

Summary – Risk of pedestrian and vehicle conflict with existing lighting columns.

Although the proposals include relocating an existing telegraph pole away from the proposed shared-use footway on the eastern side of the priority junction, they do not include the relocation of two existing lighting columns currently situated within the footway on the western side of the existing vehicle access. One column is positioned within the proposed side road, and the other lies within the proposed shared-use footway and cycle transition area. If these columns are not relocated, they will present physical obstructions, compromising the safe movement of both pedestrians and vehicles.



Extract from drawing no. 2413 09 Rev B (Sheet 1 of 2) with the positioning of the existing lighting columns circled

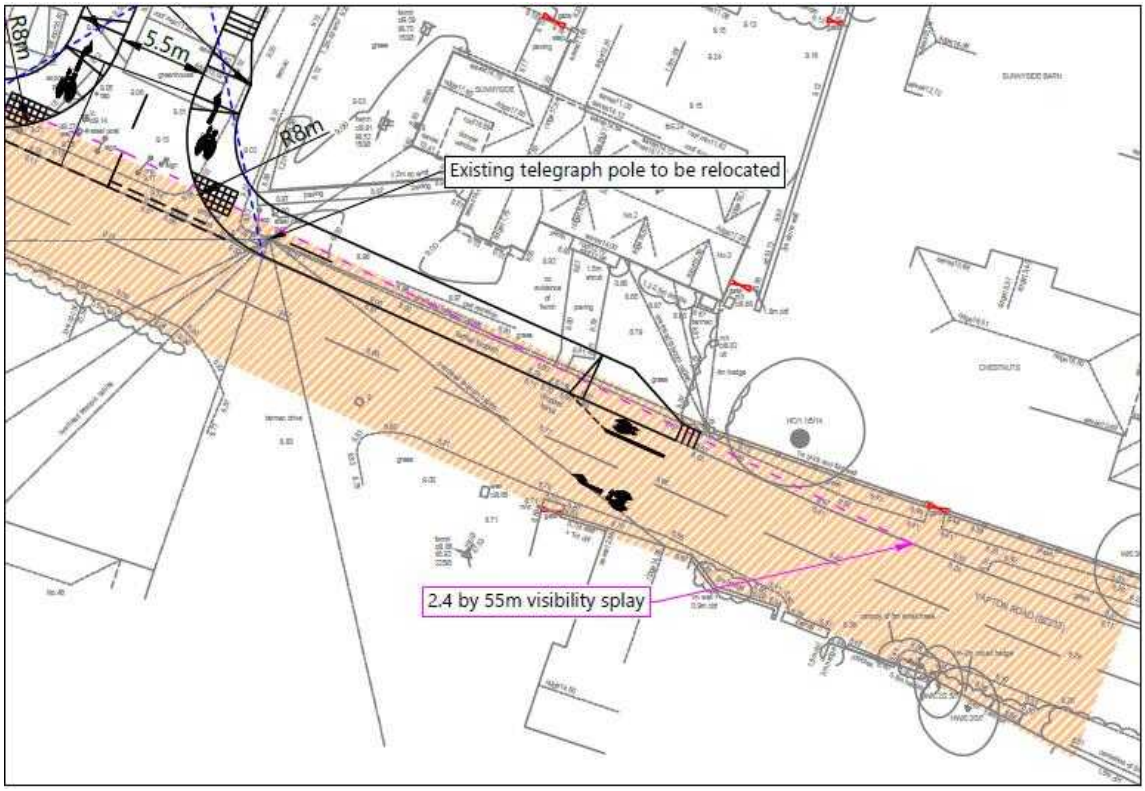
Recommendation – Relocate the existing lighting columns to prevent obstruction and ensure the safe movement of both pedestrians and vehicles. Appropriately positioned lighting will also provide sufficient illumination of the new priority junction and enhance visibility for pedestrians and cyclists during hours of darkness or poor weather conditions.

2.5 Problem

Location – Cycle transition at eastern end of shared-use footway.

Summary – Risk of cyclist/vehicle conflict due to inappropriate cycle road markings.

Cycle road markings, comprising a cycle symbol and right-turn arrow, are proposed on the carriageway at this location to direct westbound cyclists towards the proposed shared-use footway on the opposite side. This encourages cyclists to make lateral movements across live traffic lanes, increasing the potential for conflict with both approaching vehicles and following drivers who may not anticipate such manoeuvres. Additionally, to the east of this point, Yapton Road curves to the left, restricting forward visibility for westbound traffic. Site observations indicate that this area is regularly used by westbound drivers to overtake cyclists when no oncoming traffic is present. Encouraging cyclists to move across the carriageway here would exacerbate these conflicts. Moreover, cyclists slowing down or stopping to cross may disrupt traffic flow potentially leading to unsafe overtaking or sudden braking by following vehicles.



Extract from drawing no. 2413 09 Rev B (Sheet 1 of 2) showing the area where cycle road markings are proposed.

Recommendation – Remove the cycle markings from this location and provide a safe crossing point elsewhere.

2.6 Problem

Location – Cycle transition at eastern end of shared-use footway.

Summary – Risk of cyclist/vehicle conflict due to inappropriate cycle road markings.

Cycle markings, consisting of a short section of cycle lane and a cycle symbol, are proposed on the carriageway to facilitate the transition of eastbound cyclists from the shared-use footway onto the carriageway. However, these markings do not lead to a protected or segregated cycle facility and directing cyclists into live traffic lanes without any physical protection leaves them vulnerable to conflict with approaching vehicles. The markings may also give cyclists a misleading sense of priority, potentially encouraging them to enter the carriageway without adequately checking for traffic. The layout further limits cyclists' ability to position themselves to see vehicles approaching from behind, while drivers may not expect cyclists to merge from the footway, increasing the likelihood of unsafe overtaking, close passes, or sudden braking.



Looking east along Yapton Road. The transition point for eastbound cyclists is proposed to be at the point arrowed.

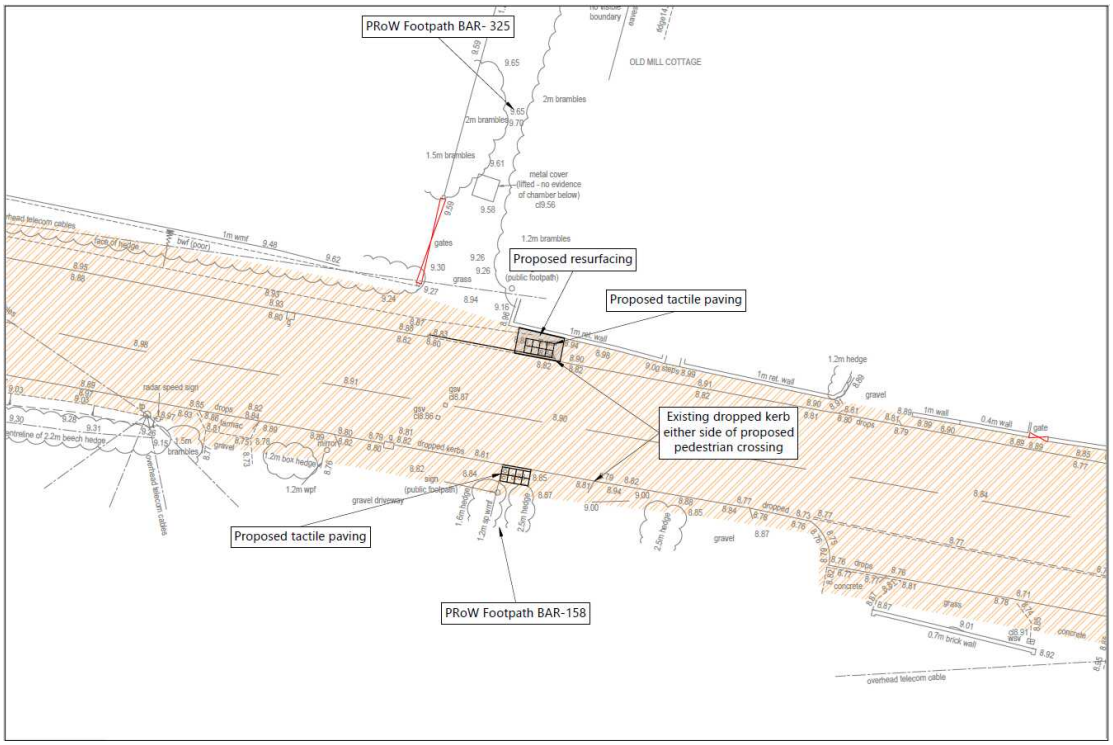
Recommendation – Provide a suitable transition point for eastbound cyclists to safely enter the carriageway.

2.7 Problem

Location – Pedestrian access proposed on Yapton Road at the south-east corner of the proposed development site.

Summary – Risk of pedestrian slips, trips and falls due to unsuitable pedestrian infrastructure.

Tactile paving is proposed at an existing dropped kerb crossover to provide pedestrian access connecting an existing Public Right of Way route across Yapton Road. This route is unsuitable for use by visually impaired individuals and providing tactile paving here may mislead users into believing that the route is safe, increasing the risk of injury due to trips, slips and falls. Providing tactile paving here may also cause confusion, as the paths on either side lead to areas unsuitable for those with visual impairment and may result in disorientation and increased vulnerability.



Extract from drawing no. 2413 09 Rev B (Sheet 2 of 2) showing the area of the proposed crossing.

Recommendation – Revise the design to ensure that the proposals do not increase the risk of pedestrian injury at this location.

2.8 Problem

Location – Northern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site.

Summary – Risk of slips and falls due to water ponding at crossing.

Site evidence indicates that surface water collects at the location of the proposed crossing. Without adequate drainage provision, this issue is likely to continue, increasing the risk of pedestrian slips and falls due to standing water.



The accumulation of detritus adjacent to the existing footway indicates that surface water tends to pond at the location where the pedestrian crossing is proposed.

Recommendation – Take appropriate mitigation measures to prevent surface water from collecting at this location.

2.9 Problem

Location – Southern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site.

Summary – Risk of pedestrian slips, trips and falls due to kerb upstand.

The information submitted for auditing does not indicate any modifications to the existing kerbs on the southern side. If these are retained, they may present a trip hazard for pedestrians crossing at this location, increasing the risk of slips, trips, and falls.



The existing kerbs present a potential trip hazard for pedestrians crossing at this location.

Recommendation – Ensure that the proposals eliminate any potential trip hazards and do not pose a safety risk to pedestrians.

2.10 Problem

Location – Southern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site.

Summary – Risk of pedestrian/vehicle conflict and potential pedestrian trips and falls due to proximity of private driveways to proposed crossing point.

The proposed tactile paving on the southern side of the crossing is likely to conflict with vehicles associated with access to adjacent properties. This may result in vehicles overrunning the crossing area, compromising pedestrian safety and increasing the risk of vehicle/pedestrian conflict. Repeated vehicle overrunning could also damage the tactile paving, resulting in broken or uneven surfaces that pose a trip hazard for pedestrians.



The proximity of private driveways to the existing path (arrowed) may result in tactile paving overrun.

Recommendation – Given the concerns raised at problem 2.7 revise the design to ensure that the proposals do not increase the risk of pedestrian injury at this location.

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Tasos Papaloucas MCIHT; MSoRSA NH Cert. Comp.
Senior Auditor



Signed: Date: 6/11/2025

Audit Team Member:

Name: James Dawson BSc (Hons); FIHE Reg RSA; NH Cert. Comp.
Senior Auditor

Signed:  Date: 6/11/2025

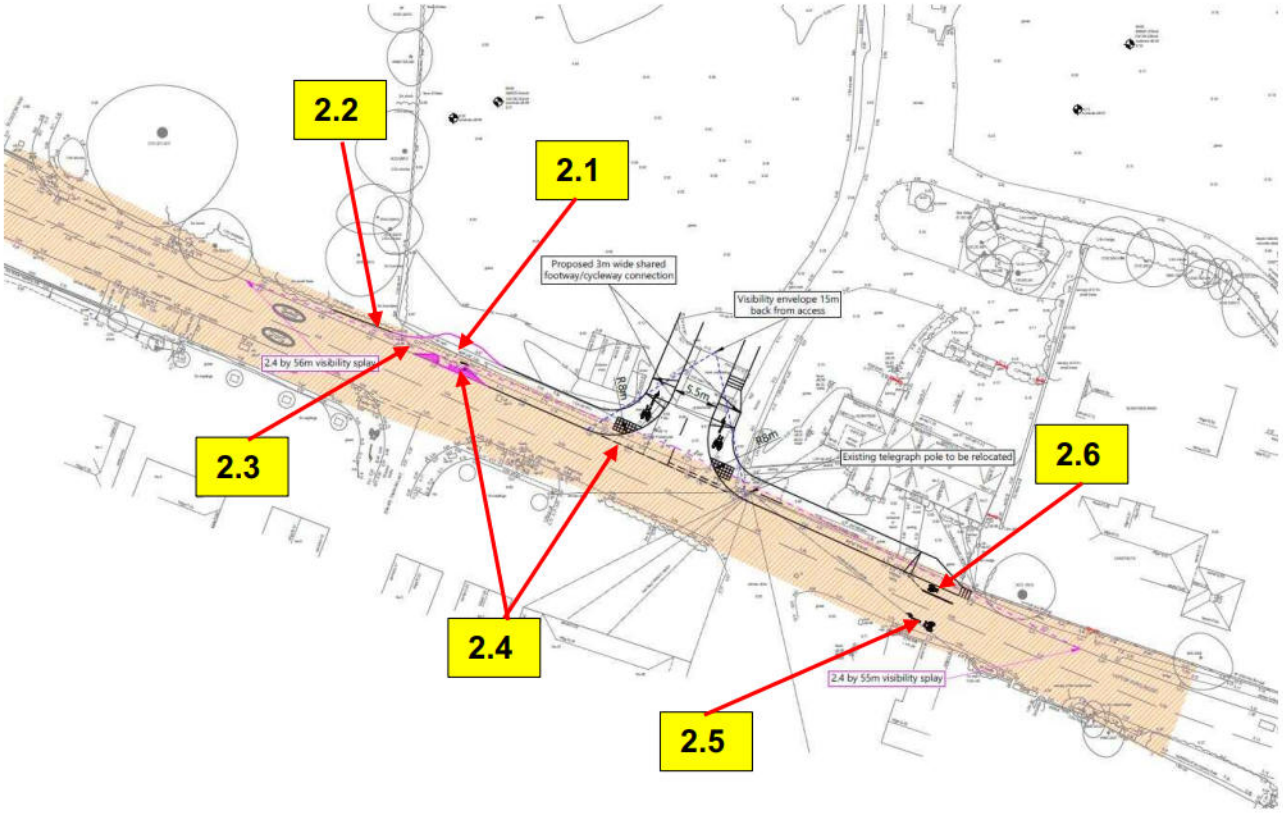
Appendix A: Information Utilised in this Stage 1 Road Safety Audit

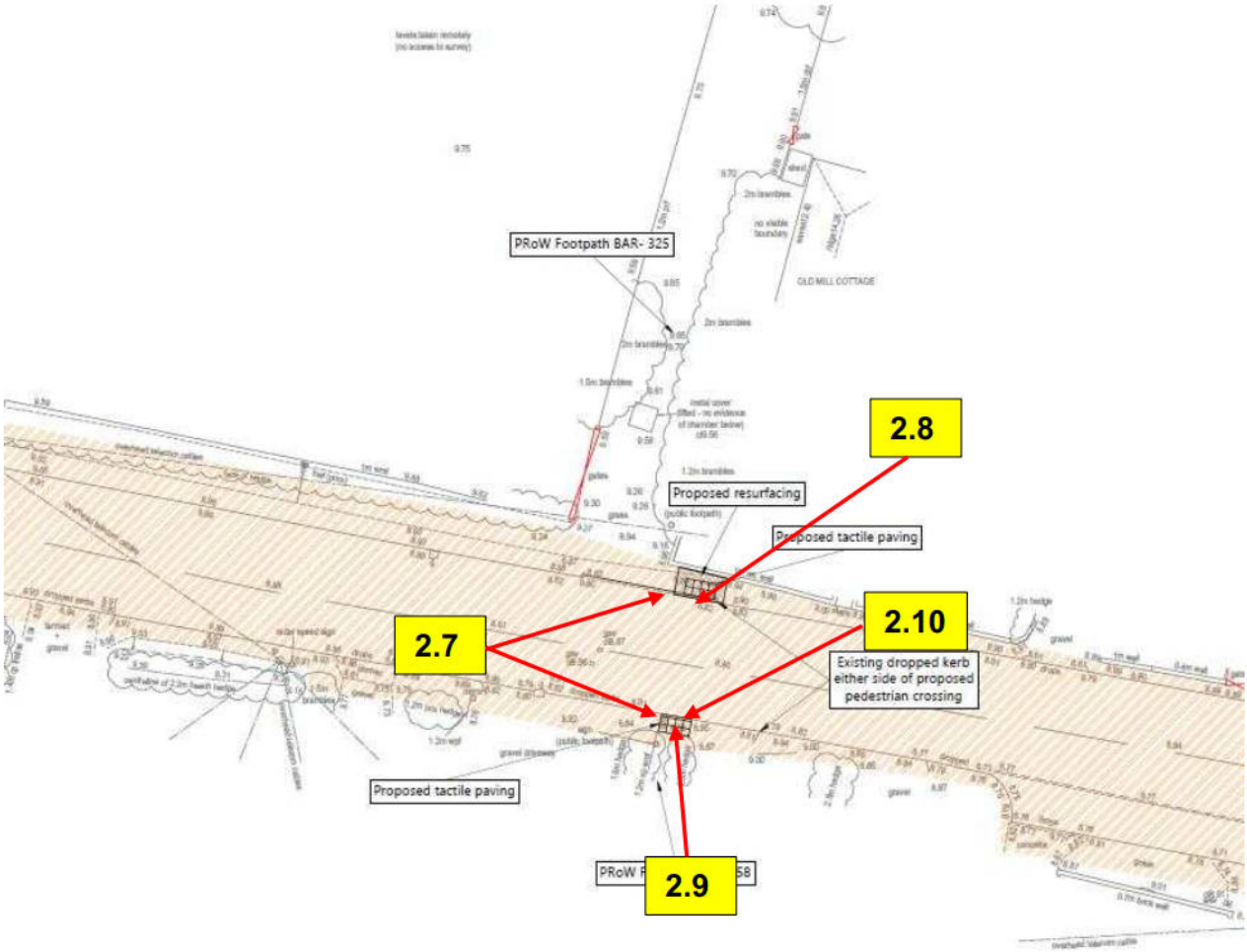
Drawings:

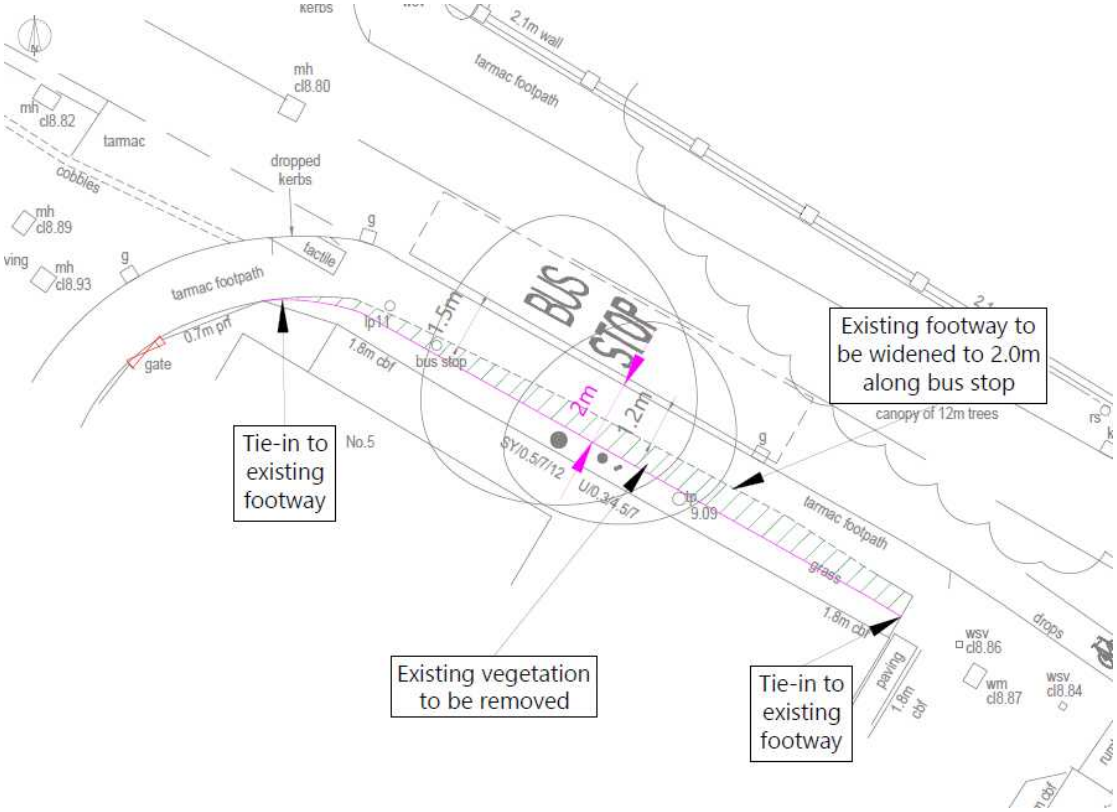
2413 09B Proposed Access Arrangement-Sheet 1
2413 09B Proposed Access Arrangement-Sheet 2
2413 12 Proposed Tactile Paving at Church Lane
2413 13 Village Hall Bus Stop Modifications
2413 TR06 SPA of Proposed Access Arrangement
DLA.2242.L14.S03 - Illustrative Masterplan

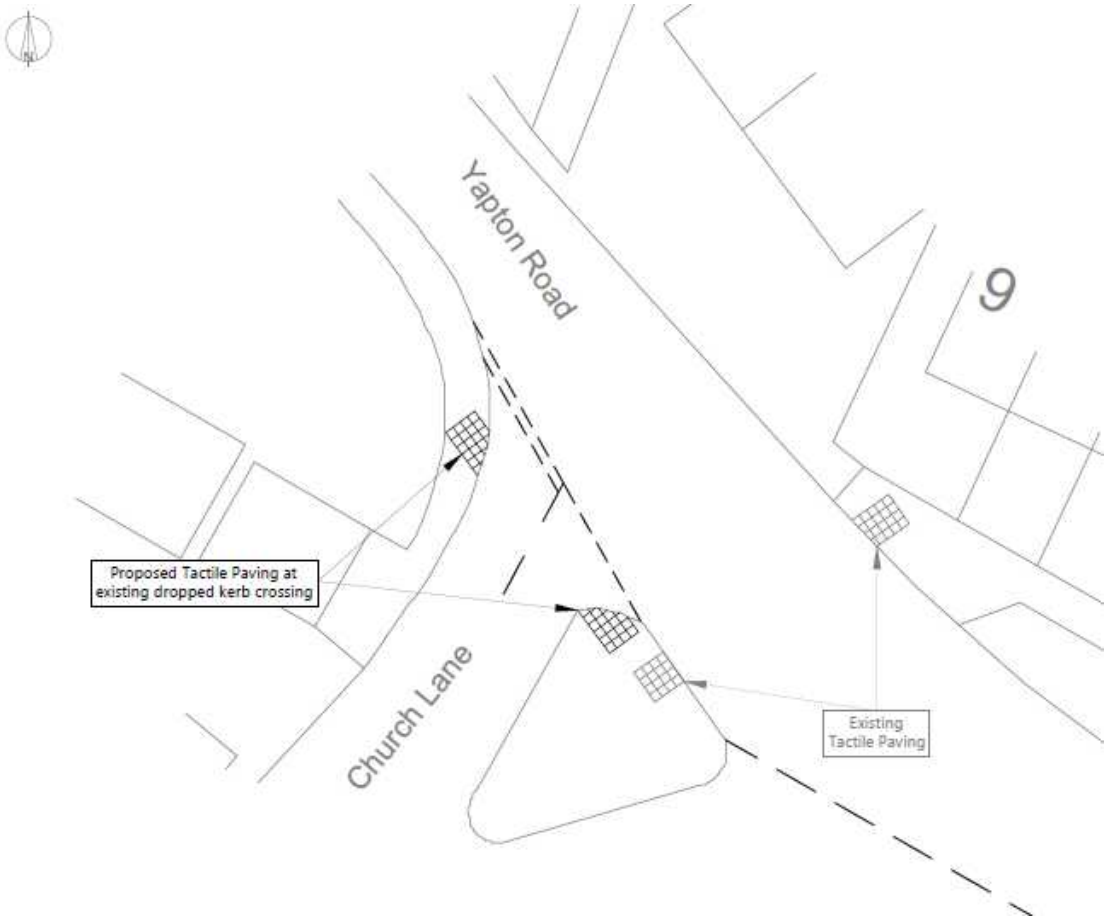
Yapton Road automatic and manual traffic count data, April 2024

Appendix B: Key Plan showing Audit Problems

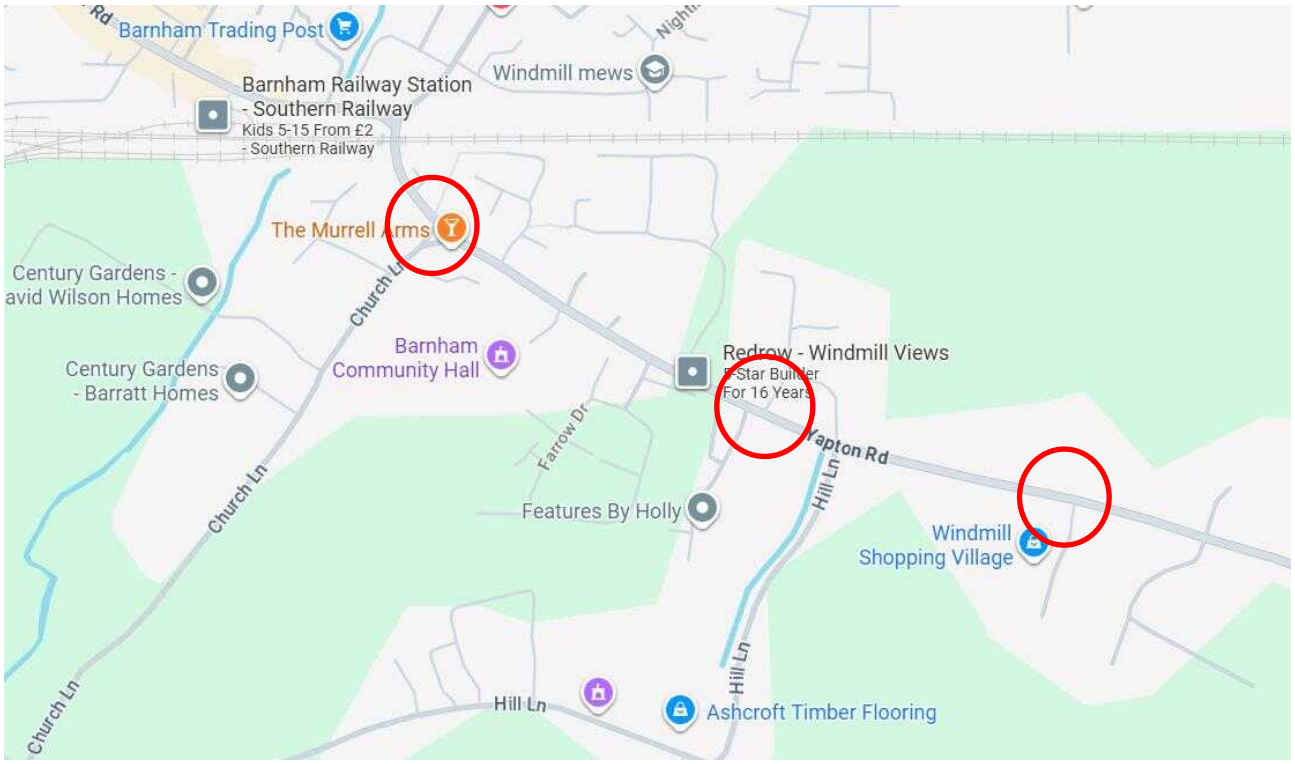



PRoW Footpath BAR- 325
OLD MILL COTTAGE
2.8
Proposed resurfacing
Proposed tactile paving
2.7
2.10
Existing dropped kerb either side of proposed pedestrian crossing
Proposed tactile paving
2.9


kerbs
2.1m wall
tarmac footpath
mh cl8.80
mh cl8.82
tarmac
cobbles
dropped kerbs
mh cl8.89
mh cl8.93
tactile
tarmac footpath
0.7m prf
gate
lp1.1
1.8m cbf
1.5m
bus stop
BUS STOP
2m
1.2m
Existing footway to be widened to 2.0m along bus stop
canopy of 12m trees
Tie-in to existing footway
No.5
SY/0.5/7/12
U/0.3/4.5/7
lp 9.09
tarmac footpath
grass
1.8m cbf
drops
wsv cl8.86
wm cl8.87
wsv cl8.84
paving
1.8m cbf
Existing vegetation to be removed
Tie-in to existing footway


Yapton Road
9
Proposed Tactile Paving at existing dropped kerb crossing
Church Lane
Existing Tactile Paving

Appendix C – Site Location Plan



GG 119 - ROAD SAFETY AUDIT RESPONSE

PROJECT DETAILS

Project:		2413 - Sunnyside, Yapton Road
Report Title:		Sunnyside Nurseries, Barnham RSA1 Designer's Response
Date:		25.11.2025
Document Reference:		2413 RSA01 Designers Response
Document Revision:		v1
Produced by (Design Organisation):		Highgate Transportation Limited
On behalf of (Overseeing Organisation):		West Sussex County Council
Prepared by (Design Organisation):		
	Name	Alice Howse
	Position	Principal Transport Planner
	Signed	[redacted]
	Date	01.06.2026
Approved by (Design Organisation):		
	Name	Fiona Bennett
	Position	Director
	Signed	[redacted]
	Date	01.06.2026

INTRODUCTION

Scheme Details:		Modification of an existing access to provide a 5.5 metre wide priority junction with Yapton Road, with pedestrian and cycle paths either side of the junction, as well as a pedestrian access onto Yapton Road from an existing Public Right of Way footpath (PRoW FP BAR-325). The audit also included the review of proposed tactile paving at Church Road and the widening of the footway at the westbound bus stop on Yapton Road, which had been identified as part of a Pedestrian and Cycle Audit.
Stage of RSA:		Stage 1
RSA Details:	*Document title*	Stage 1 Road Safety Audit, Yapton Road, Barnham
Document Reference		250914
Document Revision		v1

KEY PERSONNEL

Overseeing Organisation	*Name*	Katie Kurek	
	Position	Senior Transport Planner	
RSA Team:	*Name*	Tasos Papaloucas	James Dawson
	Position	Audit Team Leader	Audit Team Member
Design Organisation:	*Name*	Alice Howse	
	Position	Principal Transport Planner	

RSA DECISION LOG

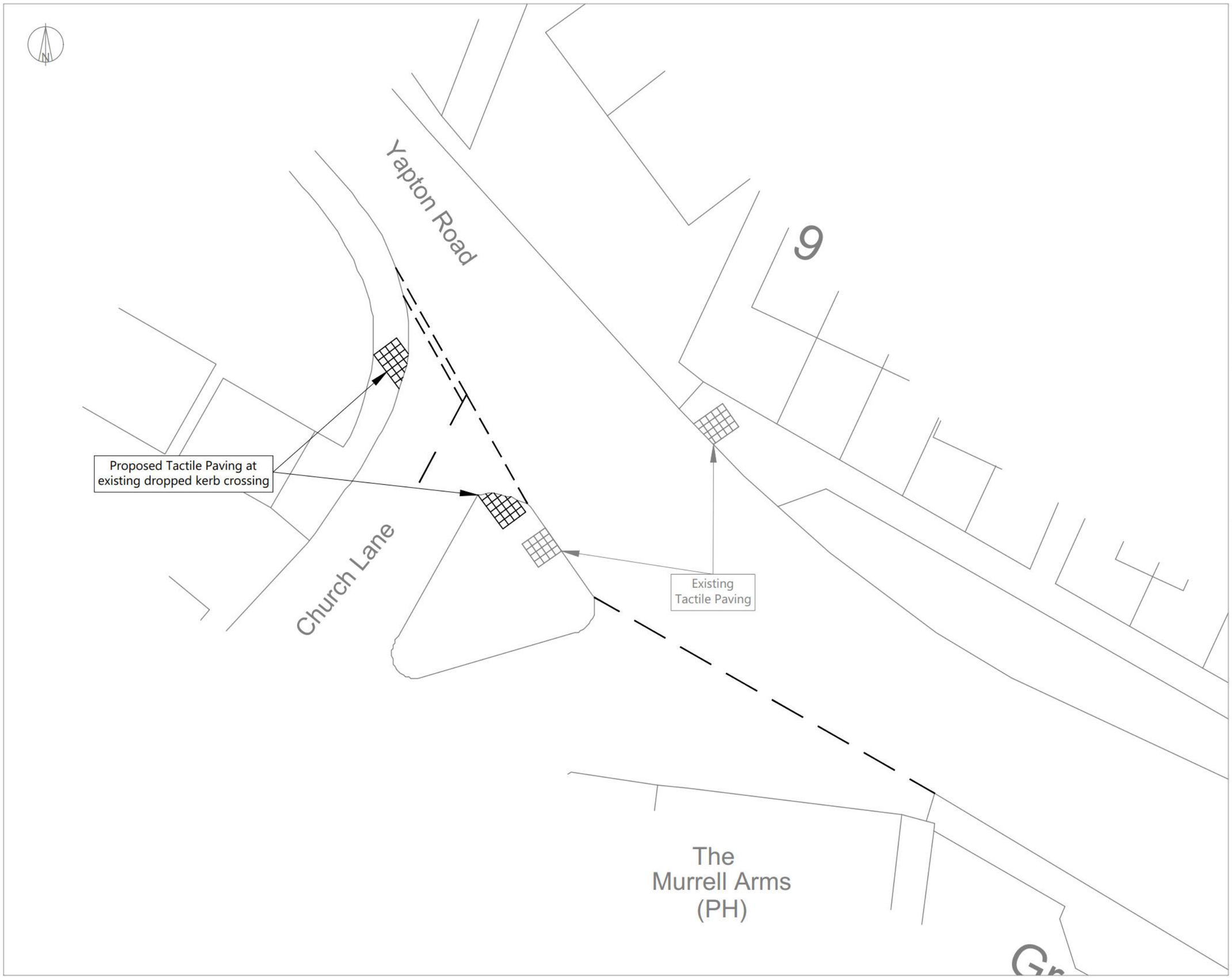
RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Location – Yapton Road at Edward Tompkins Lane. Summary – Risk of cyclist/vehicle conflicts due to poor positioning of cycle transition. A cycle transition point is proposed directly opposite an existing priority junction for Edwards Tompkins Lane. Cyclists crossing or joining the carriageway here may conflict and/or collide with turning traffic, especially vehicles turning right out from the minor road or right in from the major road, who may be focused on gaps in traffic and fail to check for cyclists.	Relocate the cycle transition point at a safe location to minimise the risk of conflict between road users.	**Noted** Due to highway boundary constraints, the cycle transition cannot be relocated. It is considered that there is good visibility from Edward Tompkins Lane for cyclists to cross Yapton Road on carriageway at this junction, and vice versa, with vehicle movements on Edward Tompkins Lane being low and slow. Cyclists will be able to transition to and from the cycle infrastructure on either side of the carriageway as shown below (green dashed route arrivals, brown dashed route departures).  		
2.2	Location – Cycle transition opposite Edward Tompkins Lane. Summary – Risk of cyclist/vehicle conflicts due to impeded visibility. Existing vegetation on the western side of this transition point will obscure sightlines to and from it. Drivers approaching this from the west may not see cyclists until it's too late to react safely and cyclists may also be unable to see oncoming traffic clearly, leading to misjudged attempts to enter the carriageway or cross to the opposite side. This risk would be exacerbated during low-light conditions or poor weather.	Given the concerns raised at problem 2.1 relocate the transition point at a safer location and ensure that visibility to and from it is maintained at all times.	**Noted** The vegetation will be cut back to provide the 3.0 metre wide path to the west of the vehicular access, as shown on the Proposed Access Arrangement Plan. It will be ensured that vegetation to the rear of the shared path will be cut back sufficiently to allow for seasonal growth under a maintenance programme, to ensure that visibility is not obstructed.		
2.3	Location – Yapton Road at western end of proposed shared-use footway. Summary – Risk of pedestrian/cyclist conflict due to the absence of corduroy paving. No corduroy paving is shown at the western end of the proposed shared-use footway. Corduroy paving helps clarify where shared use starts or ends. Without clear demarcation, pedestrians may inadvertently step into the path of cyclists increasing the risk of conflict or injury. This is particularly concerning for visually impaired pedestrians and other vulnerable users.	Ensure that corduroy paving is provided at the transition to and from the shared-use footway.	**Agreed** Drawing HTp/2413/09/D updated to include corduroy paving		
2.4	Location – Proposed shared-use footway and priority junction. Summary – Risk of pedestrian and vehicle conflict with existing lighting columns. Although the proposals include relocating an existing telegraph pole away from the proposed shared-use footway on the eastern side of the priority junction, they do not include the relocation of two existing lighting columns currently situated within the footway on the western side of the existing vehicle access. One column is positioned within the proposed side road, and the other lies within the proposed shared-use footway and cycle transition area. If these columns are not relocated, they will present physical obstructions, compromising the safe movement of both pedestrians and vehicles.	Relocate the existing lighting columns to prevent obstruction and ensure the safe movement of both pedestrians and vehicles. Appropriately positioned lighting will also provide sufficient illumination of the new priority junction and enhance visibility for pedestrians and cyclists during hours of darkness or poor weather conditions.	**Agreed** Drawing HTp/2413/09/D updated to include annotation to relocate existing lighting columns		
2.5	Location – Cycle transition at eastern end of shared-use footway. Summary – Risk of cyclist/vehicle conflict due to inappropriate cycle road markings. Cycle road markings, comprising a cycle symbol and right-turn arrow, are proposed on the carriageway at this location to direct westbound cyclists towards the proposed shared-use footway on the opposite side. This encourages cyclists to make lateral movements across live traffic lanes, increasing the potential for conflict with both approaching vehicles and following drivers who may not anticipate such manoeuvres. Additionally, to the east of this point, Yapton Road curves to the left, restricting forward visibility for westbound traffic. Site observations indicate that this area is regularly used by westbound drivers to overtake cyclists when no oncoming traffic is present. Encouraging cyclists to move across the carriageway here would exacerbate these conflicts. Moreover, cyclists slowing down or stopping to cross may disrupt traffic flow potentially leading to unsafe overtaking or sudden braking by following vehicles.	Remove the cycle markings from this location and provide a safe crossing point elsewhere.	**Noted** The cycle transition has been provided at this point to support cyclists from transitioning on and off Yapton Road east of the site access, as cycling on the footway has been observed in this location, where it is very narrow. Therefore, it is considered that the path, with transition, in this location is appropriate. Drawing HTp/2413/09/D has been updated to show the cycle marking closer to the centre of the carriageway		

2.6	Location – Cycle transition at eastern end of shared-use footway. Summary – Risk of cyclist/vehicle conflict due to inappropriate cycle road markings. Cycle markings, consisting of a short section of cycle lane and a cycle symbol, are proposed on the carriageway to facilitate the transition of eastbound cyclists from the shared-use footway onto the carriageway. However, these markings do not lead to a protected or segregated cycle facility and directing cyclists into live traffic lanes without any physical protection leaves them vulnerable to conflict with approaching vehicles. The markings may also give cyclists a misleading sense of priority, potentially encouraging them to enter the carriageway without adequately checking for traffic. The layout further limits cyclists' ability to position themselves to see vehicles approaching from behind, while drivers may not expect cyclists to merge from the footway, increasing the likelihood of unsafe overtaking, close passes, or sudden braking.	Provide a suitable transition point for eastbound cyclists to safely enter the carriageway.	**Noted** The cycle transition provided to the east of the access reflects the cycle transitions within the area, notably 200 metres west of the access, see photograph below:  Therefore, it is considered that the cycle transition is acceptable, and cyclists & drivers will understand that there will be cyclists present on Yapton Road		
2.7	Location – Pedestrian access proposed on Yapton Road at the south-east corner of the proposed development site. Summary – Risk of pedestrian slips, trips and falls due to unsuitable pedestrian infrastructure. Tactile paving is proposed at an existing dropped kerb crossover to provide pedestrian access connecting an existing Public Right of Way route across Yapton Road. This route is unsuitable for use by visually impaired individuals and providing tactile paving here may mislead users into believing that the route is safe, increasing the risk of injury due to trips, slips and falls. Providing tactile paving here may also cause confusion, as the paths on either side lead to areas unsuitable for those with visual impairment and may result in disorientation and increased vulnerability.	Revise the design to ensure that the proposals do not increase the risk of pedestrian injury at this location.	**Noted** Given there is an existing Public Right of Way footpath in this location, the tactile paving will improve the existing crossing over Yapton Road. A visually impaired user of the PRoW would benefit from the provision of tactile paving.		
2.8	Location – Northern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site. Summary – Risk of slips and falls due to water ponding at crossing. Site evidence indicates that surface water collects at the location of the proposed crossing. Without adequate drainage provision, this issue is likely to continue, increasing the risk of pedestrian slips and falls due to standing water.	Take appropriate mitigation measures to prevent surface water from collecting at this location.	**Agreed** This will be dealt with at detailed design stage and therefore subject to a Stage 2 RSA – New kerbs will be put in that start at 25mm and transition to 6mm		
2.9	Location – Southern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site. Summary – Risk of pedestrian slips, trips and falls due to kerb upstand. The information submitted for auditing does not indicate any modifications to the existing kerbs on the southern side. If these are retained, they may present a trip hazard for pedestrians crossing at this location, increasing the risk of slips, trips, and falls.	Ensure that the proposals eliminate any potential trip hazards and do not pose a safety risk to pedestrians.	**Agreed** Drawing HTp/2413/09/D updated to include annotation regarding ensuring kerbs are modified to reduce the likelihood of potential trips New PCC flush kerbs with a 0 to 6mm upstand for the length of the new tactile paving, and a 2.0m by 1.3m width of hard standing to be provided within highway land		
2.10	Location – Southern side of pedestrian access proposed on Yapton Road in the south-east of the proposed development site. Summary – Risk of pedestrian/vehicle conflict and potential pedestrian trips and falls due to proximity of private driveways to proposed crossing point. The proposed tactile paving on the southern side of the crossing is likely to conflict with vehicles associated with access to adjacent properties. This may result in vehicles overrunning the crossing area, compromising pedestrian safety and increasing the risk of vehicle/pedestrian conflict. Repeated vehicle overrunning could also damage the tactile paving, resulting in broken or uneven surfaces that pose a trip hazard for pedestrians.	Given the concerns raised at problem 2.6 revise the design to ensure that the proposals do not increase the risk of pedestrian injury at this location.	**Noted** Bollards have been shown either side of the tactile paving to protect both pedestrians and the tactile paving.		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS	**On behalf of the Design Organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**		**On behalf of the Overseeing Organisation I certify that:** **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
	Name:	Alice Howse	Name:	
	Signed	[redacted]	Signed	
	Position:	[redacted]	Position:	
	Organisation:	Highgate Transportation Limited	Organisation:	
	Date:	1st June 2026	Date:	

Appendix 17

Proposed Off-Site Mitigation Works



NOTES:

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ISSUE	REASON FOR REVISION	BY	DATE
-	-	--	--.--.--

PROJECT:
SUNNYSIDE
BARNHAM

CLIENT:
HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	12	1:200

SHEET NUMBER:
SHEET NUMBER 1 OF 1

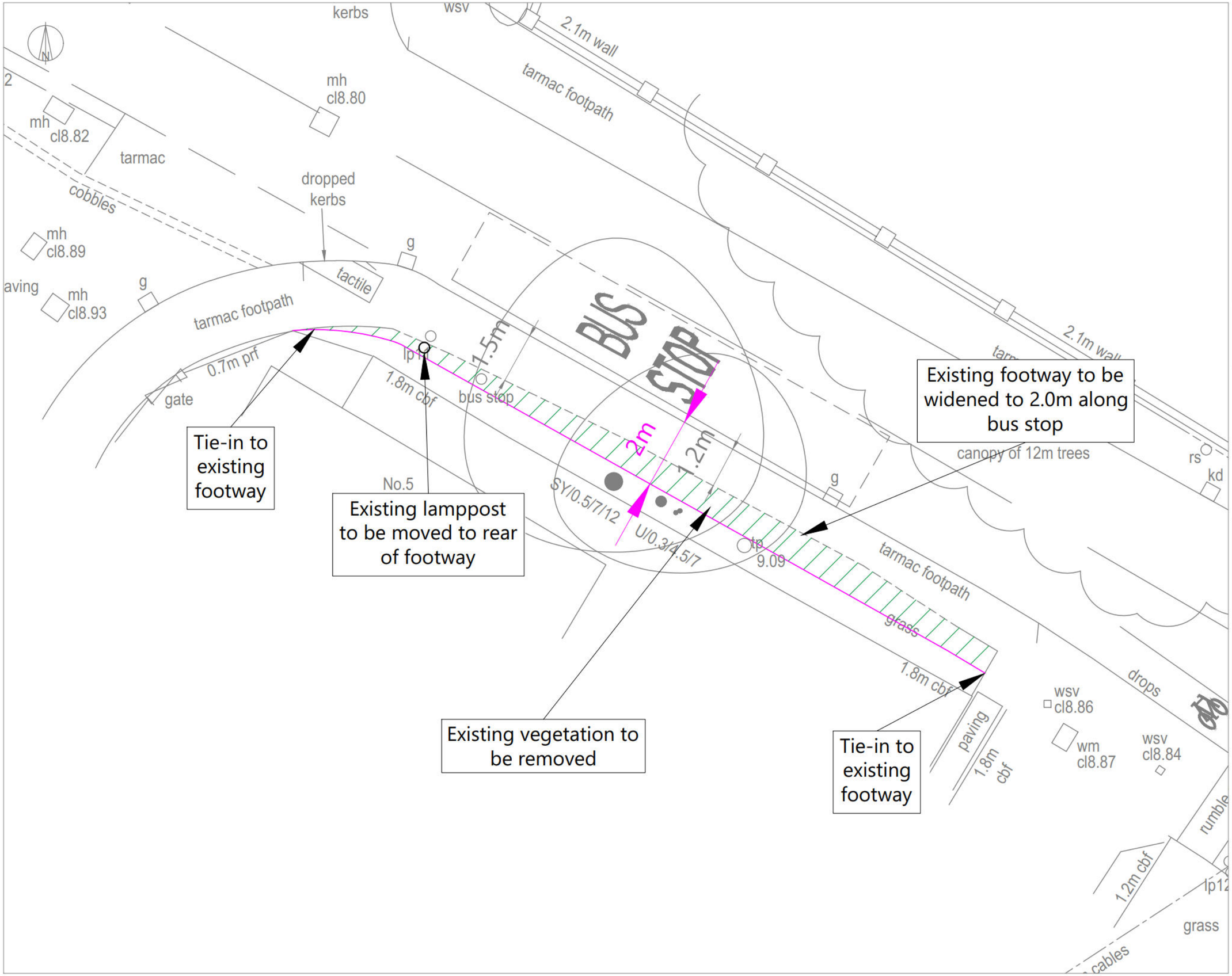
SCALE BAR:
0m 5m 10m

HighgateTransportation
www.highgatetransportation.co.uk
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:
PROPOSED TACTILE PAVING AT CHURCH LANE/YAPTON ROAD JUNCTION

DATE:	DRAWN BY:	CHECKED:
27/10/25	AH	FB



NOTES:

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Bus stop pole to be incorporated into the design and construction of the footway to be designed as to not impact the RPZ of the existing trees

KEY

Existing vegetation to be removed

ISSUE	REASON FOR REVISION	BY	DATE
A	Updated annotation	AH	27/11/25

PROJECT:
SUNNYSIDE
BARNHAM

CLIENT:
HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	13	1:100

SHEET NUMBER:
SHEET NUMBER 1 OF 1

SCALE BAR:
0m 5m

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:
VILLAGE HALL BUS STOP
MODIFICATIONS

DATE:	DRAWN BY:	CHECKED:
23/10/25	AH	FB

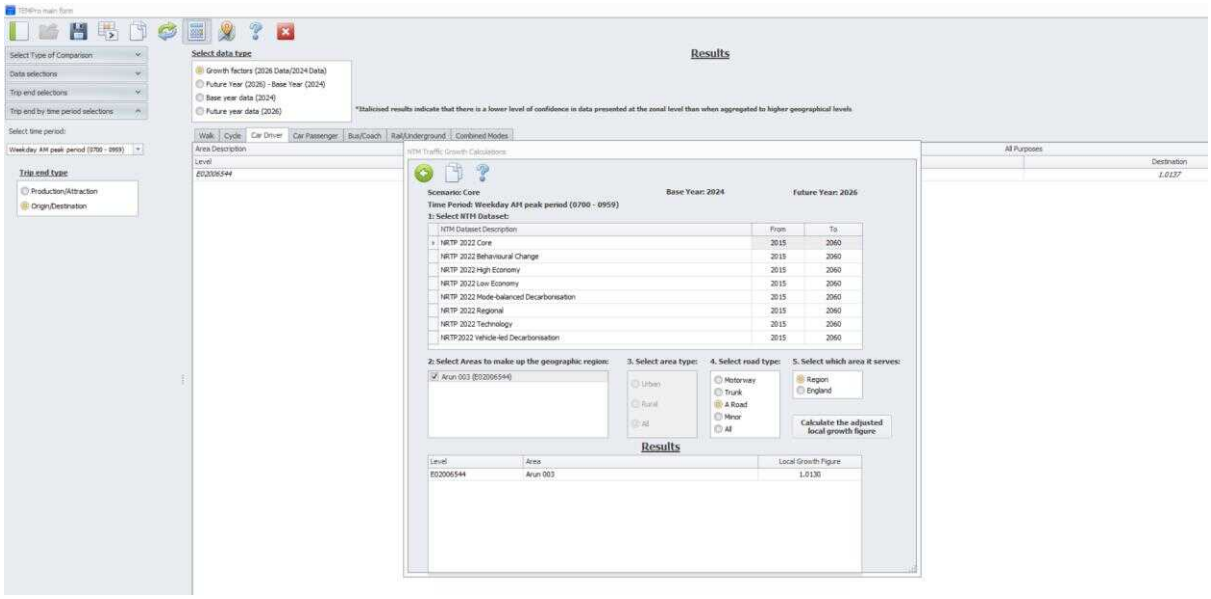
Appendix 18

TEMPro Growth Rates

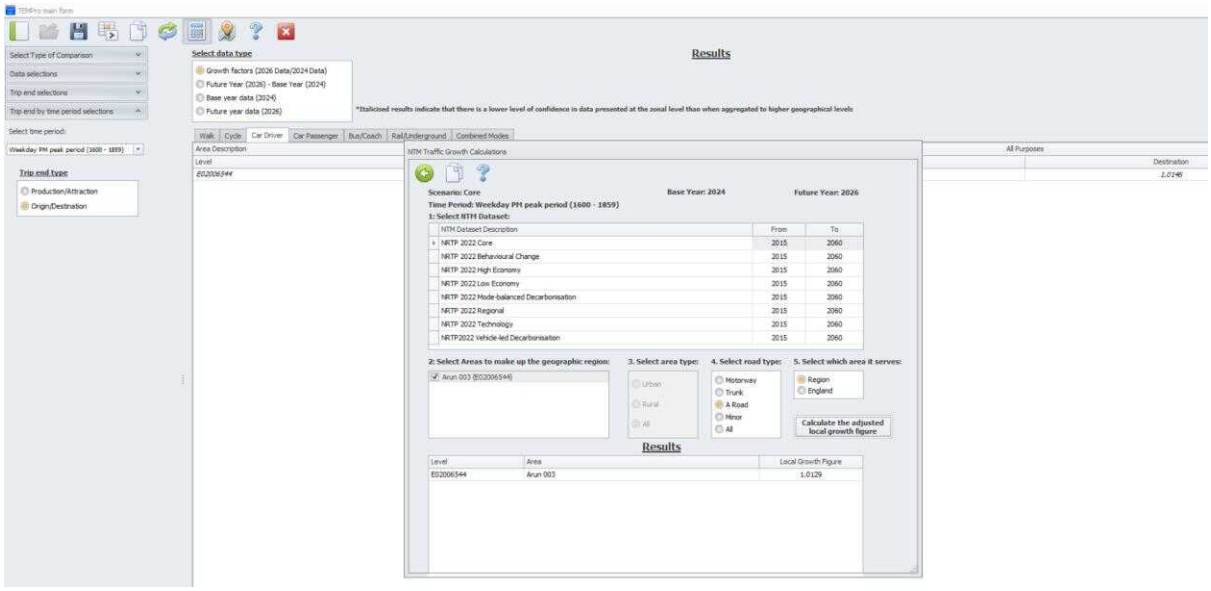
TEMPro v8.1 Core

2024-2026

AM



PM



TEMPro Growth Rates

HighgateTransportation

Behavioural

Year	
2017-2019	use core scenario trip ends for the base year
2020	use 2021 trip ends from the TEMPro behavioural scenario factored by 93% (ie 7% lower than 2021)
2021	use 2021 trip ends from the TEMPro behavioural scenario
2022	Estimate 2022 trip ends as 33% of 2021 trip from the core scenario and 67% of 2026 trip ends from the Behavioural Scenario
2023	Estimate 2023 trip ends as 24% of 2021 trip from the core scenario and 76% of 2026 trip ends from the Behavioural Scenario
2024	Estimate 2024 trip ends as 16% of 2021 trip from the core scenario and 84% of 2026 trip ends from the Behavioural Scenario
2025	Estimate 2025 trip ends as 8% of 2021 trip from the core scenario and 92% of 2026 trip ends from the Behavioural Scenario

Arun 003 **AM**

Behavioural				Core
2024-2031				
2026	1.01	84%	0.8484	
2021	1.0744	16%	0.1719	
			1.0203	1.0626

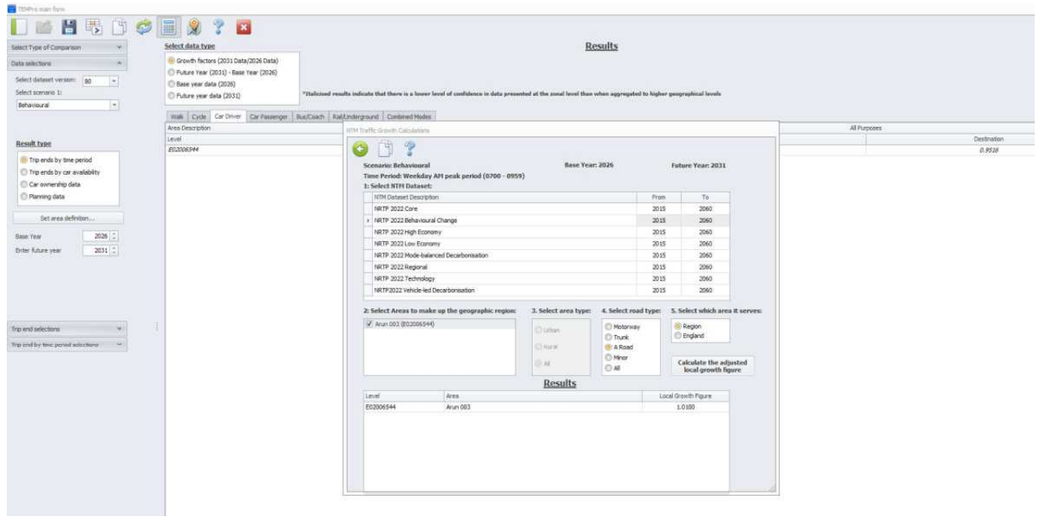
PM

Behavioural				Core
2024-2031				
2026	1.0158	84%	0.853272	
2021	1.0756	16%	0.172096	
			1.0254	1.0639

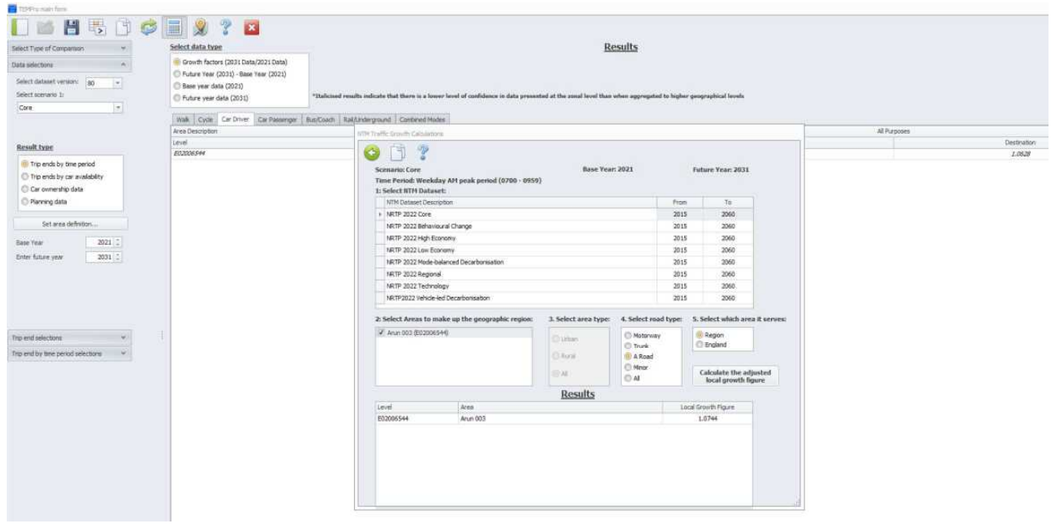
TEMPro Screenshots 2024-2031 AM

Behavioural

2026-2031 Behavioural

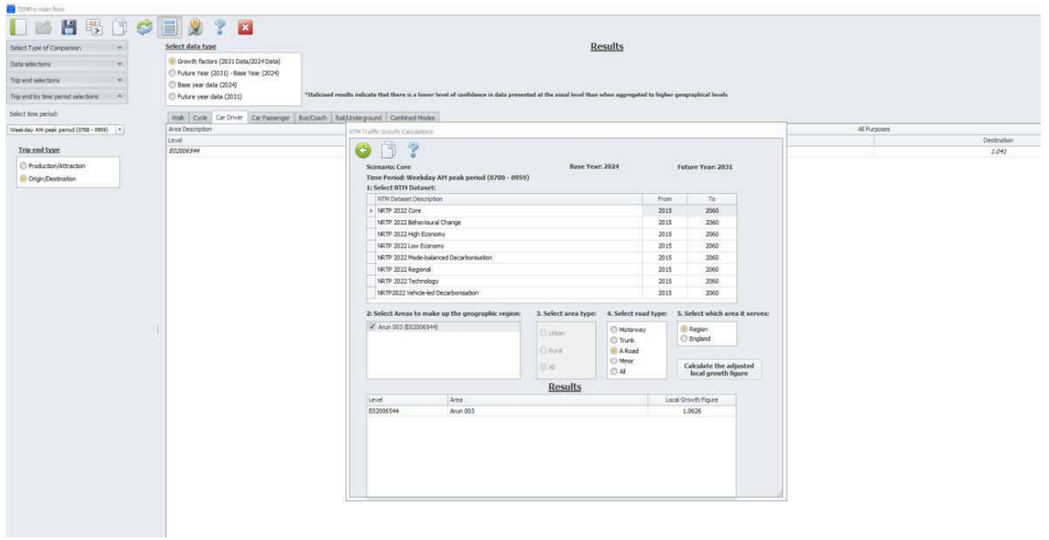


2021-2031 Core



Core

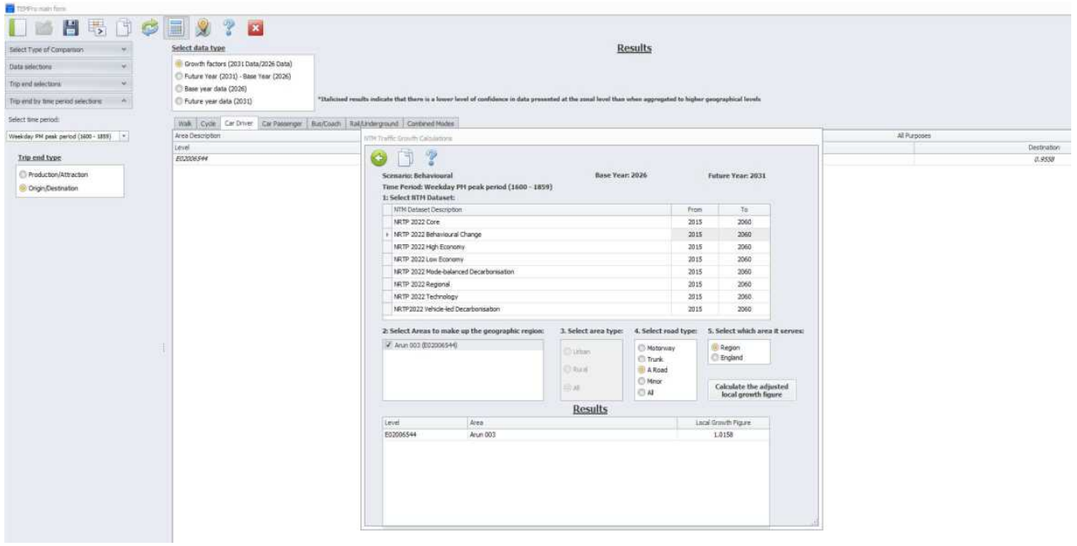
2024-2031



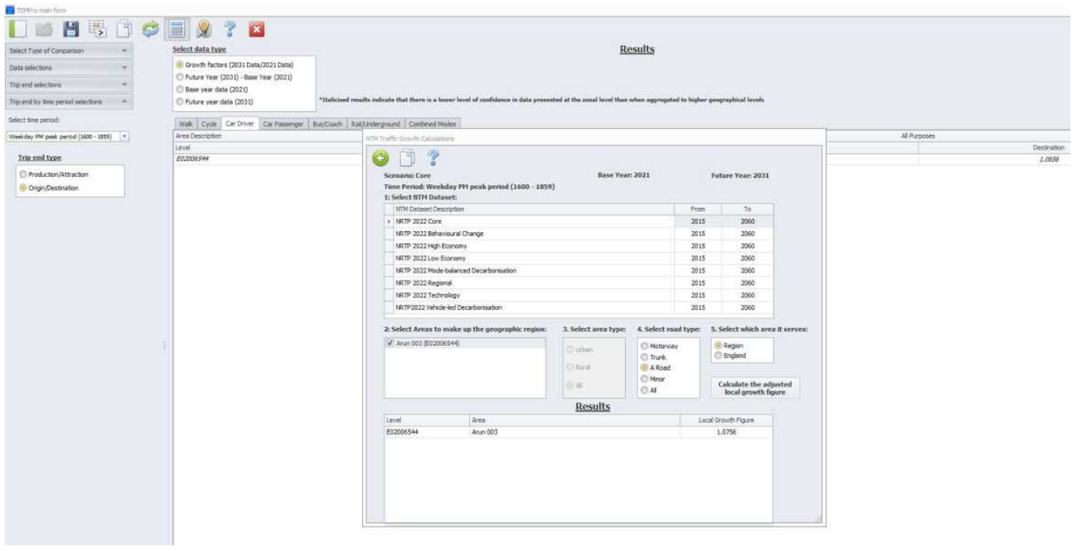
TEMPro Screenshots 2024-2031 AM

Behavioural

2026-2031 Behavioural

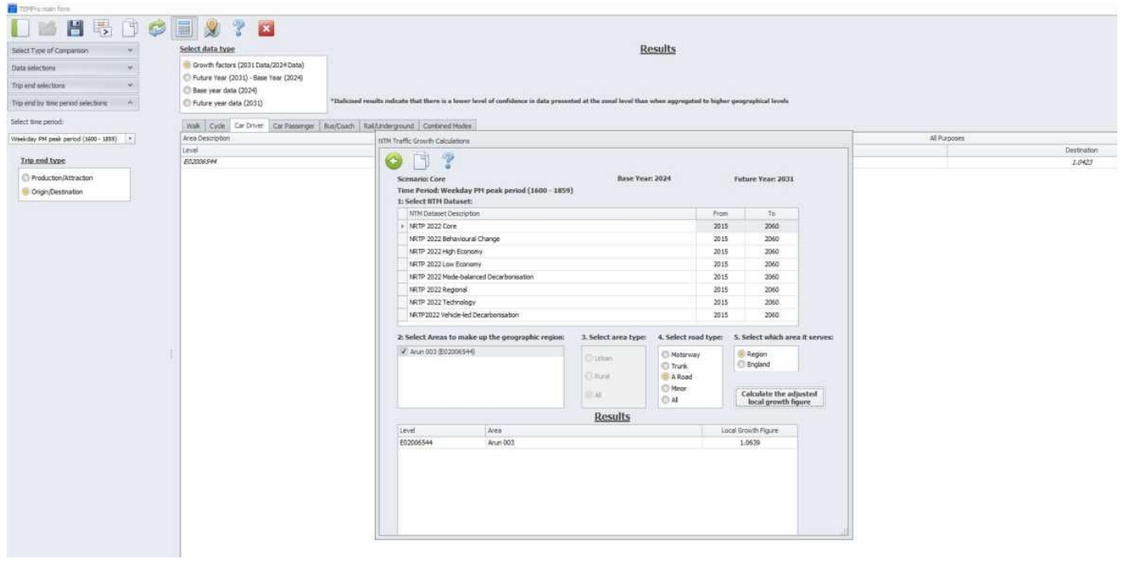


2021-2031 Core



Core

2024-2031



Appendix 19

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	5 days
	EX	ESSEX	1 day
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	6 days
	SC	SURREY	3 days
	SP	SOUTHAMPTON	1 day
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	8 days
03	**SOUTH WEST**		
	DC	DORSET	2 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	6 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	IM	ISLE OF MAN	1 day
11	**SCOTLAND**		
	AS	ABERDEENSHIRE	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day
	TY	TYRONE	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	101 to 398 (units:DWELLS)
Range Selected by User:	100 to 500 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 30/06/25

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

Selected survey days:

Friday	2 days
Monday	8 days
Thursday	13 days
Tuesday	16 days
Wednesday	10 days

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

Selected survey types:

Manual count	49
Direction ATC Count	0

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

Selected Locations:

Edge of Town	49 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	1 days
No Sub Category	3 days
Out of Town	1 days
Residential Zone	42 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	8 days
Servicing vehicles Unknown	37 days

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Secondary Filtering Selection:

Use Class:

C3	49 surveys

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

Population within 500m Range:

300 - 4126

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	5 surveys
10,001 to 15,000	17 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	14 surveys

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

Population within 5 miles:

100,001 to 125,000	4 surveys
125,001 to 250,000	14 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	5 surveys
5,001 to 25,000	8 surveys
50,001 to 75,000	4 surveys
75,001 to 100,000	5 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	10 surveys
1.1 to 1.5	32 surveys
1.6 to 2.0	7 surveys

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

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	11 surveys
Yes	38 surveys

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

PTAL Rating:

No PTAL Present	49 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**AN-03-A-09**	**DETACHED & SEMI-DETACHED**	**ANTRIM**

SLOEFIELD DRIVE
CARRICKFERGUS
Edge of Town
No Sub Category
Site area: 9.479999542236328 hect
Survey date: Wednesday 12/10/2016 Survey Type: Manual

2	**AS-03-A-02**	**MIXED HOUSES**	**ABERDEENSHIRE**

FARROCHIE ROAD
STONEHAVEN
Edge of Town
Residential Zone
Site area: 5.300000190734863 hect
Survey date: Wednesday 20/04/2022 Survey Type: Manual

3	**CA-03-A-09**	**MIXED HOUSES & FLATS**	**CAMBRIDGESHIRE**

EDDINGTON AVENUE
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Site area: 3.57 hect
Survey date: Thursday 28/11/2024 Survey Type: Manual

4	**DC-03-A-11**	**MIXED HOUSES**	**DORSET**

A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 6.630000114440918 hect
Survey date: Tuesday 31/10/2023 Survey Type: Manual

5	**DC-03-A-13**	**MIXED HOUSES**	**DORSET**

ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 4 hect
Survey date: Tuesday 10/06/2025 Survey Type: Manual

6	**DY-03-A-01**	**MIXED HOUSES**	**DERBY**

RADBOURNE LANE
DERBY
Edge of Town
Residential Zone
Site area: 16.450000762939453 hect
Survey date: Tuesday 10/07/2018 Survey Type: Manual

7	**ES-03-A-03**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

SHEPHAM LANE
POLEGATE
Edge of Town
Residential Zone
Site area: 9.90999984741211 hect
Survey date: Survey Type: Manual

8	**ES-03-A-10**	**MIXED HOUSES & FLATS**	**EAST SUSSEX**

WATERGATE
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Site area: 5.409999847412109 hect

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Survey date: Thursday 28/09/2023 Survey Type: Manual

9 **ES-03-A-14** **MIXED HOUSES & FLATS** **EAST SUSSEX**
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Site area: 3.4000000953674316 hect
Survey date: Tuesday 30/04/2024 Survey Type: Manual

10 **ES-03-A-19** **MIXED HOUSES & FLATS** **EAST SUSSEX**
WRESTWOOD ROAD
BEXHILL-ON-SEA
Edge of Town
Residential Zone
Site area: 6.699999809265137 hect
Survey date: Wednesday 09/10/2024 Survey Type: Manual

11 **ES-03-A-21** **MIXED HOUSES & FLATS** **EAST SUSSEX**
PARK ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Site area: 8.24 hect
Survey date: Wednesday 26/03/2025 Survey Type: Manual

12 **EX-03-A-03** **MIXED HOUSES** **ESSEX**
KESTREL GROVE
RAYLEIGH
Edge of Town
Residential Zone
Site area: 3.5999999046325684 hect
Survey date: Survey Type: Manual

13 **HC-03-A-28** **MIXED HOUSES & FLATS** **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 5.96999979019165 hect
Survey date: Survey Type: Manual

14 **HC-03-A-34** **MIXED HOUSES & FLATS** **HAMPSHIRE**
STONEHAM LANE
EASTLEIGH
Edge of Town
Residential Zone
Site area: 8.470000267028809 hect
Survey date: Tuesday 14/11/2023 Survey Type: Manual

15 **HC-03-A-35** **MIXED HOUSES & FLATS** **HAMPSHIRE**
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Site area: 9.100000381469727 hect
Survey date: Tuesday 31/10/2023 Survey Type: Manual

16 **HC-03-A-36** **MIXED HOUSES & FLATS** **HAMPSHIRE**

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HAVANT ROAD
EMSWORTH
Edge of Town
Residential Zone
Site area: 6.230000019073486 hect
Survey date: Tuesday 12/09/2023 Survey Type: Manual

17 **HC-03-A-39** **MIXED HOUSES & FLATS** **HAMPSHIRE**
KILN ROAD
LIPHOOK
Edge of Town
Residential Zone
Site area: 6.09 hect
Survey date: Thursday 14/11/2024 Survey Type: Manual

18 **HC-03-A-41** **MIXED HOUSES & FLATS** **HAMPSHIRE**
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Site area: 6.2 hect
Survey date: Survey Type: Manual

19 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD
Edge of Town
Residential Zone
Site area: 5.670000076293945 hect
Survey date: Survey Type: Manual

20 **HF-03-A-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
A505
ROYSTON
Edge of Town
Residential Zone
Site area: 8 hect
Survey date: Tuesday 28/11/2023 Survey Type: Manual

21 **IM-03-A-06** **MIXED HOUSES** **ISLE OF MAN**
MOORAGH PROMENADE
RAMSEY
Edge of Town
Residential Zone
Site area: 6.900000095367432 hect
Survey date: Thursday 23/05/2024 Survey Type: Manual

22 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Site area: 4.309999942779541 hect
Survey date: Friday 22/09/2017 Survey Type: Manual

23 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY
Edge of Town
Residential Zone
Site area: 9.460000038146973 hect

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Survey date: Wednesday 27/09/2017 Survey Type: Manual

24 **KC-03-A-10** **MIXED HOUSES** **KENT**
HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Site area: 3.9100000858306885 hect
Survey date: Tuesday 09/05/2023 Survey Type: Manual

25 **KC-03-A-11** **MIXED HOUSES & FLATS** **KENT**
COLDHARBOUR ROAD
GRAVESEND
Edge of Town
No Sub Category
Site area: 7.199999809265137 hect
Survey date: Survey Type: Manual

26 **KC-03-A-12** **MIXED HOUSES & FLATS** **KENT**
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Site area: 6.78000020980835 hect
Survey date: Tuesday 19/09/2023 Survey Type: Manual

27 **KC-03-A-14** **MIXED HOUSES** **KENT**
HEADCORN ROAD
STAPLEHURST
Edge of Town
Residential Zone
Site area: 6.84 hect
Survey date: Thursday 22/05/2025 Survey Type: Manual

28 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Site area: 9.270000457763672 hect
Survey date: Survey Type: Manual

29 **NF-03-A-30** **MIXED HOUSES** **NORFOLK**
BRANDON ROAD
SWAFFHAM
Edge of Town
Residential Zone
Site area: 11.770000457763672 hect
Survey date: Thursday 23/09/2021 Survey Type: Manual

30 **NF-03-A-33** **MIXED HOUSES** **NORFOLK**
LONDON ROAD
ATTLEBOROUGH
Edge of Town
Residential Zone
Site area: 4.78000020980835 hect
Survey date: Thursday 29/09/2022 Survey Type: Manual

31 **NF-03-A-35** **MIXED HOUSES & FLATS** **NORFOLK**
REPTON AVENUE
NORWICH

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Edge of Town
Residential Zone
Site area: 5.340000152587891 hect
Survey date: Wednesday 28/09/2022 Survey Type: Manual

32 **NF-03-A-39** **MIXED HOUSES** **NORFOLK**
HEATH DRIVE
HOLT
Edge of Town
Residential Zone
Site area: 7.840000152587891 hect
Survey date: Tuesday 27/09/2022 Survey Type: Manual

33 **NF-03-A-46** **MIXED HOUSES & FLATS** **NORFOLK**
BURGH ROAD
AYLSHAM
Edge of Town
Residential Zone
Site area: 13.050000190734863 hect
Survey date: Tuesday 14/09/2021 Survey Type: Manual

34 **NY-03-A-15** **DETACHED & SEMI-DETACHED** **NORTH YORKSHIRE**
MILBY ROAD
BOROUGHBRIDGE
MILBY
Edge of Town
Residential Zone
Site area: 6.8 hect
Survey date: Thursday 19/09/2024 Survey Type: Manual

35 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY
Edge of Town
Residential Zone
Site area: 7.199999809265137 hect
Survey date: Survey Type: Manual

36 **SC-03-A-12** **MIXED HOUSES & FLATS** **SURREY**
AARONS HILL
GODALMING
Edge of Town
Residential Zone
Site area: 9.380000114440918 hect
Survey date: Wednesday 12/06/2024 Survey Type: Manual

37 **SC-03-A-14** **MIXED HOUSES & FLATS** **SURREY**
HOLLOWAY HILL
CHERTSEY
Edge of Town
Residential Zone
Site area: 8.1 hect
Survey date: Tuesday 22/10/2024 Survey Type: Manual

38 **SP-03-A-03** **MIXED HOUSES & FLATS** **SOUTHAMPTON**
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Site area: 20.899999618530273 hect
Survey date: Thursday 03/10/2024 Survey Type: Manual

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39	**ST-03-A-07**	**DETACHED & SEMI-DETACHED**	**STAFFORDSHIRE**

BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Site area: 9 hect
Survey date: Wednesday 22/11/2017 Survey Type: Manual

40	**TY-03-A-02**	**SEMI DETACHED & BUNGALOWS**	**TYRONE**

SANDHOLES ROAD
COOKSTOWN
DERRYLORAN
Edge of Town
Industrial Zone
Site area: 10.149999618530273 hect
Survey date: Thursday 14/03/2019 Survey Type: Manual

41	**WB-03-A-04**	**MIXED HOUSES**	**WEST BERKSHIRE**

DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Site area: 7.5 hect
Survey date: Thursday 12/09/2024 Survey Type: Manual

42	**WS-03-A-08**	**MIXED HOUSES**	**WEST SUSSEX**

ROUNDSTONE LANE
ANGMERING
Edge of Town
Residential Zone
Site area: 8.859999656677246 hect
Survey date: Thursday 19/04/2018 Survey Type: Manual

43	**WS-03-A-14**	**MIXED HOUSES**	**WEST SUSSEX**

TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Site area: 2.8299999237060547 hect
Survey date: Wednesday 20/10/2021 Survey Type: Manual

44	**WS-03-A-22**	**MIXED HOUSES & FLATS**	**WEST SUSSEX**

SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 3.799999952316284 hect
Survey date: Tuesday 19/03/2024 Survey Type: Manual

45	**WS-03-A-23**	**MIXED HOUSES & FLATS**	**WEST SUSSEX**

TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Site area: 6.639999866485596 hect
Survey date: Tuesday 14/05/2024 Survey Type: Manual

46	**WS-03-A-24**	**MIXED HOUSES**	**WEST SUSSEX**

MADGWICK LANE

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CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Site area: 13.489999771118164 hect
Survey date: Thursday 23/05/2024 Survey Type: Manual

47 **WS-03-A-26** **MIXED HOUSES & FLATS** **WEST SUSSEX**
RUSPER ROAD
HORSHAM
NORTH HORSHAM
Edge of Town
Residential Zone
Site area: 4 hect
Survey date: Tuesday 24/09/2024 Survey Type: Manual

48 **WS-03-A-27** **MIXED HOUSES & FLATS** **WEST SUSSEX**
OCKLEY LANE
HASSOCKS
Edge of Town
Residential Zone
Site area: 9.42 hect
Survey date: Friday 20/09/2024 Survey Type: Manual

49 **WS-03-A-28** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 15.6 hect
Survey date: Wednesday 18/06/2025 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HC-03-A-26	24-06-2021	Survey during Covid
SF-03-A-10	22-06-2021	Survey during Covid
WS-03-A-13	23-06-2021	Survey during Covid

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	49	192	0.076	0.290	0.366
08:00-09:00	49	192	0.151	0.359	0.510
09:00-10:00	49	192	0.129	0.167	0.296
10:00-11:00	49	192	0.110	0.139	0.249
11:00-12:00	49	192	0.128	0.136	0.264
12:00-13:00	49	192	0.147	0.133	0.280
13:00-14:00	49	192	0.153	0.147	0.300
14:00-15:00	49	192	0.154	0.171	0.325
15:00-16:00	49	192	0.253	0.173	0.426
16:00-17:00	49	192	0.267	0.161	0.428
17:00-18:00	49	192	0.327	0.159	0.486
18:00-19:00	49	192	0.266	0.140	0.406
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.161	2.175	4.336

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

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

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Parameter Summary:

Trip rate parameter range selected:	100 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	49	192	0.105	0.494	0.599
08:00-09:00	49	192	0.230	0.765	0.995
09:00-10:00	49	192	0.199	0.273	0.472
10:00-11:00	49	192	0.163	0.218	0.381
11:00-12:00	49	192	0.194	0.219	0.413
12:00-13:00	49	192	0.230	0.207	0.437
13:00-14:00	49	192	0.236	0.225	0.461
14:00-15:00	49	192	0.243	0.268	0.511
15:00-16:00	49	192	0.557	0.290	0.847
16:00-17:00	49	192	0.515	0.268	0.783
17:00-18:00	49	192	0.556	0.265	0.821
18:00-19:00	49	192	0.435	0.241	0.676
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.663	3.733	7.396

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

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

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Parameter Summary:

Trip rate parameter range selected:	100 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	49	192	0.002	0.008	0.010
08:00-09:00	49	192	0.004	0.019	0.023
09:00-10:00	49	192	0.001	0.004	0.005
10:00-11:00	49	192	0.002	0.003	0.005
11:00-12:00	49	192	0.002	0.003	0.005
12:00-13:00	49	192	0.003	0.003	0.006
13:00-14:00	49	192	0.003	0.003	0.006
14:00-15:00	49	192	0.004	0.003	0.007
15:00-16:00	49	192	0.012	0.005	0.017
16:00-17:00	49	192	0.014	0.006	0.020
17:00-18:00	49	192	0.010	0.005	0.015
18:00-19:00	49	192	0.006	0.005	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.063	0.067	0.130

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

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

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Parameter Summary:

Trip rate parameter range selected:	100 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	49	192	0.016	0.041	0.057
08:00-09:00	49	192	0.039	0.109	0.148
09:00-10:00	49	192	0.036	0.032	0.068
10:00-11:00	49	192	0.020	0.023	0.043
11:00-12:00	49	192	0.025	0.027	0.052
12:00-13:00	49	192	0.029	0.026	0.055
13:00-14:00	49	192	0.026	0.028	0.054
14:00-15:00	49	192	0.031	0.035	0.066
15:00-16:00	49	192	0.093	0.047	0.140
16:00-17:00	49	192	0.063	0.036	0.099
17:00-18:00	49	192	0.048	0.037	0.085
18:00-19:00	49	192	0.038	0.032	0.070
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.464	0.473	0.937

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

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

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Parameter Summary:

Trip rate parameter range selected:	100 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	49	192	0.001	0.029	0.030
08:00-09:00	49	192	0.004	0.036	0.040
09:00-10:00	49	192	0.003	0.009	0.012
10:00-11:00	49	192	0.003	0.005	0.008
11:00-12:00	49	192	0.003	0.006	0.009
12:00-13:00	49	192	0.003	0.003	0.006
13:00-14:00	49	192	0.006	0.005	0.011
14:00-15:00	49	192	0.006	0.004	0.010
15:00-16:00	49	192	0.028	0.006	0.034
16:00-17:00	49	192	0.017	0.003	0.020
17:00-18:00	49	192	0.016	0.002	0.018
18:00-19:00	49	192	0.013	0.002	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.110	0.213

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

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

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Parameter Summary:

Trip rate parameter range selected:	100 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 30/06/2025
Number of weekdays (Monday-Friday):	47
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
Surveys manually removed from selection:	0

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

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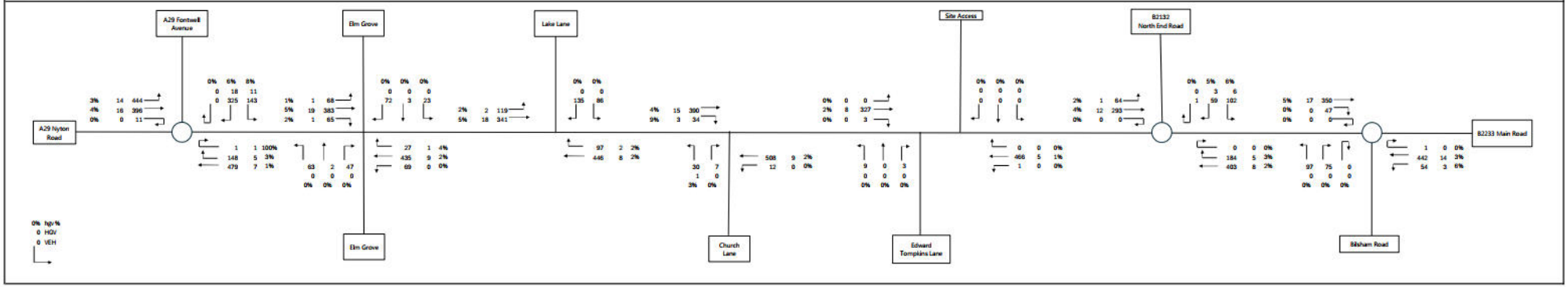
Appendix 20

Flow Diagrams

2413

HighgateTransportation

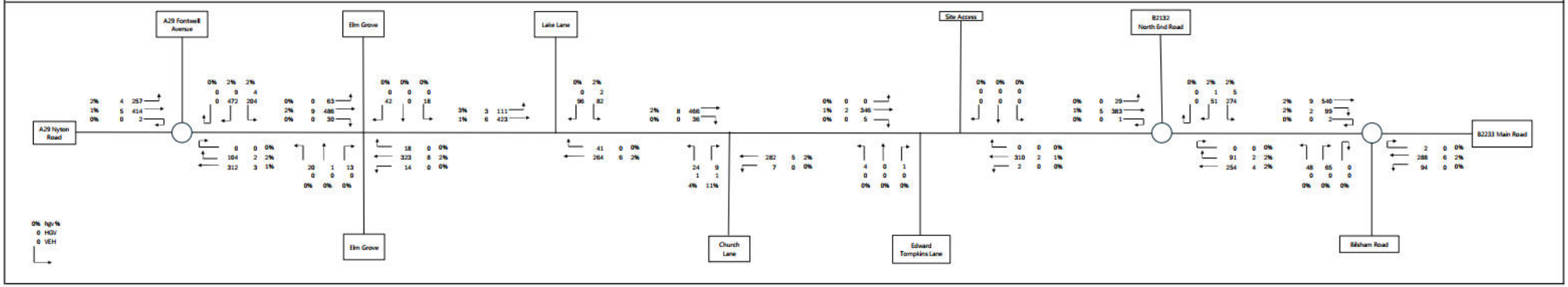
2024 Observed Traffic AM



2413

HighgateTransportation

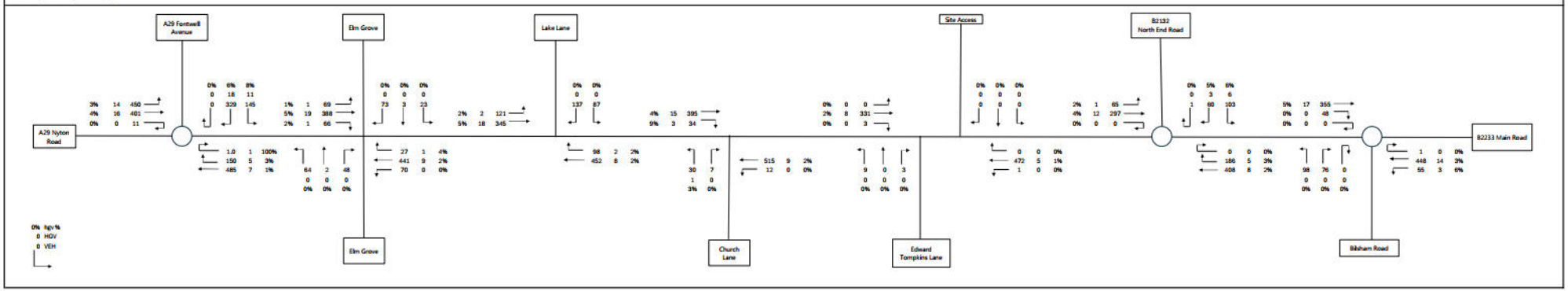
2024 Observed Traffic PM



2413

HighgateTransportation

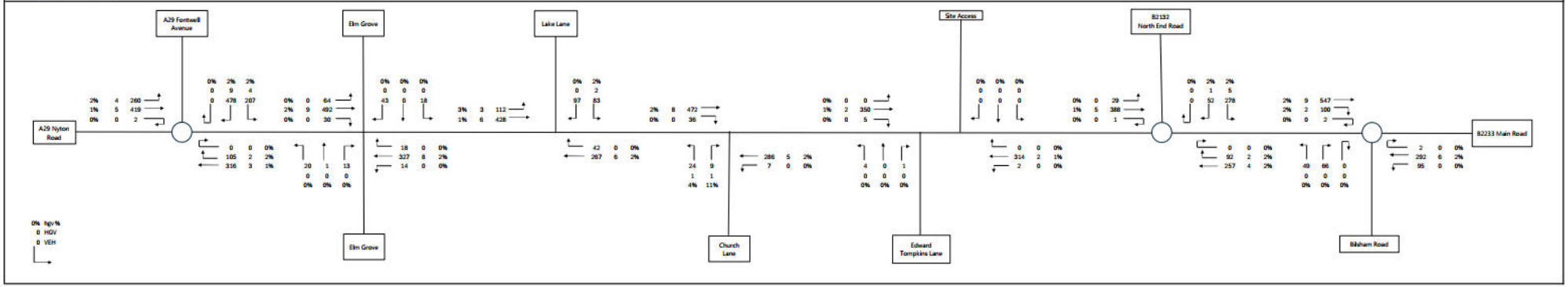
2026 AM (Core Tempro Factor)



2413

HighgateTransportation

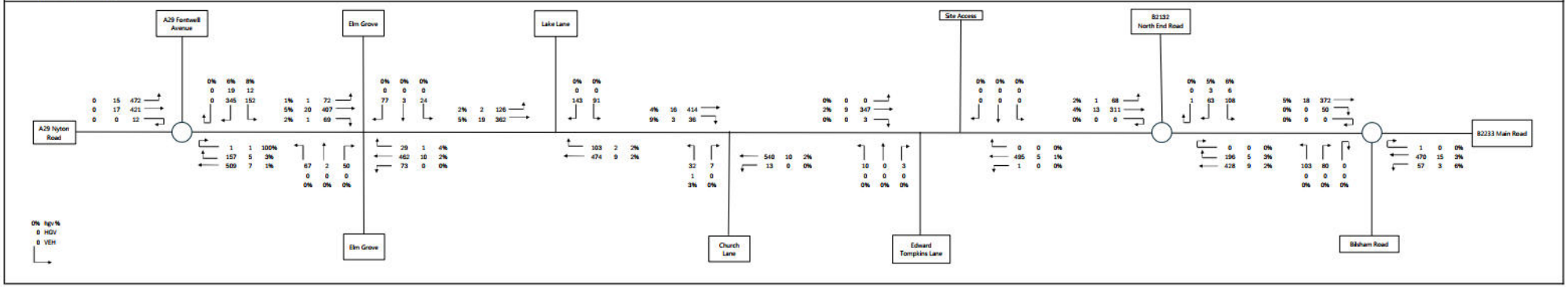
2026 PM (Core Tempro Factor)



2413

HighgateTransportation

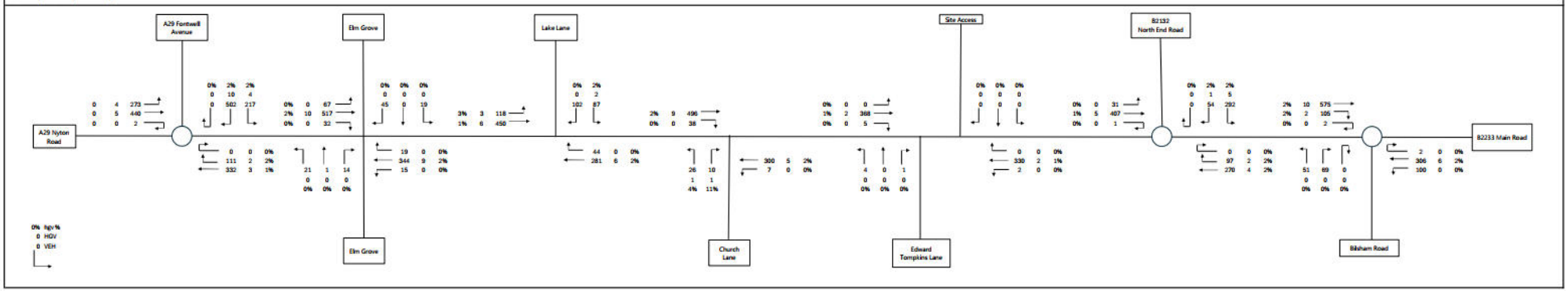
2031 AM (Core Tempro Factor)



2413

HighgateTransportation

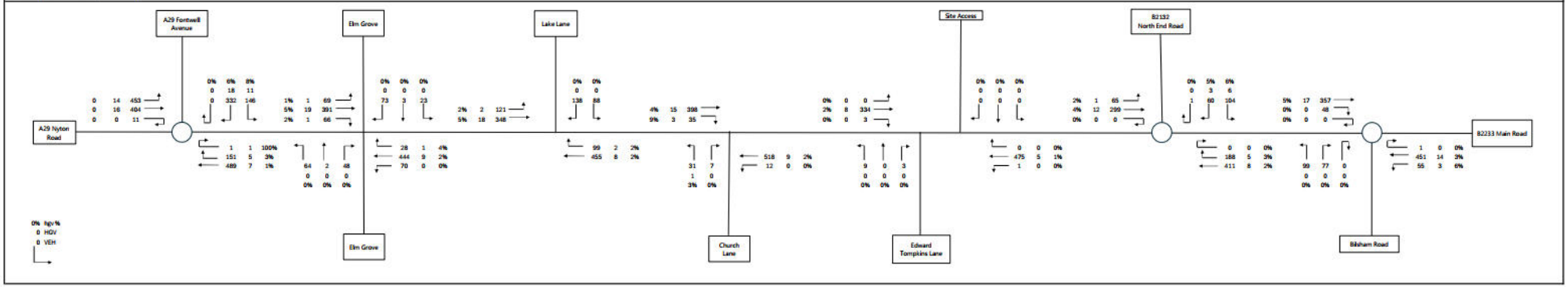
2031 PM (Core Tempro Factor)



2413

HighgateTransportation

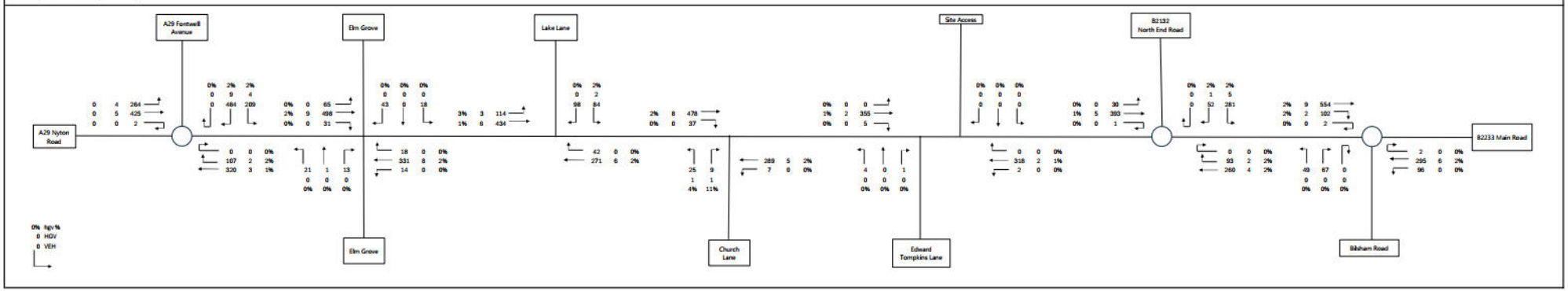
2031 AM (Behavioural Tempro Factor)



2413

HighgateTransportation

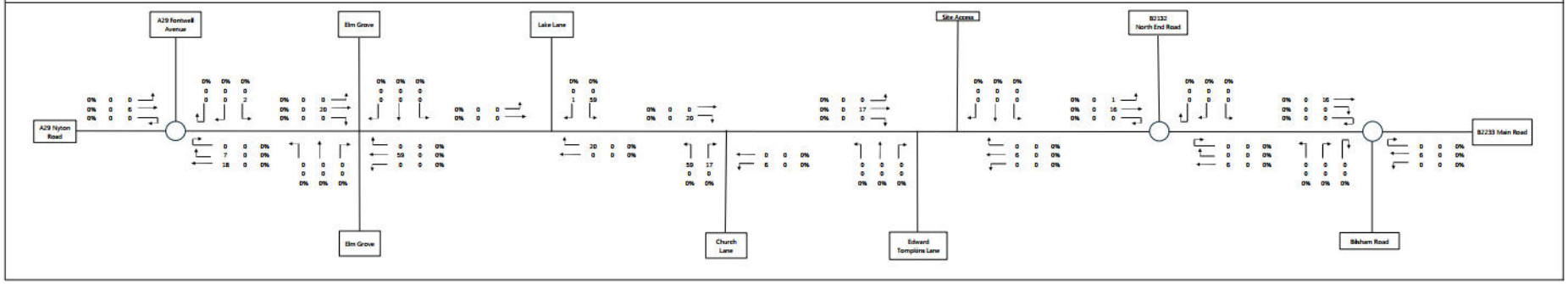
2031 PM (Behavioural Tempro Factor)



2413

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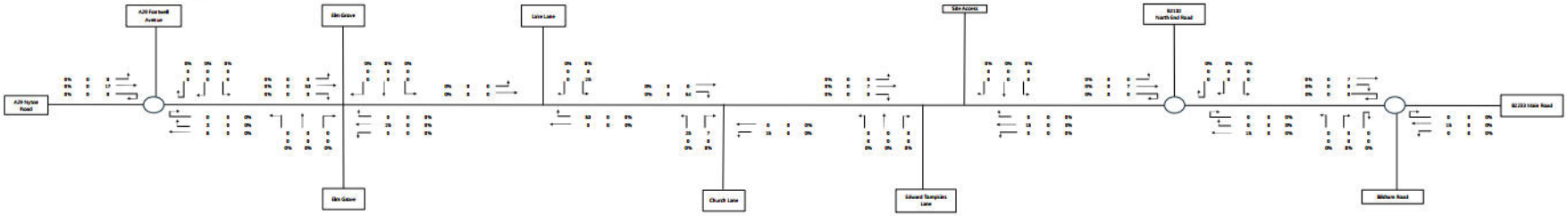
Com Dev 1 AM (Land South of Barnham Station, Church Lane (200 dwellings) BN/142/20/OUT)



2413

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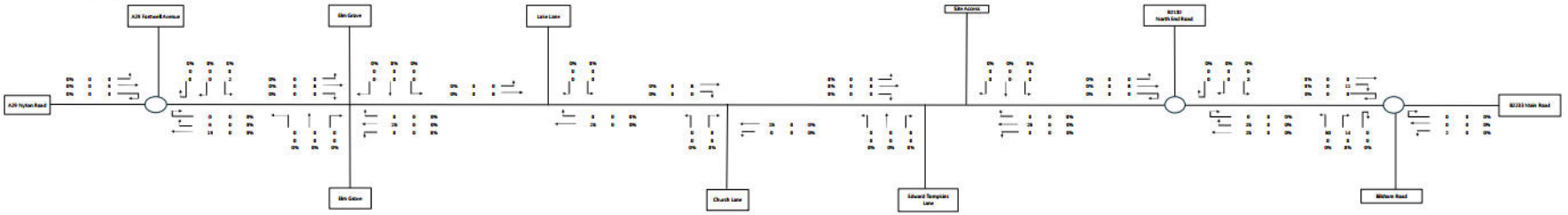
Com Dev 1 PM (Land South of Barnham Station, Church Lane (200 dwellings) BN/142/20/OUT)



2413

HighgateTransportation

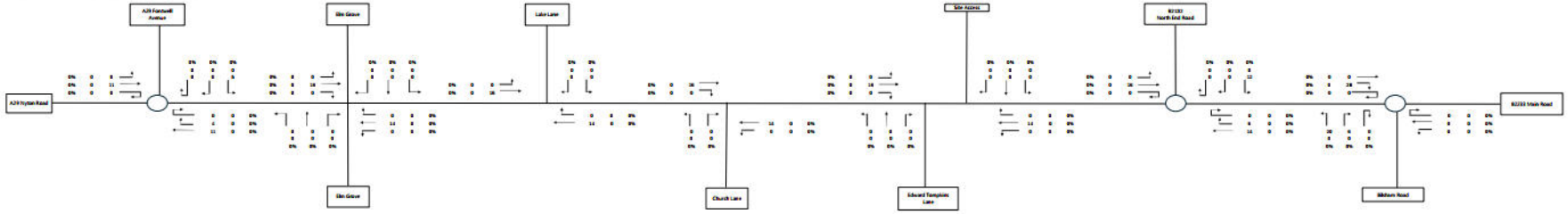
Com Dev 2 AM (Land at Bilsham Road, Yapton (250 dwellings) Y/91/17/OUT)



2413

HighgateTransportation

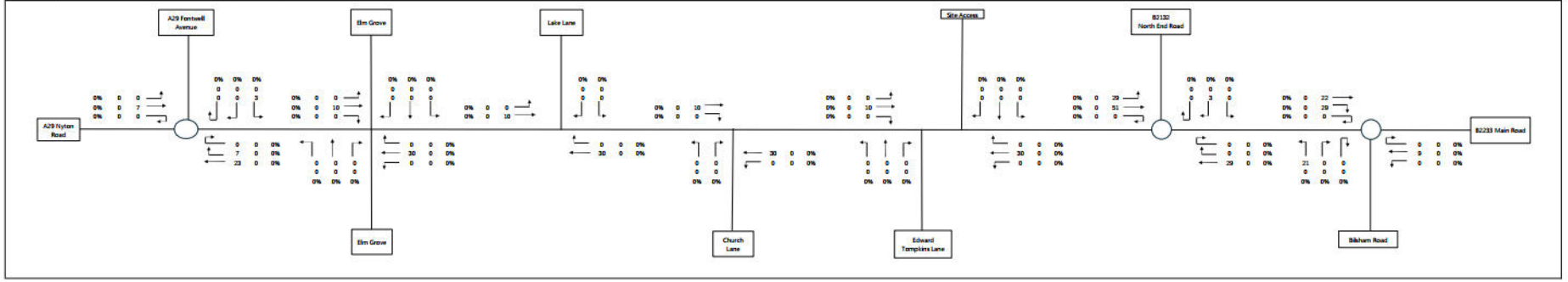
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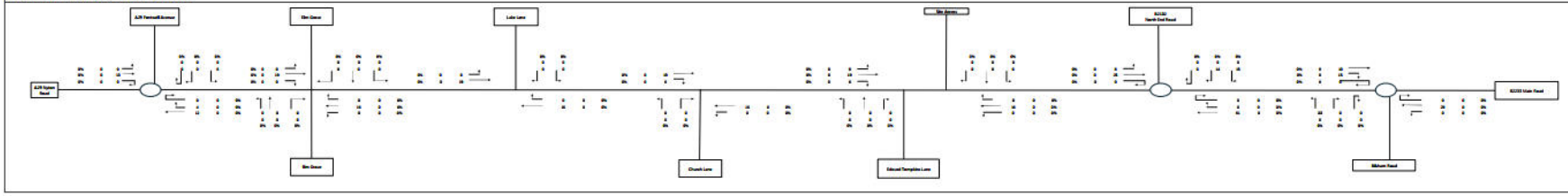
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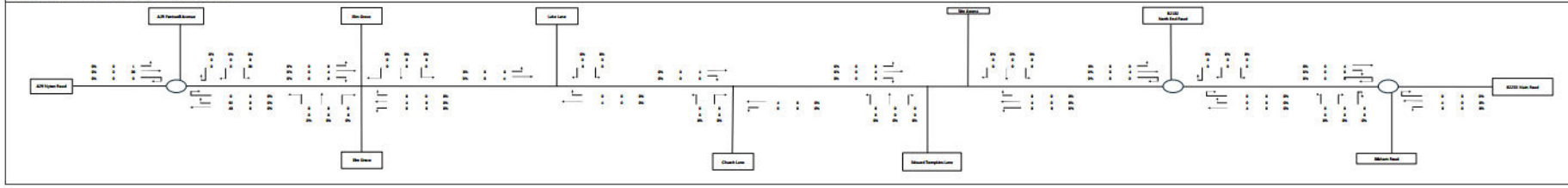
Com Dev 3 AM (Land East of Drove Lane, Yapton (300 dwellings) Y/92/17/OUT)



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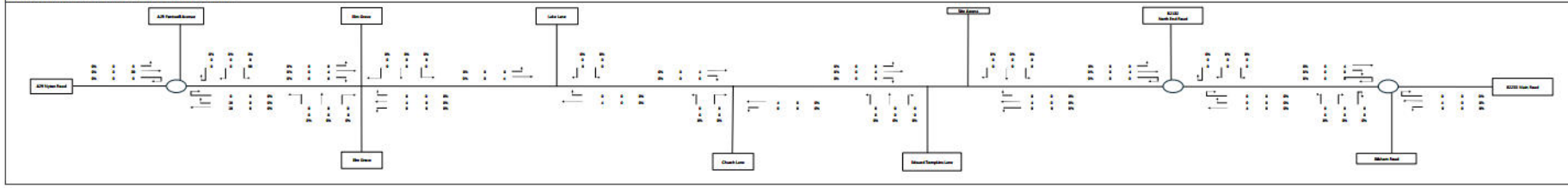
Cam Dev 3PM (Land East of Chase Lane, Ingrave (300 dwellings) 1/93/17/OUT)




A29 Ferriwell Avenue
Elm Grove
Lake Lane
Elm Grove
Church Lane
Mount Tamplain Lane
A29 Upton Road

Com Dev 4 PM (NSW Parcel SE1 BIU11/22/OUT) Flows from PF VISSIM Modelling Assessment Report

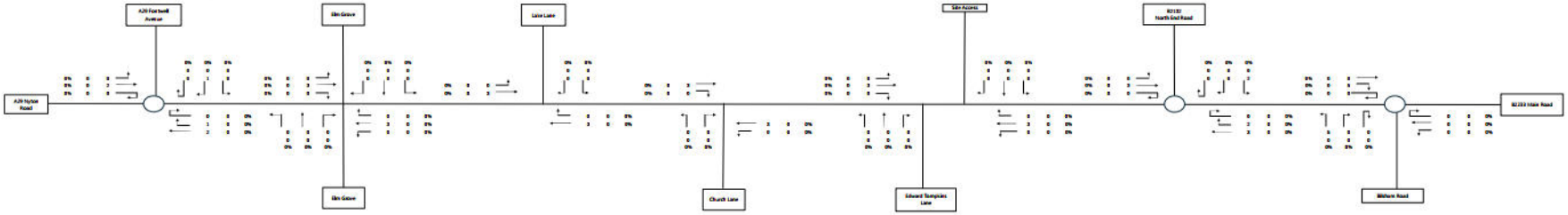
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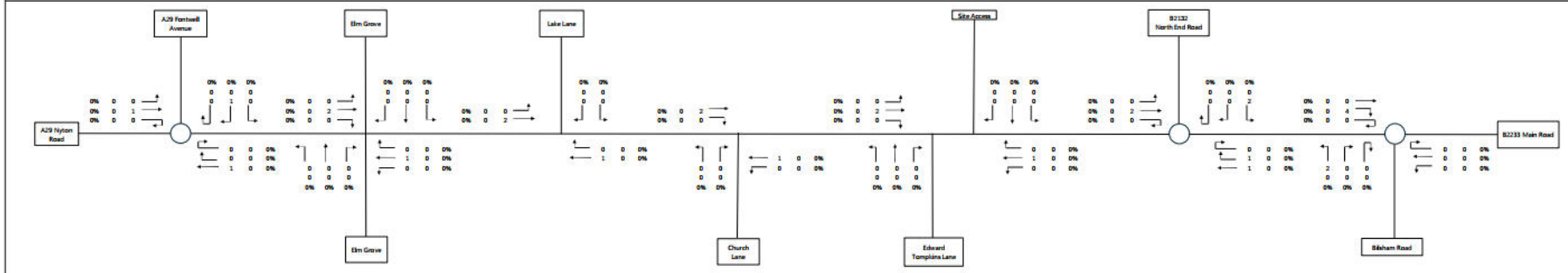
Com Dev 5 AM (Land West of Bilsham Road, Yapton (170 dwellings) Y/52/23/PL)



2413

HighgateTransportation

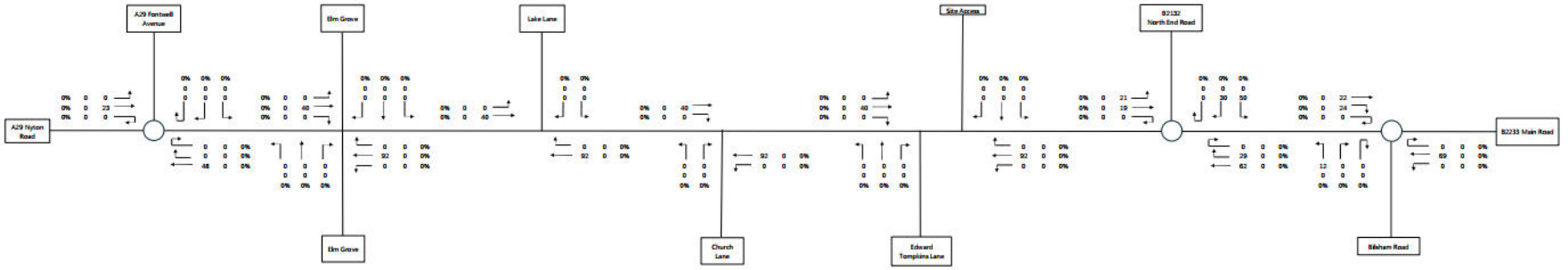
Com Dev 5 PM (Land West of Bilsham Road, Yapton (170 dwellings) Y/52/23/PL)



2413

HighgateTransportation

Com Dev 6 AM (Land at Ford Airfield Ford (1,500 dwellings) F/4/20/OUT)



2032

Com Dev 6 PM (Last of Fast Airfield Ford (1,500 dwellings) / AV/DV/OUT)

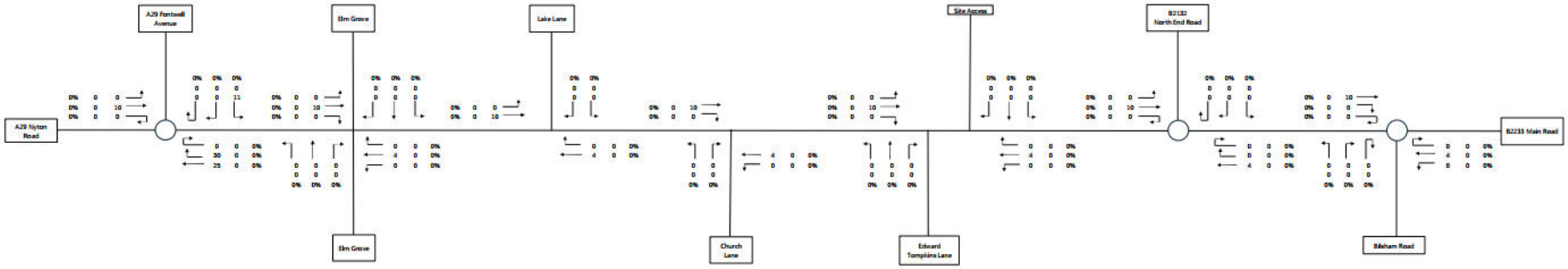
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2413

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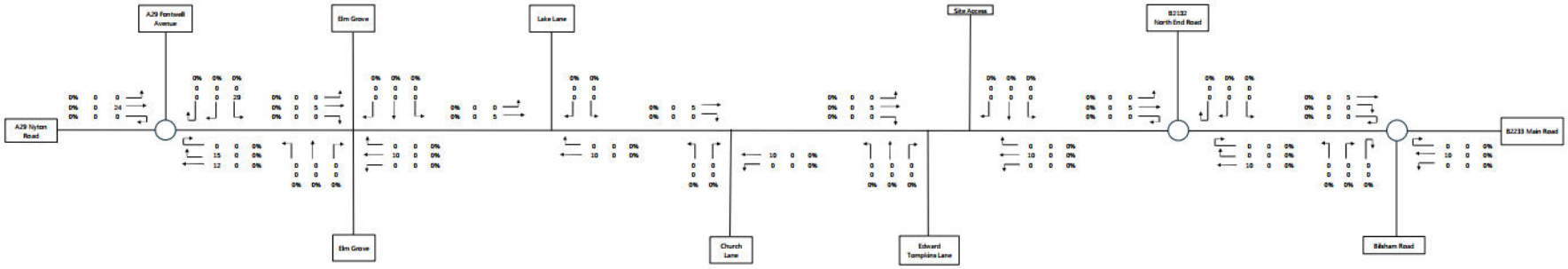
Com Dev 7 AM (Land North of Barnham Road and East of Fontwell Avenue (200 dwellings) BN/85/25/OUT)



2413

HighgateTransportation

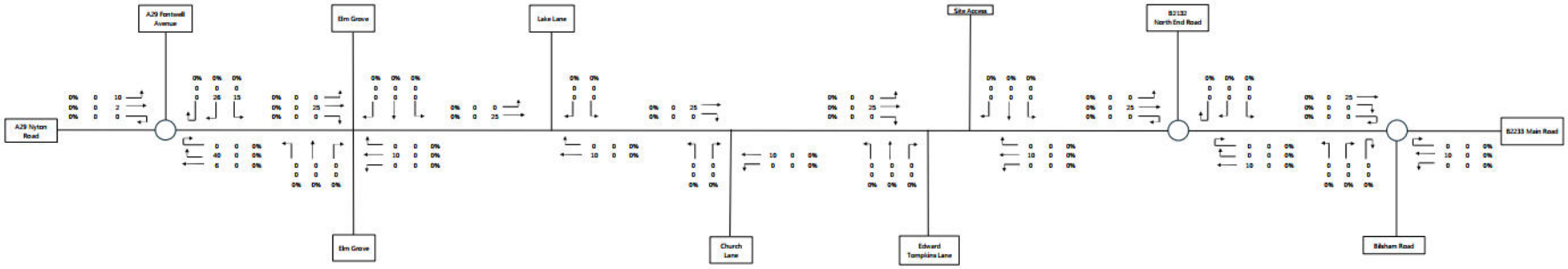
Com Dev 7 PM (Land North of Barnham Road and East of Fontwell Avenue (200 dwellings) BN/85/25/OUT)



2413

HighgateTransportation

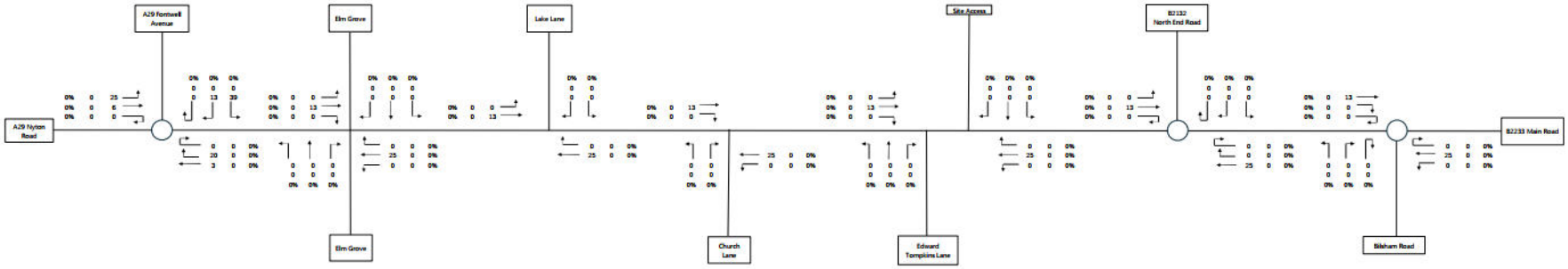
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2413

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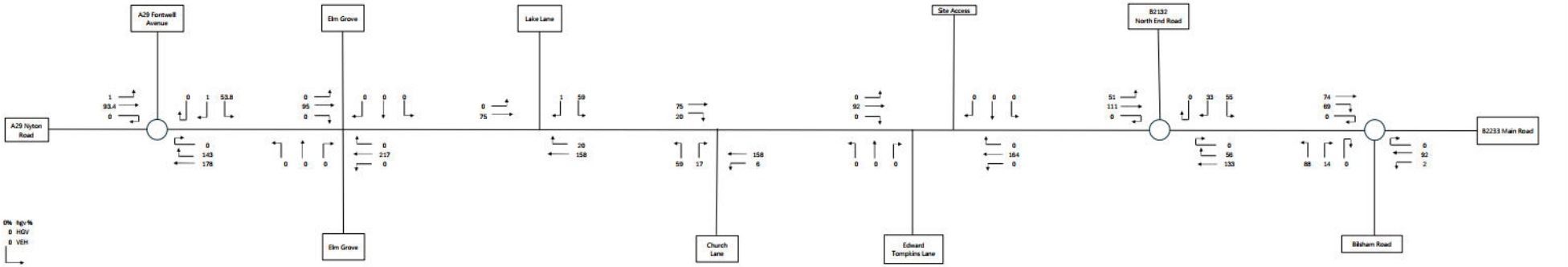
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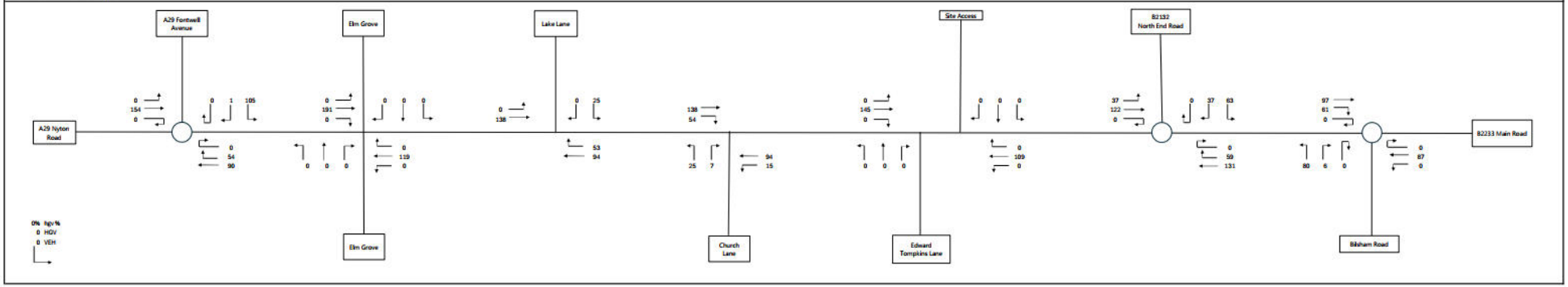
2026 AM Committed Development



2413

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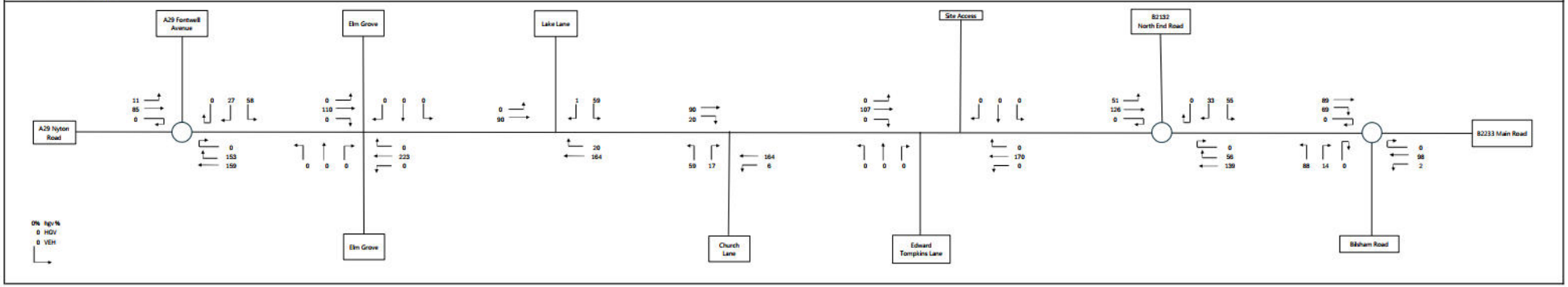
2026 PM Committed Development



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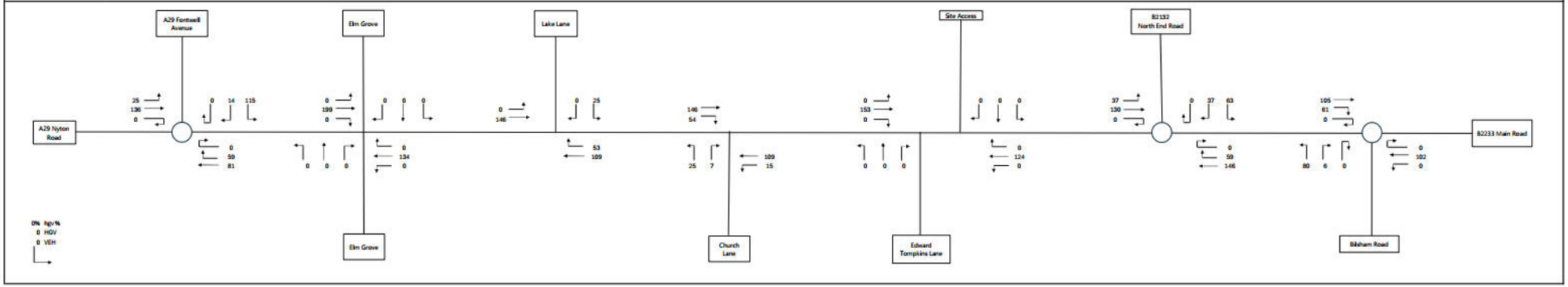
2031 AM Committed Development



2413

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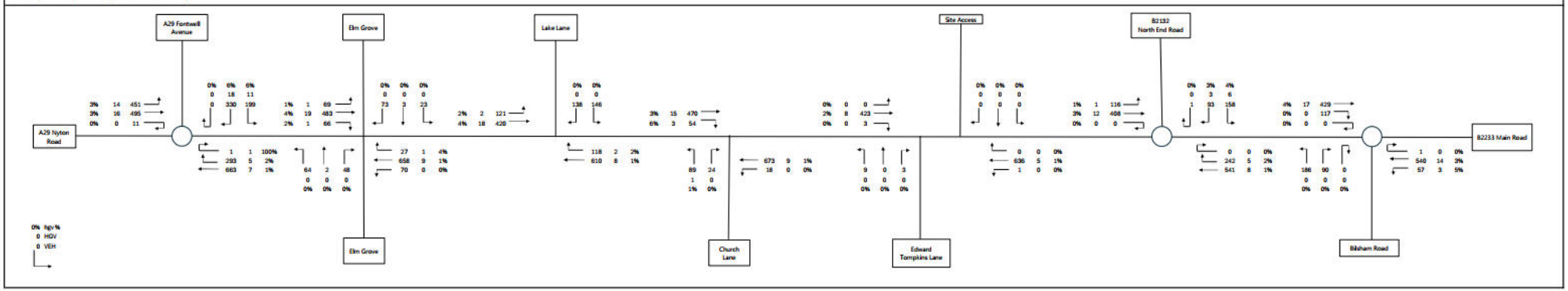
2031 PM Committed Development



2413

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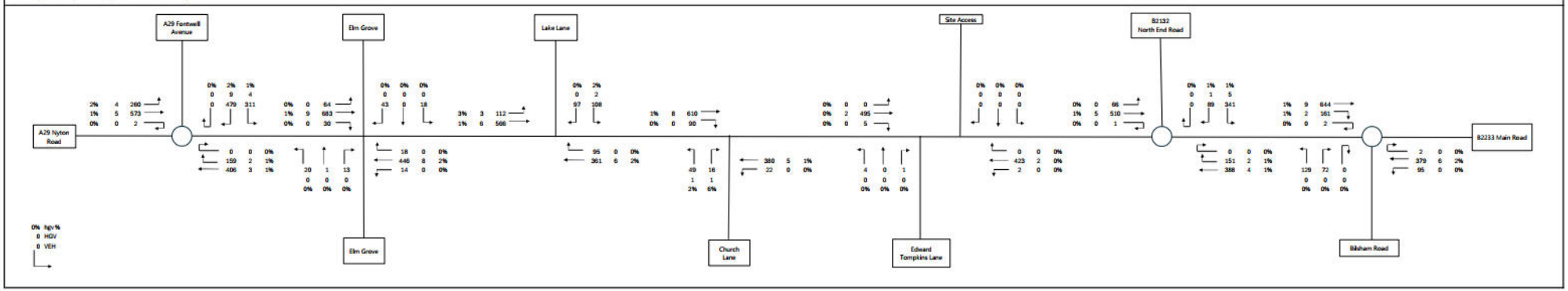
2026 AM (Core Tempro Factor) + Committed Development



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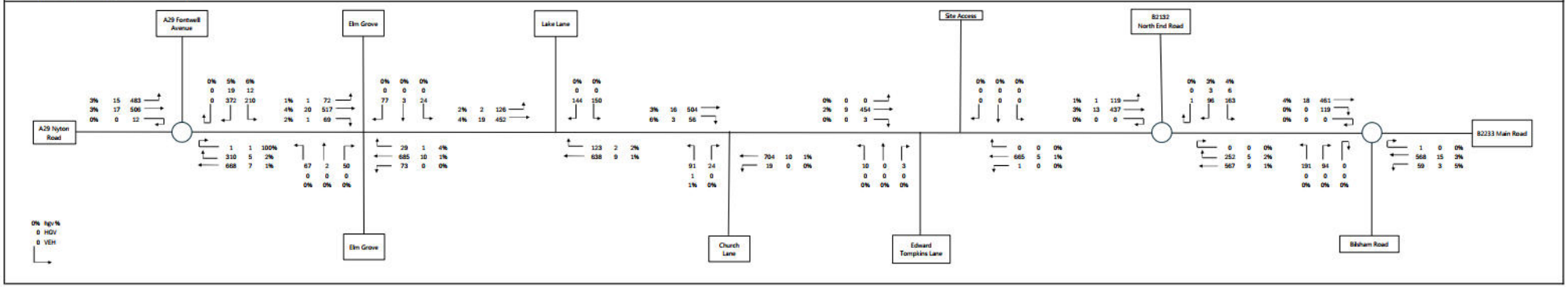
2026 PM (Core Tempro Factor) + Committed Development



2413

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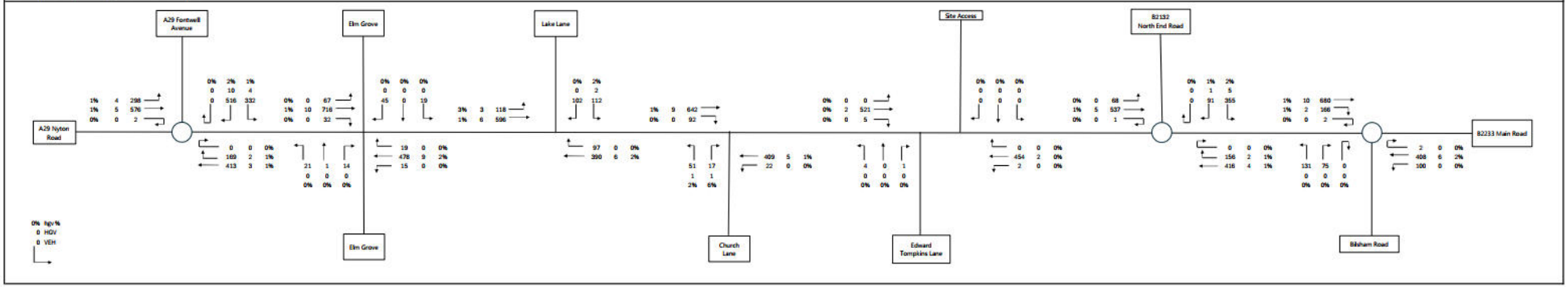
2031 AM (Core Tempro Factor) + Committed Development



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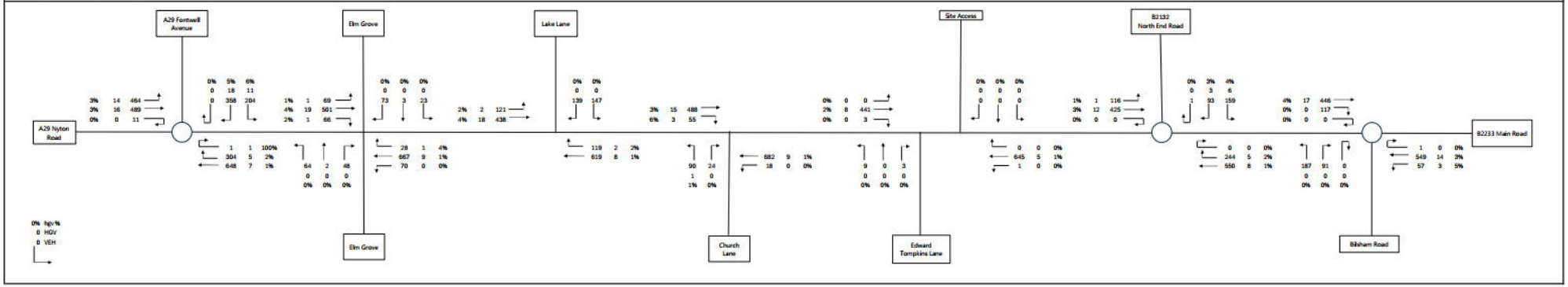
2031 PM (Core Tempro Factor) + Committed Development



2413

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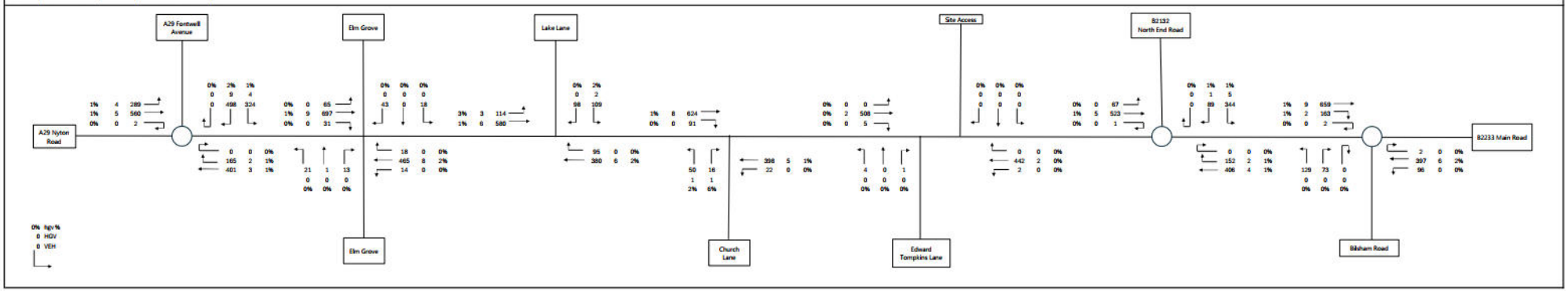
2031 AM (Behavioural Tempro Factor) + Committed Development



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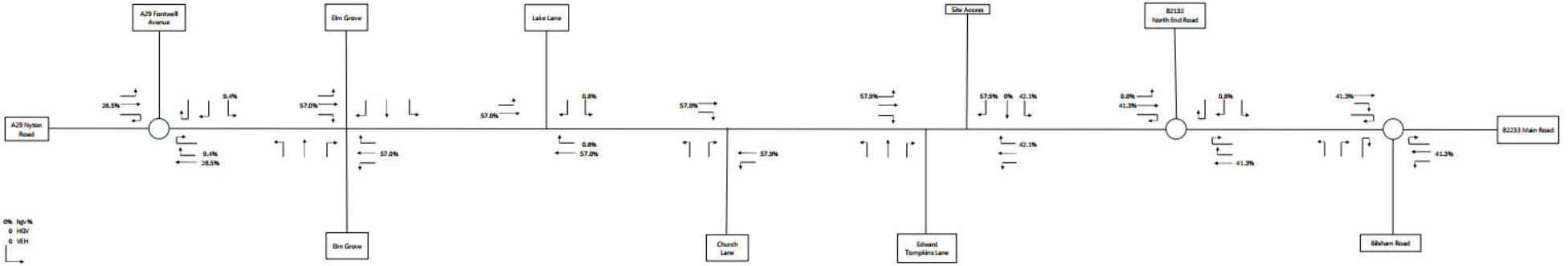
2031 PM (Behavioural Tempro Factor) + Committed Development



2413

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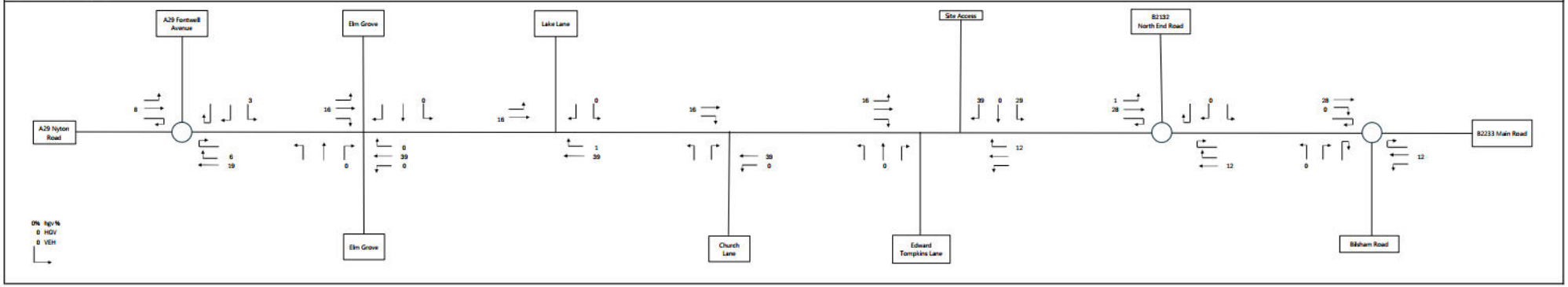
Proposed Development Distribution



2413

HighgateTransportation

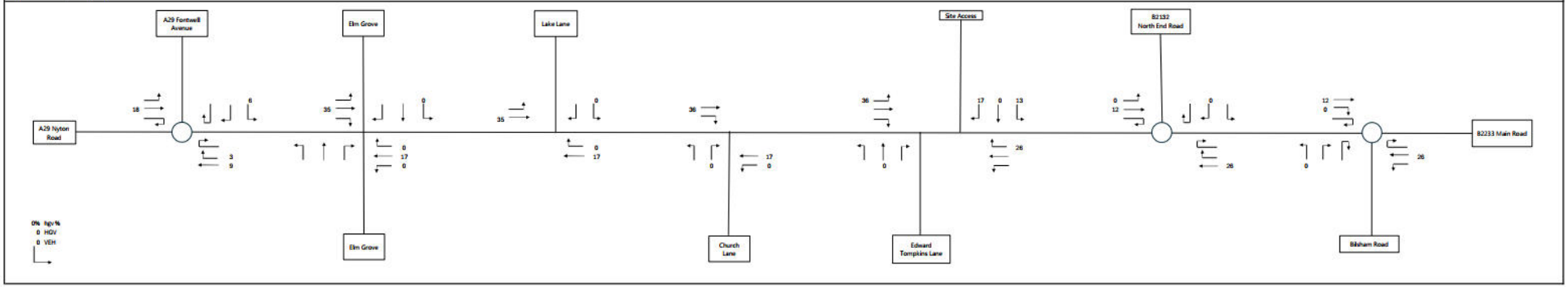
Proposed Development (AM)



2413

HighgateTransportation

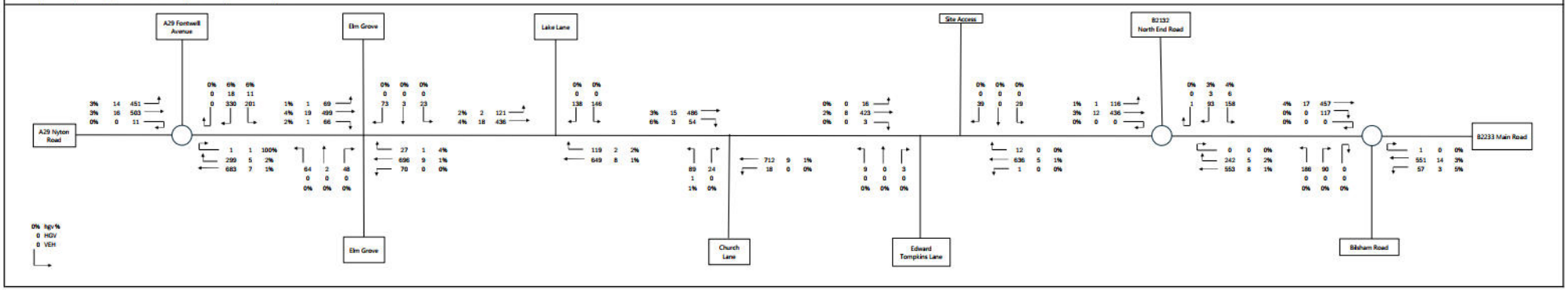
Proposed Development (PM)



2413

HighgateTransportation

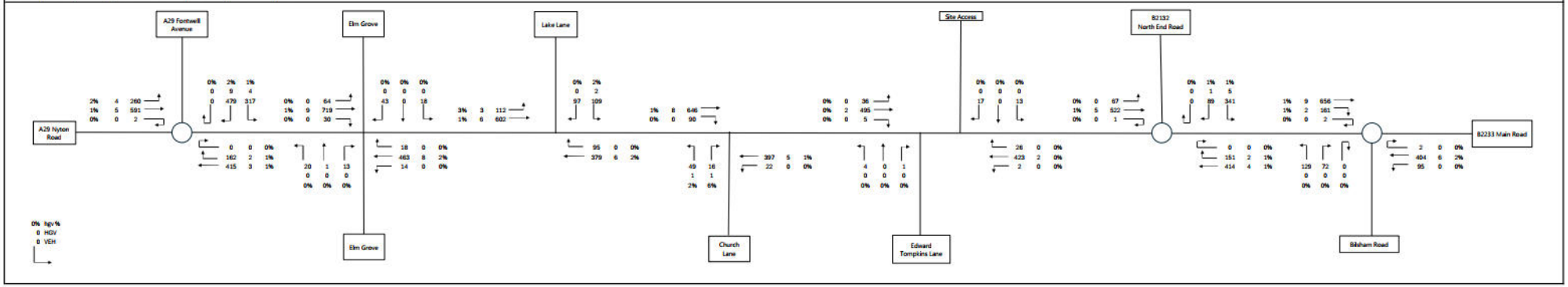
2026 AM (Core Tempro Factor) + Committed Development + Proposed Development



2413

HighgateTransportation

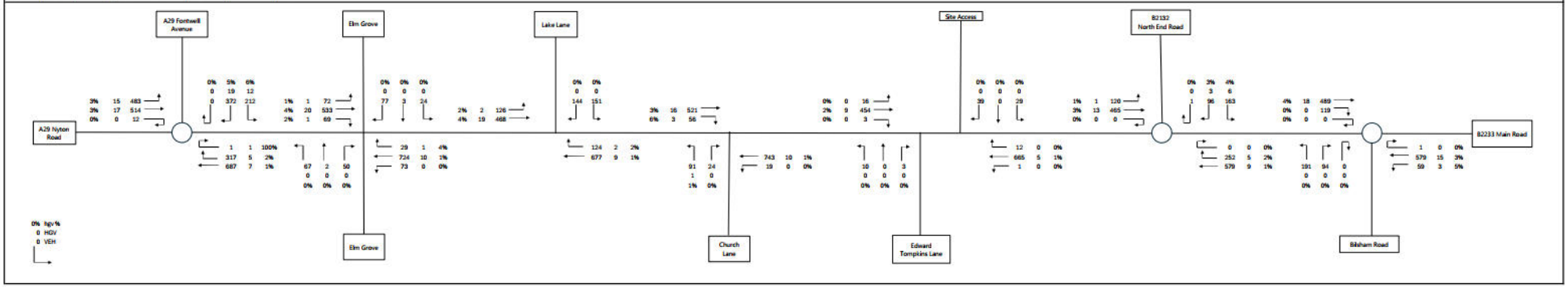
2026 PM (Core Tempro Factor) + Committed Development + Proposed Development



2413

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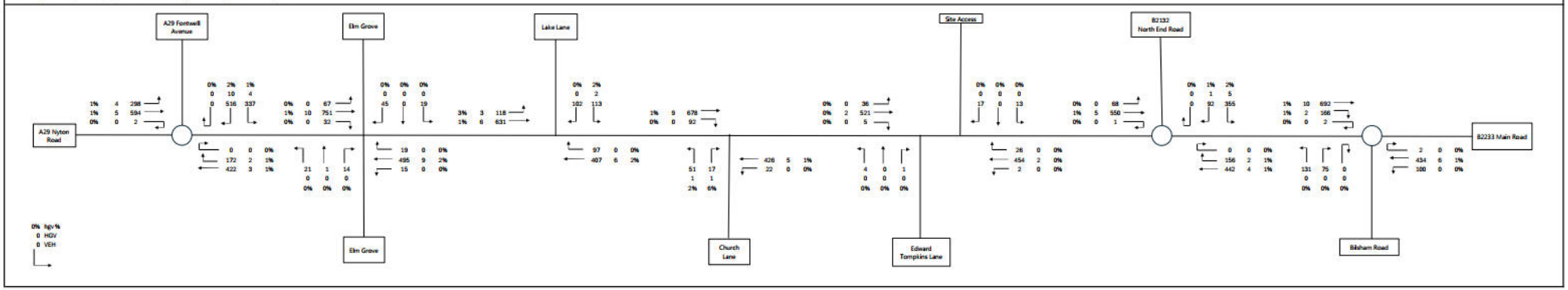
2031 AM (Core Tempro Factor) + Committed Development + Proposed Development



2413

HighgateTransportation

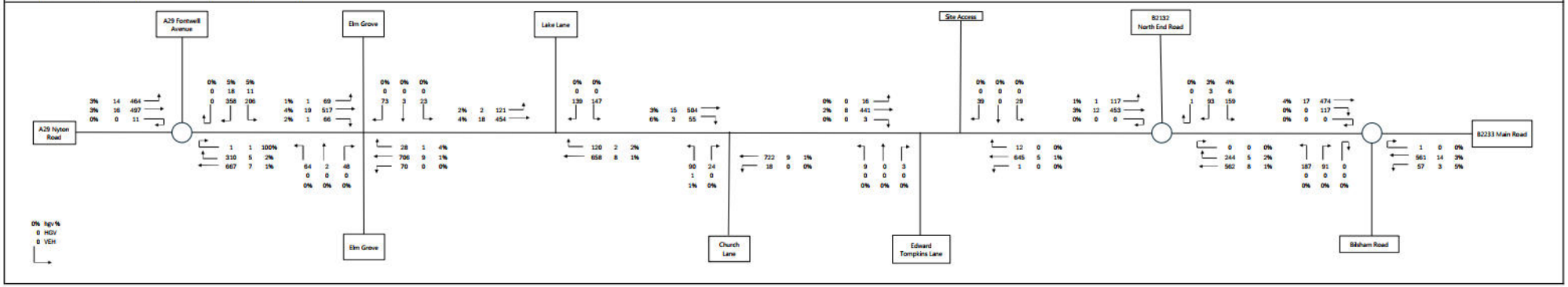
2031 PM (Core Tempro Factor) + Committed Development + Proposed Development



2413

HighgateTransportation

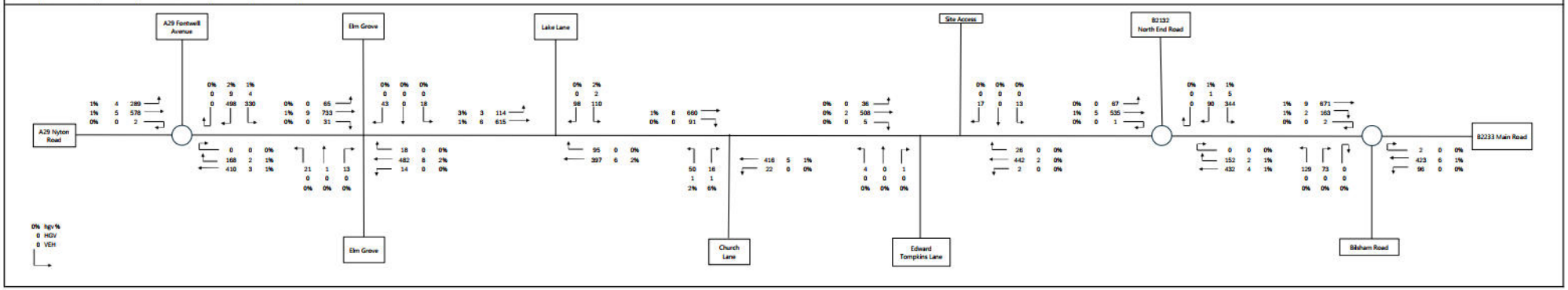
2031 AM (Behavioural Tempro Factor) + Committed Development + Proposed Development



2413

HighgateTransportation

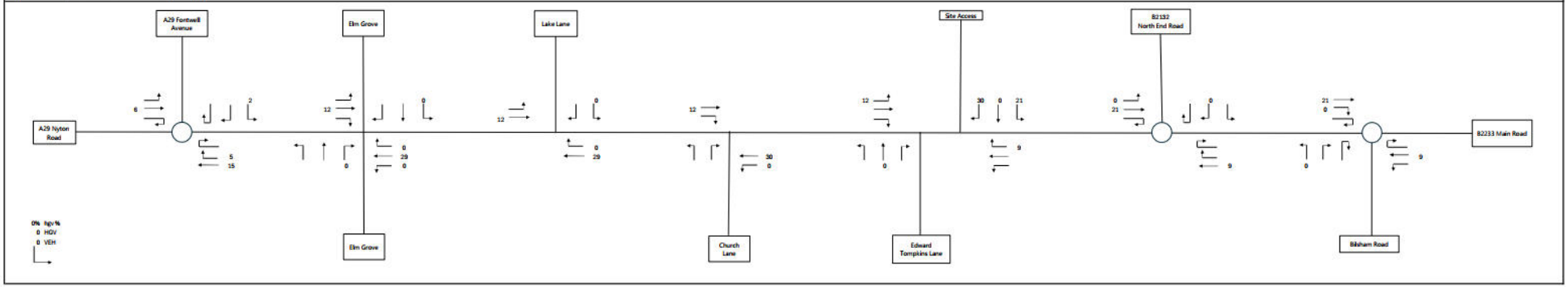
2031 PM (Behavioural Tempro Factor) + Committed Development + Proposed Development



2413

HighgateTransportation

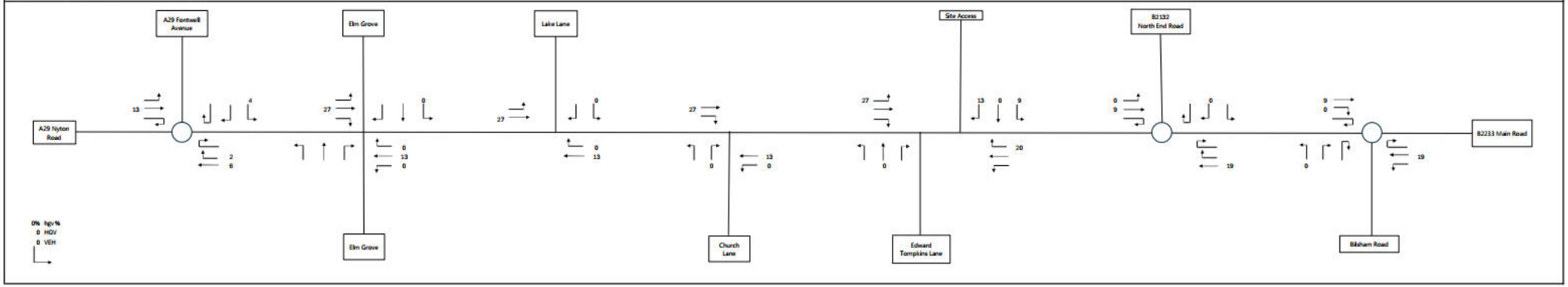
Proposed Development with 25% Reduction Applied (AM)



2413

HighgateTransportation

Proposed Development with 25% Reduction Applied (PM)



Appendix 21

Junctions 9 Modelling Outputs (Core and Behavioural)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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For sale [redacted]

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

Filename: Site Access.j9
Path: C:\Users\AliceHowse\Highgate Transportation\HTp - Documents\2400 - Projects\2413 - Yapton Road, Barnham\Modelling\Junctions 9\Site Access\Stagger
Report generation date: 05/01/2026 11:44:38

»2026 Base (core) + Com Dev + Dev, AM
»2026 Base (core) + Com Dev + Dev, PM
»2031 Base (core) + Com Dev + Dev, AM
»2031 Base (core) + Com Dev + Dev, PM
»2031 Base (behavioural) + Com Dev + Dev, AM
»2031 Base (behavioural) + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base (core) + Com Dev + Dev										
Stream B-ACD	D1	0.0	9.42	0.03	A	D2	0.0	7.74	0.01	A
Stream A-BCD		0.1	4.00	0.04	A		0.1	4.70	0.07	A
Stream D-ABC		0.2	11.26	0.19	B		0.1	9.75	0.08	A
Stream C-ABD		0.0	4.78	0.01	A		0.0	4.31	0.02	A
2031 Base (core) + Com Dev + Dev										
Stream B-ACD	D3	0.0	9.60	0.04	A	D4	0.0	7.92	0.01	A
Stream A-BCD		0.1	3.96	0.04	A		0.1	4.64	0.08	A
Stream D-ABC		0.2	11.79	0.20	B		0.1	10.10	0.08	B
Stream C-ABD		0.0	4.71	0.01	A		0.0	4.27	0.02	A
2031 Base (behavioural) + Com Dev + Dev										
Stream B-ACD	D5	0.0	9.53	0.03	A	D6	0.0	7.83	0.01	A
Stream A-BCD		0.1	3.99	0.04	A		0.1	4.66	0.07	A
Stream D-ABC		0.2	11.51	0.19	B		0.1	9.93	0.08	A
Stream C-ABD		0.0	4.73	0.01	A		0.0	4.29	0.02	A

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

File summary

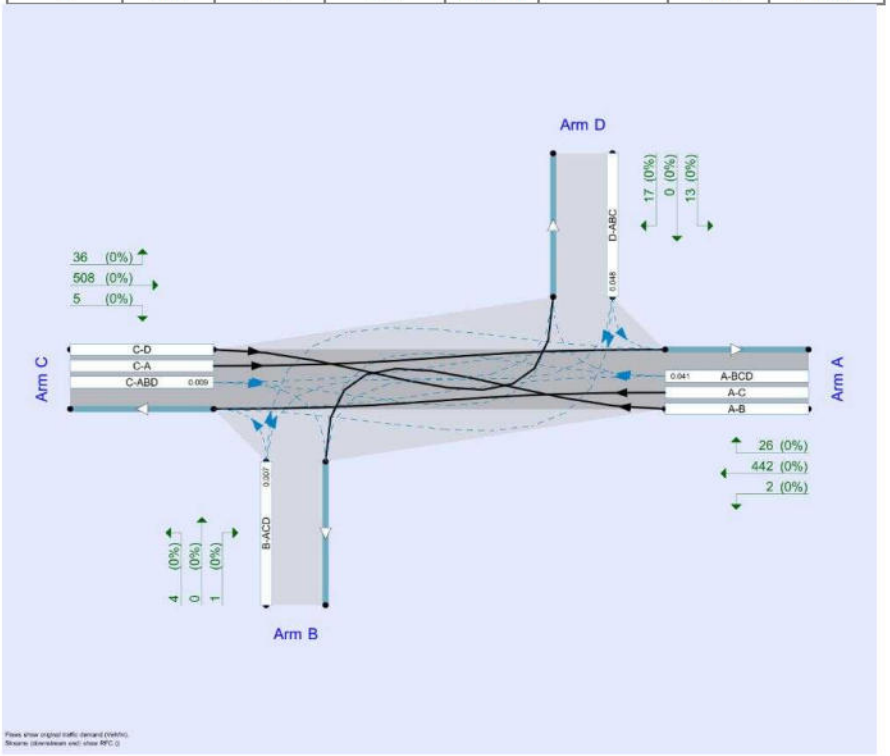
File Description

Title	
Location	Site Access
Site number	
Date	05/01/2026
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	JT
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D5	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Yapton Road E	Yapton Road E	Major
B	Edward Tompkins Lane	Edward Tompkins Lane	Minor
C	Yapton Road W	Yapton Road W	Major
D	Site Access	Site Access	Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.17			201.0	✓	0.00
C	6.21			138.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.46	21	17
D	One lane	4.32	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	690	-	-	-	0.266	0.266	0.266	-	0.266	-	-
B-AD	515	0.093	0.235	-	-	-	0.148	0.336	0.148	0.093	0.235
B-C	664	0.101	0.255	-	-	-	-	-	-	0.101	0.255
C-B	654	0.251	0.251	-	-	-	-	-	-	0.251	0.251
D-A	721	-	-	-	0.277	0.110	0.277	-	0.110	-	-
D-BC	560	0.161	0.161	0.366	0.256	0.101	0.256	-	0.101	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	649	100.000
B		✓	12	100.000
C		✓	442	100.000
D		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	1	636	12
	B	3	0	9	0
	C	423	3	0	16
	D	29	0	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	9.42	0.0	A
A-BCD	0.04	4.00	0.1	A
A-B				
A-C				
D-ABC	0.19	11.26	0.2	B
C-ABD	0.01	4.78	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	469	0.019	9	0.0	7.824	A
A-BCD	19	919	0.021	19	0.0	4.000	A
A-B	0.74			0.74			
A-C	469			469			
D-ABC	51	469	0.109	51	0.1	8.598	A
C-ABD	4	758	0.005	4	0.0	4.777	A
C-D	12			12			
C-A	317			317			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	11	439	0.025	11	0.0	8.415	A
A-BCD	26	969	0.027	26	0.0	3.818	A
A-B	0.87			0.87			
A-C	556			556			
D-ABC	61	438	0.139	61	0.2	9.538	A
C-ABD	5	783	0.007	5	0.0	4.626	A
C-D	14			14			
C-A	378			378			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	395	0.033	13	0.0	9.416	A
A-BCD	41	1041	0.039	41	0.1	3.597	A
A-B	1			1			
A-C	673			673			
D-ABC	75	395	0.190	75	0.2	11.236	B
C-ABD	8	822	0.010	8	0.0	4.421	A
C-D	17			17			
C-A	461			461			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	395	0.033	13	0.0	9.419	A
A-BCD	41	1041	0.039	41	0.1	3.599	A
A-B	1			1			
A-C	673			673			
D-ABC	75	395	0.190	75	0.2	11.257	B
C-ABD	8	822	0.010	8	0.0	4.424	A
C-D	17			17			
C-A	461			461			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	11	438	0.025	11	0.0	8.420	A
A-BCD	26	969	0.027	27	0.0	3.825	A
A-B	0.87			0.87			
A-C	556			556			
D-ABC	61	438	0.140	61	0.2	9.560	A
C-ABD	5	783	0.007	5	0.0	4.633	A
C-D	14			14			
C-A	378			378			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	469	0.019	9	0.0	7.830	A
A-BCD	19	919	0.021	19	0.0	4.002	A
A-B	0.74			0.74			
A-C	469			469			
D-ABC	51	469	0.109	51	0.1	8.626	A
C-ABD	4	757	0.005	4	0.0	4.783	A
C-D	12			12			
C-A	317			317			

2026 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	451	100.000
B		✓	5	100.000
C		✓	536	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	423	26
	B	1	0	4	0
	C	495	5	0	36
	D	13	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.01	7.74	0.0	A
A-BCD	0.07	4.70	0.1	A
A-B				
A-C				
D-ABC	0.08	9.75	0.1	A
C-ABD	0.02	4.31	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	4	523	0.007	4	0.0	6.936	A
A-BCD	33	799	0.041	32	0.1	4.693	A
A-B	1			1			
A-C	305			305			
D-ABC	23	473	0.048	22	0.0	7.980	A
C-ABD	7	843	0.009	7	0.0	4.308	A
C-D	27			27			
C-A	369			369			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	501	0.009	4	0.0	7.245	A
A-BCD	44	825	0.053	44	0.1	4.608	A
A-B	2			2			
A-C	360			360			
D-ABC	27	444	0.061	27	0.1	8.635	A
C-ABD	10	884	0.011	10	0.0	4.118	A
C-D	32			32			
C-A	440			440			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	471	0.012	5	0.0	7.735	A
A-BCD	63	863	0.073	63	0.1	4.499	A
A-B	2			2			
A-C	432			432			
D-ABC	33	402	0.082	33	0.1	9.747	A
C-ABD	15	943	0.015	15	0.0	3.878	A
C-D	39			39			
C-A	537			537			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	471	0.012	6	0.0	7.736	A
A-BCD	63	863	0.073	63	0.1	4.502	A
A-B	2			2			
A-C	432			432			
D-ABC	33	402	0.082	33	0.1	9.752	A
C-ABD	15	943	0.015	15	0.0	3.878	A
C-D	39			39			
C-A	537			537			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	501	0.009	5	0.0	7.247	A
A-BCD	44	825	0.053	44	0.1	4.613	A
A-B	2			2			
A-C	360			360			
D-ABC	27	444	0.061	27	0.1	8.642	A
C-ABD	10	884	0.011	10	0.0	4.120	A
C-D	32			32			
C-A	440			440			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	523	0.007	4	0.0	6.940	A
A-BCD	33	799	0.041	33	0.1	4.699	A
A-B	1			1			
A-C	305			305			
D-ABC	23	473	0.048	23	0.1	7.990	A
C-ABD	7	843	0.009	7	0.0	4.311	A
C-D	27			27			

C-A	369			369			

2031 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)

HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	678	100.000
B		✓	13	100.000
C		✓	473	100.000
D		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	1	665	12
	B	3	0	10	0
	C	454	3	0	16
	D	29	0	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.04	9.60	0.0	A
A-BCD	0.04	3.96	0.1	A
A-B				
A-C				
D-ABC	0.20	11.79	0.2	B
C-ABD	0.01	4.71	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10	466	0.021	10	0.0	7.886	A
A-BCD	20	929	0.021	20	0.0	3.960	A
A-B	0.74			0.74			
A-C	490			490			
D-ABC	51	460	0.111	51	0.1	8.794	A
C-ABD	4	770	0.005	4	0.0	4.701	A
C-D	12			12			
C-A	340			340			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	12	434	0.027	12	0.0	8.516	A
A-BCD	28	981	0.028	28	0.0	3.773	A
A-B	0.87			0.87			
A-C	581			581			
D-ABC	61	427	0.143	61	0.2	9.837	A
C-ABD	6	798	0.007	6	0.0	4.538	A
C-D	14			14			
C-A	406			406			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	389	0.037	14	0.0	9.601	A
A-BCD	43	1057	0.041	43	0.1	3.548	A
A-B	1			1			
A-C	702			702			
D-ABC	75	380	0.197	75	0.2	11.766	B
C-ABD	9	841	0.010	9	0.0	4.319	A
C-D	17			17			
C-A	495			495			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	389	0.037	14	0.0	9.605	A
A-BCD	43	1057	0.041	43	0.1	3.552	A
A-B	1			1			
A-C	702			702			
D-ABC	75	380	0.197	75	0.2	11.790	B
C-ABD	9	841	0.010	9	0.0	4.324	A
C-D	17			17			
C-A	495			495			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	12	434	0.027	12	0.0	8.521	A
A-BCD	28	981	0.028	28	0.0	3.777	A
A-B	0.87			0.87			
A-C	581			581			
D-ABC	61	427	0.143	61	0.2	9.861	A
C-ABD	6	798	0.007	6	0.0	4.546	A
C-D	14			14			
C-A	406			406			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10	466	0.021	10	0.0	7.890	A
A-BCD	20	929	0.021	20	0.0	3.963	A
A-B	0.74			0.74			
A-C	490			490			
D-ABC	51	460	0.111	51	0.1	8.825	A
C-ABD	4	770	0.005	4	0.0	4.706	A
C-D	12			12			
C-A	340			340			

2031 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	482	100.000
B		✓	5	100.000
C		✓	562	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	2	454	26
B	1	0	4	0
C	521	5	0	36
D	13	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.01	7.92	0.0	A
A-BCD	0.08	4.64	0.1	A
A-B				
A-C				
D-ABC	0.08	10.10	0.1	B
C-ABD	0.02	4.27	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	516	0.007	4	0.0	7.033	A
A-BCD	34	811	0.042	34	0.1	4.631	A
A-B	1			1			
A-C	327			327			
D-ABC	23	465	0.049	22	0.1	8.130	A
C-ABD	7	852	0.009	7	0.0	4.264	A
C-D	27			27			
C-A	389			389			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	493	0.009	4	0.0	7.375	A
A-BCD	46	839	0.055	46	0.1	4.537	A
A-B	2			2			
A-C	386			386			
D-ABC	27	434	0.062	27	0.1	8.850	A
C-ABD	10	895	0.011	10	0.0	4.069	A
C-D	32			32			
C-A	463			463			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	460	0.012	5	0.0	7.922	A
A-BCD	67	881	0.076	67	0.1	4.420	A
A-B	2			2			
A-C	462			462			
D-ABC	33	390	0.085	33	0.1	10.092	B
C-ABD	15	957	0.016	15	0.0	3.821	A
C-D	39			39			
C-A	564			564			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	460	0.012	6	0.0	7.923	A
A-BCD	67	881	0.076	67	0.1	4.423	A
A-B	2			2			
A-C	462			462			
D-ABC	33	389	0.085	33	0.1	10.099	B
C-ABD	15	957	0.016	15	0.0	3.821	A
C-D	39			39			
C-A	564			564			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	492	0.009	5	0.0	7.379	A
A-BCD	46	839	0.055	46	0.1	4.541	A
A-B	2			2			
A-C	386			386			
D-ABC	27	434	0.062	27	0.1	8.859	A
C-ABD	10	895	0.011	10	0.0	4.070	A
C-D	32			32			
C-A	463			463			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	515	0.007	4	0.0	7.037	A
A-BCD	34	811	0.042	34	0.1	4.636	A
A-B	1			1			
A-C	327			327			
D-ABC	23	465	0.049	23	0.1	8.140	A
C-ABD	7	851	0.009	7	0.0	4.265	A
C-D	27			27			
C-A	389			389			

2031 Base (behavioural) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	658	100.000
B		✓	12	100.000
C		✓	460	100.000
D		✓	68	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	1	645	12
	B	3	0	9	0
	C	441	3	0	16
	D	29	0	39	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	9.53	0.0	A
A-BCD	0.04	3.99	0.1	A
A-B				
A-C				
D-ABC	0.19	11.51	0.2	B
C-ABD	0.01	4.73	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	9	466	0.019	9	0.0	7.871	A
A-BCD	19	921	0.021	19	0.0	3.992	A
A-B	0.74			0.74			
A-C	476			476			
D-ABC	51	464	0.110	51	0.1	8.695	A
C-ABD	4	765	0.005	4	0.0	4.728	A
C-D	12			12			
C-A	330			330			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	11	435	0.025	11	0.0	8.482	A
A-BCD	27	972	0.028	27	0.0	3.809	A
A-B	0.87			0.87			
A-C	564			564			
D-ABC	61	433	0.141	61	0.2	9.679	A
C-ABD	6	793	0.007	6	0.0	4.569	A
C-D	14			14			
C-A	393			393			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	391	0.034	13	0.0	9.525	A
A-BCD	42	1045	0.040	41	0.1	3.586	A
A-B	1			1			
A-C	682			682			
D-ABC	75	388	0.193	75	0.2	11.485	B
C-ABD	8	834	0.010	8	0.0	4.356	A
C-D	17			17			
C-A	480			480			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	391	0.034	13	0.0	9.528	A
A-BCD	42	1045	0.040	42	0.1	3.587	A
A-B	1			1			
A-C	682			682			
D-ABC	75	388	0.193	75	0.2	11.506	B
C-ABD	8	834	0.010	8	0.0	4.361	A
C-D	17			17			
C-A	480			480			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	11	435	0.025	11	0.0	8.485	A
A-BCD	27	972	0.028	27	0.0	3.812	A
A-B	0.87			0.87			
A-C	564			564			
D-ABC	61	433	0.141	61	0.2	9.703	A
C-ABD	6	793	0.007	6	0.0	4.578	A
C-D	14			14			
C-A	393			393			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	466	0.019	9	0.0	7.877	A
A-BCD	19	921	0.021	19	0.0	3.993	A
A-B	0.74			0.74			
A-C	476			476			
D-ABC	51	464	0.110	51	0.1	8.721	A
C-ABD	4	765	0.005	4	0.0	4.734	A
C-D	12			12			

C-A	330			330			

2031 Base (behavioural) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)

HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	470	100.000
B		✓	5	100.000
C		✓	549	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	2	442	26
	B	1	0	4	0
	C	508	5	0	36
	D	13	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.01	7.83	0.0	A
A-BCD	0.07	4.66	0.1	A
A-B				
A-C				
D-ABC	0.08	9.93	0.1	A
C-ABD	0.02	4.29	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	519	0.007	4	0.0	6.980	A
A-BCD	33	807	0.041	33	0.1	4.652	A
A-B	1			1			
A-C	319			319			
D-ABC	23	469	0.048	22	0.1	8.059	A
C-ABD	7	847	0.009	7	0.0	4.289	A
C-D	27			27			
C-A	379			379			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	497	0.009	5	0.0	7.306	A
A-BCD	45	834	0.054	45	0.1	4.561	A
A-B	2			2			
A-C	376			376			
D-ABC	27	438	0.062	27	0.1	8.748	A
C-ABD	10	888	0.011	10	0.0	4.097	A
C-D	32			32			
C-A	451			451			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	466	0.012	6	0.0	7.824	A
A-BCD	65	875	0.074	65	0.1	4.447	A
A-B	2			2			
A-C	450			450			
D-ABC	33	395	0.084	33	0.1	9.929	A
C-ABD	15	949	0.016	15	0.0	3.853	A
C-D	39			39			
C-A	550			550			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	466	0.012	6	0.0	7.825	A
A-BCD	65	875	0.075	65	0.1	4.450	A
A-B	2			2			
A-C	450			450			
D-ABC	33	395	0.084	33	0.1	9.934	A
C-ABD	15	949	0.016	15	0.0	3.855	A
C-D	39			39			
C-A	550			550			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	497	0.009	5	0.0	7.310	A
A-BCD	45	834	0.054	45	0.1	4.566	A
A-B	2			2			
A-C	376			376			
D-ABC	27	438	0.062	27	0.1	8.755	A
C-ABD	10	888	0.011	10	0.0	4.100	A
C-D	32			32			
C-A	451			451			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	4	519	0.007	4	0.0	6.984	A
A-BCD	34	807	0.042	34	0.1	4.658	A
A-B	1			1			
A-C	319			319			
D-ABC	23	469	0.048	23	0.1	8.069	A
C-ABD	7	846	0.009	7	0.0	4.292	A
C-D	27			27			
C-A	379			379			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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For [redacted]uk

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

Filename: Church Lane_Yapton Road.j9
Path: C:\Users\AliceHowse\Highgate Transportation\HTp - Documents\2400 - Projects\2413 - Yapton Road, Barnham\Modelling\Junctions 9\Church Lane_B2233 Yapton Road
Report generation date: 05/01/2026 11:57:27

»2026 Base (core), AM
»2026 Base (core), PM
»2026 Base (core) + Com Dev, AM
»2026 Base (core) + Com Dev, PM
»2026 Base (core) + Com Dev + Dev, AM
»2026 Base (core) + Com Dev + Dev, PM
»2031 Base (core), AM
»2031 Base (core), PM
»2031 Base (behavioural), AM
»2031 Base (behavioural), PM
»2031 Base (core) + Com Dev, AM
»2031 Base (core) + Com Dev, PM
»2031 Base (behavioural) + Com Dev, AM
»2031 Base (behavioural) + Com Dev, PM
»2031 Base (core) + Com Dev + Dev, AM
»2031 Base (core) + Com Dev + Dev, PM
»2031 Base (behavioural) + Com Dev + Dev, AM
»2031 Base (behavioural) + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base (core)										
Stream B-AC	D1	0.1	9.38	0.10	A	D2	0.1	8.90	0.08	A
Stream C-AB		0.3	5.46	0.11	A		0.2	4.69	0.10	A
2026 Base (core) + Com Dev										
Stream B-AC	D3	0.5	14.66	0.34	B	D4	0.2	10.59	0.17	B
Stream C-AB		0.6	5.56	0.20	A		0.9	5.23	0.31	A
2026 Base (core) + Com Dev + Dev										
Stream B-AC	D5	0.5	15.47	0.35	C	D6	0.2	10.86	0.18	B
Stream C-AB		0.6	5.57	0.21	A		1.0	5.21	0.32	A
2031 Base (core)										
Stream B-AC	D7	0.1	9.59	0.10	A	D8	0.1	9.15	0.09	A
Stream C-AB		0.3	5.44	0.12	A		0.2	4.66	0.11	A
2031 Base (behavioural)										
Stream B-AC	D9	0.1	9.41	0.10	A	D10	0.1	8.91	0.08	A
Stream C-AB		0.3	5.46	0.12	A		0.2	4.69	0.11	A
2031 Base (core) + Com Dev										
Stream B-AC	D11	0.5	15.62	0.36	C	D12	0.2	11.08	0.19	B
Stream C-AB		0.7	5.54	0.22	A		1.1	5.31	0.33	A
2031 Base (behavioural) + Com Dev										
Stream B-AC	D13	0.5	14.98	0.34	B	D14	0.2	10.84	0.18	B
Stream C-AB		0.6	5.51	0.21	A		1.0	5.27	0.32	A
2031 Base (core) + Com Dev + Dev										
Stream B-AC	D15	0.6	16.57	0.37	C	D16	0.2	11.38	0.19	B
Stream C-AB		0.7	5.56	0.23	A		1.2	5.31	0.35	A
2031 Base (behavioural) + Com Dev + Dev										
Stream B-AC	D17	0.5	15.84	0.36	C	D18	0.2	11.13	0.18	B
Stream C-AB		0.6	5.53	0.22	A		1.1	5.26	0.33	A

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

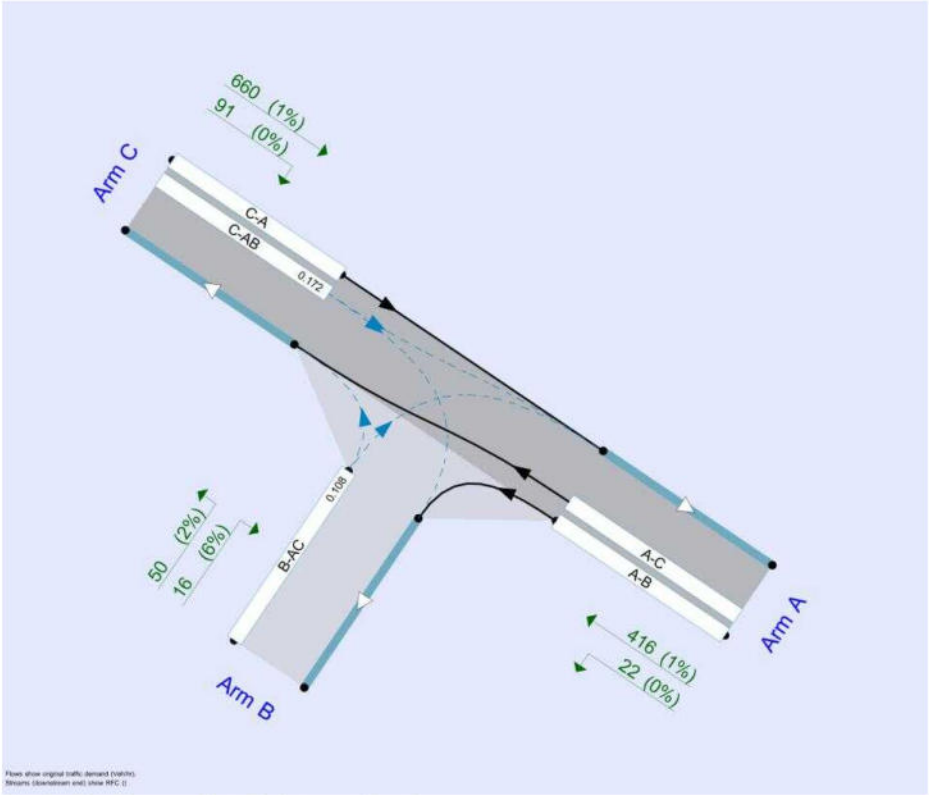
File summary

File Description

Title	
Location	Church Lane/Yapton Road
Site number	
Date	05/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AH
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)

D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Yatpon Road E	Yatpon Road E	Major
B	Church Lane	Church Lane	Minor
C	Yapton Road (W)	Yapton Road (W)	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.26			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.67	24	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	494	0.089	0.225	0.141	0.321
B-C	635	0.096	0.243	-	-
C-B	632	0.242	0.242	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	527	100.000
B		✓	37	100.000
C		✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	515
	B	7	0	30
	C	395	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	3
	C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	9.38	0.1	A
C-AB	0.11	5.46	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	478	0.058	28	0.1	7.983	A
C-AB	44	703	0.063	44	0.1	5.460	A
C-A	279			279			
A-B	9			9			
A-C	388			388			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	456	0.073	33	0.1	8.514	A
C-AB	60	731	0.082	60	0.2	5.372	A
C-A	326			326			
A-B	11			11			
A-C	463			463			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	424	0.096	41	0.1	9.380	A
C-AB	86	771	0.112	86	0.2	5.269	A
C-A	386			386			
A-B	13			13			
A-C	567			567			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	424	0.096	41	0.1	9.384	A
C-AB	87	771	0.112	87	0.3	5.267	A
C-A	386			386			
A-B	13			13			
A-C	567			567			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	456	0.073	33	0.1	8.523	A
C-AB	60	731	0.082	60	0.2	5.360	A
C-A	326			326			
A-B	11			11			
A-C	463			463			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	478	0.058	28	0.1	7.996	A
C-AB	45	703	0.063	45	0.1	5.461	A
C-A	278			278			
A-B	9			9			
A-C	388			388			

2026 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	293	100.000
B		✓	33	100.000
C		✓	508	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	7	286
B	9	0	24
C	472	36	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	2
B	11	0	4
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	8.90	0.1	A
C-AB	0.10	4.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	479	0.052	25	0.1	7.928	A
C-AB	48	817	0.059	48	0.1	4.682	A
C-A	334			334			
A-B	5			5			
A-C	215			215			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	463	0.064	30	0.1	8.306	A
C-AB	64	855	0.075	64	0.1	4.553	A
C-A	392			392			
A-B	6			6			
A-C	257			257			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	441	0.082	36	0.1	8.896	A
C-AB	93	909	0.102	93	0.2	4.407	A
C-A	466			466			
A-B	8			8			
A-C	315			315			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	441	0.082	36	0.1	8.900	A
C-AB	93	910	0.102	93	0.2	4.414	A
C-A	466			466			
A-B	8			8			
A-C	315			315			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	463	0.064	30	0.1	8.312	A
C-AB	65	855	0.076	65	0.1	4.563	A
C-A	392			392			
A-B	6			6			
A-C	257			257			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	478	0.052	25	0.1	7.939	A
C-AB	48	817	0.059	48	0.1	4.691	A
C-A	334			334			
A-B	5			5			
A-C	215			215			

2026 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	691	100.000
B		✓	113	100.000
C		✓	524	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	18	673
B	24	0	89
C	470	54	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.34	14.66	0.5	B
C-AB	0.20	5.56	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	445	0.191	84	0.2	9.947	A
C-AB	79	735	0.107	78	0.2	5.480	A
C-A	316			316			
A-B	14			14			
A-C	506			506			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	414	0.245	101	0.3	11.486	B
C-AB	109	767	0.142	109	0.3	5.477	A
C-A	362			362			
A-B	16			16			
A-C	605			605			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	370	0.337	124	0.5	14.578	B
C-AB	165	815	0.202	164	0.6	5.547	A
C-A	412			412			
A-B	20			20			
A-C	741			741			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	370	0.337	125	0.5	14.664	B
C-AB	165	815	0.202	165	0.6	5.556	A
C-A	412			412			
A-B	20			20			
A-C	741			741			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	414	0.246	102	0.3	11.566	B
C-AB	109	768	0.143	110	0.4	5.487	A
C-A	362			362			
A-B	16			16			
A-C	605			605			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	445	0.191	86	0.2	10.025	B
C-AB	79	735	0.108	80	0.2	5.498	A
C-A	315			315			
A-B	14			14			
A-C	506			506			

2026 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	402	100.000
B		✓	65	100.000
C		✓	700	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	380
B	16	0	49
C	610	90	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	10.59	0.2	B
C-AB	0.31	5.23	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	468	0.105	49	0.1	8.573	A
C-AB	143	873	0.164	142	0.4	4.924	A
C-A	384			384			
A-B	17			17			
A-C	286			286			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	445	0.132	58	0.1	9.307	A
C-AB	200	924	0.217	200	0.5	4.976	A
C-A	429			429			
A-B	20			20			
A-C	342			342			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	412	0.174	71	0.2	10.574	B
C-AB	306	998	0.307	305	0.9	5.207	A
C-A	465			465			
A-B	24			24			
A-C	418			418			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	411	0.174	72	0.2	10.594	B
C-AB	307	999	0.307	307	0.9	5.230	A
C-A	464			464			
A-B	24			24			
A-C	418			418			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	445	0.132	59	0.2	9.331	A
C-AB	201	926	0.218	203	0.6	5.009	A
C-A	428			428			
A-B	20			20			
A-C	342			342			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	468	0.105	49	0.1	8.602	A
C-AB	144	874	0.165	145	0.4	4.960	A
C-A	383			383			
A-B	17			17			
A-C	286			286			

2026 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	730	100.000
B		✓	113	100.000
C		✓	540	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	18	712
B	24	0	89
C	486	54	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	15.47	0.5	C
C-AB	0.21	5.57	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	437	0.195	84	0.2	10.176	B
C-AB	81	738	0.110	80	0.2	5.471	A
C-A	326			326			
A-B	14			14			
A-C	536			536			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	404	0.251	101	0.3	11.863	B
C-AB	113	772	0.146	112	0.4	5.473	A
C-A	373			373			
A-B	16			16			
A-C	640			640			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	357	0.349	124	0.5	15.366	C
C-AB	173	821	0.210	172	0.6	5.562	A
C-A	422			422			
A-B	20			20			
A-C	784			784			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	357	0.349	125	0.5	15.472	C
C-AB	173	822	0.211	173	0.6	5.573	A
C-A	422			422			
A-B	20			20			
A-C	784			784			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	404	0.252	102	0.3	11.955	B
C-AB	113	773	0.147	114	0.4	5.483	A
C-A	372			372			
A-B	16			16			
A-C	640			640			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	85	437	0.195	86	0.2	10.257	B
C-AB	81	739	0.110	82	0.2	5.488	A
C-A	325			325			
A-B	14			14			
A-C	536			536			

2026 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	419	100.000
B		✓	65	100.000
C		✓	736	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	397
B	16	0	49
C	646	90	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	10.86	0.2	B
C-AB	0.32	5.21	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	463	0.106	49	0.1	8.678	A
C-AB	150	889	0.168	148	0.4	4.859	A
C-A	404			404			
A-B	17			17			
A-C	299			299			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	439	0.133	58	0.2	9.463	A
C-AB	212	944	0.224	211	0.6	4.916	A
C-A	450			450			
A-B	20			20			
A-C	357			357			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	403	0.178	71	0.2	10.841	B
C-AB	328	1023	0.321	327	1.0	5.186	A
C-A	482			482			
A-B	24			24			
A-C	437			437			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	403	0.178	72	0.2	10.862	B
C-AB	330	1024	0.322	329	1.0	5.214	A
C-A	481			481			
A-B	24			24			
A-C	437			437			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	438	0.134	59	0.2	9.488	A
C-AB	213	946	0.225	215	0.6	4.954	A
C-A	449			449			
A-B	20			20			
A-C	357			357			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	463	0.106	49	0.1	8.710	A
C-AB	151	890	0.170	152	0.4	4.896	A
C-A	403			403			
A-B	17			17			
A-C	299			299			

2031 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	553	100.000
B		✓	39	100.000
C		✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To A	To B	To C
A	0	13	540
B	7	0	32
C	414	36	0

Vehicle Mix

Heavy Vehicle Percentages

From	To A	To B	To C
A	0	0	2
B	0	0	3
C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	9.59	0.1	A
C-AB	0.12	5.44	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	475	0.062	29	0.1	8.074	A
C-AB	48	710	0.068	48	0.1	5.438	A
C-A	290			290			
A-B	10			10			
A-C	407			407			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	451	0.078	35	0.1	8.643	A
C-AB	65	739	0.089	65	0.2	5.354	A
C-A	339			339			
A-B	12			12			
A-C	485			485			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	418	0.103	43	0.1	9.585	A
C-AB	96	782	0.122	95	0.3	5.260	A
C-A	400			400			
A-B	14			14			
A-C	595			595			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	418	0.103	43	0.1	9.591	A
C-AB	96	782	0.123	96	0.3	5.257	A
C-A	400			400			
A-B	14			14			
A-C	595			595			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	451	0.078	35	0.1	8.653	A
C-AB	66	740	0.089	66	0.2	5.341	A
C-A	339			339			
A-B	12			12			
A-C	485			485			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	475	0.062	29	0.1	8.086	A
C-AB	49	710	0.068	49	0.1	5.440	A
C-A	290			290			
A-B	10			10			
A-C	407			407			

2031 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	307	100.000
B		✓	36	100.000
C		✓	534	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	7	300
B	10	0	26
C	496	38	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	2
B	11	0	4
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	9.15	0.1	A
C-AB	0.11	4.66	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	473	0.057	27	0.1	8.059	A
C-AB	52	827	0.063	52	0.1	4.646	A
C-A	350			350			
A-B	5			5			
A-C	226			226			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	457	0.071	32	0.1	8.480	A
C-AB	71	867	0.081	70	0.2	4.517	A
C-A	409			409			
A-B	6			6			
A-C	270			270			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	433	0.091	40	0.1	9.142	A
C-AB	103	925	0.111	102	0.2	4.376	A
C-A	485			485			
A-B	8			8			
A-C	330			330			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	433	0.092	40	0.1	9.146	A
C-AB	103	925	0.111	103	0.2	4.381	A
C-A	485			485			
A-B	8			8			
A-C	330			330			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	457	0.071	32	0.1	8.488	A
C-AB	71	868	0.082	71	0.2	4.529	A
C-A	409			409			
A-B	6			6			
A-C	270			270			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	473	0.057	27	0.1	8.071	A
C-AB	52	827	0.063	53	0.1	4.658	A
C-A	350			350			
A-B	5			5			
A-C	226			226			

2031 Base (behavioural), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	38	100.000
C		✓	433	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	12	518
B	7	0	31
C	398	35	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	2
B	0	0	3
C	4	9	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	9.41	0.1	A
C-AB	0.12	5.46	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	479	0.060	28	0.1	7.991	A
C-AB	46	704	0.065	45	0.1	5.462	A
C-A	280			280			
A-B	9			9			
A-C	390			390			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	456	0.075	34	0.1	8.528	A
C-AB	62	732	0.084	62	0.2	5.379	A
C-A	327			327			
A-B	11			11			
A-C	466			466			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	424	0.099	42	0.1	9.403	A
C-AB	89	773	0.116	89	0.3	5.281	A
C-A	387			387			
A-B	13			13			
A-C	570			570			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	424	0.099	42	0.1	9.409	A
C-AB	90	773	0.116	90	0.3	5.277	A
C-A	387			387			
A-B	13			13			
A-C	570			570			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	456	0.075	34	0.1	8.535	A
C-AB	62	733	0.085	62	0.2	5.367	A
C-A	327			327			
A-B	11			11			
A-C	466			466			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	479	0.060	29	0.1	8.004	A
C-AB	46	705	0.065	46	0.1	5.464	A
C-A	280			280			
A-B	9			9			
A-C	390			390			

2031 Base (behavioural), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	296	100.000
B		✓	34	100.000
C		✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	7	289
B	9	0	25
C	478	37	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	2
B	11	0	4
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	8.91	0.1	A
C-AB	0.11	4.69	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	480	0.053	25	0.1	7.922	A
C-AB	50	819	0.061	49	0.1	4.676	A
C-A	338			338			
A-B	5			5			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	464	0.066	31	0.1	8.305	A
C-AB	67	858	0.078	67	0.1	4.547	A
C-A	396			396			
A-B	6			6			
A-C	260			260			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	442	0.085	37	0.1	8.902	A
C-AB	97	913	0.106	96	0.2	4.406	A
C-A	470			470			
A-B	8			8			
A-C	318			318			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	442	0.085	37	0.1	8.906	A
C-AB	97	914	0.106	97	0.2	4.412	A
C-A	470			470			
A-B	8			8			
A-C	318			318			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	464	0.066	31	0.1	8.311	A
C-AB	67	858	0.078	67	0.1	4.561	A
C-A	396			396			
A-B	6			6			
A-C	260			260			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	480	0.053	26	0.1	7.933	A
C-AB	50	819	0.061	50	0.1	4.688	A
C-A	338			338			
A-B	5			5			
A-C	218			218			

2031 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	723	100.000
B		✓	115	100.000
C		✓	561	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	19	704
B	24	0	91
C	504	56	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.36	15.62	0.5	C
C-AB	0.22	5.54	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	437	0.198	86	0.2	10.217	B
C-AB	86	749	0.115	85	0.3	5.422	A
C-A	336			336			
A-B	14			14			
A-C	530			530			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	405	0.256	103	0.3	11.925	B
C-AB	120	785	0.153	120	0.4	5.426	A
C-A	384			384			
A-B	17			17			
A-C	633			633			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	357	0.355	126	0.5	15.515	C
C-AB	185	838	0.221	184	0.6	5.525	A
C-A	432			432			
A-B	21			21			
A-C	775			775			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	357	0.355	127	0.5	15.625	C
C-AB	186	838	0.221	185	0.7	5.539	A
C-A	432			432			
A-B	21			21			
A-C	775			775			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	405	0.256	104	0.4	12.025	B
C-AB	121	786	0.154	122	0.4	5.436	A
C-A	383			383			
A-B	17			17			
A-C	633			633			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	437	0.199	87	0.3	10.296	B
C-AB	86	750	0.115	87	0.3	5.442	A
C-A	336			336			
A-B	14			14			
A-C	530			530			

2031 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	431	100.000
B		✓	67	100.000
C		✓	734	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	409
B	17	0	51
C	642	92	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	11.08	0.2	B
C-AB	0.33	5.31	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	460	0.110	50	0.1	8.767	A
C-AB	153	885	0.173	151	0.4	4.906	A
C-A	400			400			
A-B	17			17			
A-C	308			308			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	435	0.139	60	0.2	9.592	A
C-AB	216	940	0.230	216	0.6	4.978	A
C-A	444			444			
A-B	20			20			
A-C	368			368			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	399	0.185	74	0.2	11.051	B
C-AB	335	1018	0.329	334	1.0	5.276	A
C-A	473			473			
A-B	25			25			
A-C	450			450			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	399	0.185	74	0.2	11.075	B
C-AB	336	1019	0.330	336	1.1	5.309	A
C-A	472			472			
A-B	25			25			
A-C	450			450			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	435	0.139	61	0.2	9.620	A
C-AB	217	941	0.231	219	0.6	5.019	A
C-A	442			442			
A-B	20			20			
A-C	368			368			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	460	0.110	51	0.1	8.804	A
C-AB	154	886	0.174	155	0.4	4.944	A
C-A	398			398			
A-B	17			17			
A-C	308			308			

2031 Base (behavioural) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	701	100.000
B		✓	114	100.000
C		✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	18	682
B	24	0	90
C	488	55	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.34	14.98	0.5	B
C-AB	0.21	5.51	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	442	0.194	85	0.2	10.037	B
C-AB	81	743	0.110	80	0.2	5.434	A
C-A	327			327			
A-B	14			14			
A-C	514			514			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	411	0.249	102	0.3	11.631	B
C-AB	114	778	0.146	113	0.4	5.430	A
C-A	374			374			
A-B	16			16			
A-C	613			613			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	366	0.343	125	0.5	14.887	B
C-AB	173	828	0.209	172	0.6	5.505	A
C-A	425			425			
A-B	20			20			
A-C	751			751			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	365	0.343	125	0.5	14.977	B
C-AB	173	829	0.209	173	0.6	5.515	A
C-A	424			424			
A-B	20			20			
A-C	751			751			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	411	0.249	103	0.3	11.718	B
C-AB	114	778	0.147	115	0.4	5.440	A
C-A	374			374			
A-B	16			16			
A-C	613			613			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	442	0.194	86	0.2	10.116	B
C-AB	82	744	0.110	83	0.2	5.450	A
C-A	326			326			
A-B	14			14			
A-C	514			514			

2031 Base (behavioural) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	420	100.000
B		✓	66	100.000
C		✓	715	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	398
B	16	0	50
C	624	91	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	10.84	0.2	B
C-AB	0.32	5.27	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	464	0.107	49	0.1	8.675	A
C-AB	147	877	0.168	146	0.4	4.920	A
C-A	391			391			
A-B	17			17			
A-C	300			300			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	440	0.135	59	0.2	9.457	A
C-AB	207	930	0.223	206	0.6	4.981	A
C-A	435			435			
A-B	20			20			
A-C	358			358			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	405	0.179	72	0.2	10.818	B
C-AB	319	1006	0.317	317	1.0	5.240	A
C-A	468			468			
A-B	24			24			
A-C	438			438			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	405	0.179	72	0.2	10.839	B
C-AB	319	1007	0.317	319	1.0	5.270	A
C-A	467			467			
A-B	24			24			
A-C	438			438			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	439	0.135	59	0.2	9.478	A
C-AB	208	932	0.223	210	0.6	5.018	A
C-A	434			434			
A-B	20			20			
A-C	358			358			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	463	0.107	50	0.1	8.707	A
C-AB	148	878	0.169	149	0.4	4.957	A
C-A	390			390			
A-B	17			17			
A-C	300			300			

2031 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	762	100.000
B		✓	115	100.000
C		✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	19	743
B	24	0	91
C	521	56	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.37	16.57	0.6	C
C-AB	0.23	5.56	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	429	0.202	86	0.2	10.454	B
C-AB	88	753	0.117	87	0.3	5.406	A
C-A	346			346			
A-B	14			14			
A-C	559			559			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	395	0.263	103	0.3	12.336	B
C-AB	125	790	0.158	124	0.4	5.423	A
C-A	394			394			
A-B	17			17			
A-C	668			668			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	344	0.369	126	0.6	16.432	C
C-AB	194	845	0.230	193	0.7	5.543	A
C-A	441			441			
A-B	21			21			
A-C	818			818			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	344	0.369	127	0.6	16.567	C
C-AB	195	846	0.230	195	0.7	5.558	A
C-A	441			441			
A-B	21			21			
A-C	818			818			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	104	395	0.263	105	0.4	12.452	B
C-AB	125	791	0.159	127	0.4	5.436	A
C-A	393			393			
A-B	17			17			
A-C	668			668			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	429	0.202	87	0.3	10.547	B
C-AB	89	753	0.118	90	0.3	5.430	A
C-A	345			345			
A-B	14			14			
A-C	559			559			

2031 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	448	100.000
B		✓	67	100.000
C		✓	770	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	426
B	17	0	51
C	678	92	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	11.38	0.2	B
C-AB	0.35	5.31	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	455	0.111	50	0.1	8.881	A
C-AB	160	902	0.178	158	0.4	4.843	A
C-A	420			420			
A-B	17			17			
A-C	321			321			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	429	0.141	60	0.2	9.760	A
C-AB	229	960	0.238	228	0.6	4.924	A
C-A	464			464			
A-B	20			20			
A-C	383			383			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	390	0.189	74	0.2	11.352	B
C-AB	361	1044	0.345	358	1.2	5.271	A
C-A	488			488			
A-B	25			25			
A-C	469			469			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	390	0.189	74	0.2	11.378	B
C-AB	362	1045	0.346	362	1.2	5.307	A
C-A	486			486			
A-B	25			25			
A-C	469			469			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60	429	0.141	61	0.2	9.792	A
C-AB	230	962	0.239	232	0.7	4.970	A
C-A	462			462			
A-B	20			20			
A-C	383			383			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	455	0.111	51	0.1	8.916	A
C-AB	162	903	0.179	162	0.4	4.884	A
C-A	418			418			
A-B	17			17			
A-C	321			321			

2031 Base (behavioural) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	740	100.000
B		✓	114	100.000
C		✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	18	722
B	24	0	90
C	504	55	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	1
B	0	0	1
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.36	15.84	0.5	C
C-AB	0.22	5.53	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	434	0.197	85	0.2	10.275	B
C-AB	84	746	0.112	83	0.2	5.425	A
C-A	337			337			
A-B	14			14			
A-C	544			544			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	401	0.255	102	0.3	12.022	B
C-AB	118	782	0.150	117	0.4	5.426	A
C-A	385			385			
A-B	16			16			
A-C	649			649			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	353	0.355	124	0.5	15.727	C
C-AB	181	835	0.217	180	0.6	5.523	A
C-A	434			434			
A-B	20			20			
A-C	795			795			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	352	0.355	125	0.5	15.841	C
C-AB	182	835	0.218	182	0.6	5.532	A
C-A	433			433			
A-B	20			20			
A-C	795			795			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	401	0.255	103	0.3	12.124	B
C-AB	118	783	0.151	119	0.4	5.439	A
C-A	384			384			
A-B	16			16			
A-C	649			649			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	434	0.197	86	0.2	10.357	B
C-AB	84	747	0.113	85	0.3	5.442	A
C-A	336			336			
A-B	14			14			
A-C	544			544			

2031 Base (behavioural) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	438	100.000
B		✓	66	100.000
C		✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	22	416
B	16	0	50
C	660	91	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	6	0	2
C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	11.13	0.2	B
C-AB	0.33	5.26	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	458	0.108	49	0.1	8.787	A
C-AB	154	894	0.172	152	0.4	4.856	A
C-A	411			411			
A-B	17			17			
A-C	313			313			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	433	0.137	59	0.2	9.619	A
C-AB	219	951	0.230	218	0.6	4.926	A
C-A	456			456			
A-B	20			20			
A-C	374			374			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	396	0.183	72	0.2	11.108	B
C-AB	342	1031	0.332	340	1.1	5.227	A
C-A	485			485			
A-B	24			24			
A-C	458			458			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	396	0.183	72	0.2	11.133	B
C-AB	343	1032	0.333	343	1.1	5.261	A
C-A	483			483			
A-B	24			24			
A-C	458			458			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	433	0.137	59	0.2	9.647	A
C-AB	220	952	0.231	222	0.6	4.967	A
C-A	455			455			
A-B	20			20			
A-C	374			374			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	458	0.108	50	0.1	8.818	A
C-AB	155	895	0.174	156	0.4	4.893	A
C-A	410			410			
A-B	17			17			
A-C	313			313			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Lake Lane_B2233.j9
Path: C:\Users\AliceHowse\Highgate Transportation\HTp - Documents\2400 - Projects\2413 - Yapton Road, Barnham\Modelling\Junctions 9\B2233_Lake Lane
Report generation date: 05/01/2026 12:06:27

»2026 Base (core), AM
»2026 Base (core), PM
»2026 Base (core) + Com Dev, AM
»2026 Base (core) + Com Dev, PM
»2026 Base (core) + Com Dev + Dev, AM
»2026 Base (core) + Com Dev + Dev, PM
»2031 Base (core), AM
»2031 Base (core), PM
»2031 Base (behavioural), AM
»2031 Base (behavioural), PM
»2031 Base (core) + Com Dev, AM
»2031 Base (core) + Com Dev, PM
»2031 Base (behavioural) + Com Dev, AM
»2031 Base (behavioural) + Com Dev, PM
»2031 Base (core) + Com Dev + Dev, AM
»2031 Base (core) + Com Dev + Dev, PM
»2031 Base (behavioural) + Com Dev + Dev, AM
»2031 Base (behavioural) + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base (core)										
Stream B-AC	D1	1.1	16.06	0.52	C	D2	0.6	11.43	0.39	B
Stream C-AB		0.8	6.12	0.31	A		0.2	5.80	0.11	A
2026 Base (core) + Com Dev										
Stream B-AC	D3	2.2	26.82	0.70	D	D4	1.0	15.93	0.50	C
Stream C-AB		1.6	6.74	0.44	A		0.8	6.87	0.30	A
2026 Base (core) + Com Dev + Dev										
Stream B-AC	D5	2.5	29.60	0.72	D	D6	1.1	17.04	0.52	C
Stream C-AB		1.8	6.85	0.47	A		0.8	6.90	0.31	A
2031 Base (core)										
Stream B-AC	D7	1.3	17.90	0.56	C	D8	0.7	12.23	0.41	B
Stream C-AB		0.9	6.26	0.33	A		0.3	5.82	0.12	A
2031 Base (behavioural)										
Stream B-AC	D9	1.1	16.34	0.53	C	D10	0.6	11.61	0.39	B
Stream C-AB		0.8	6.14	0.31	A		0.2	5.80	0.12	A
2031 Base (core) + Com Dev										
Stream B-AC	D11	3.0	34.98	0.76	D	D12	1.2	18.06	0.54	C
Stream C-AB		1.9	7.17	0.49	A		0.8	6.91	0.32	A
2031 Base (behavioural) + Com Dev										
Stream B-AC	D13	2.4	28.93	0.72	D	D14	1.0	16.70	0.51	C
Stream C-AB		1.7	6.85	0.45	A		0.8	6.83	0.31	A
2031 Base (core) + Com Dev + Dev										
Stream B-AC	D15	3.4	39.80	0.79	E	D16	1.3	19.51	0.56	C
Stream C-AB		2.2	7.38	0.51	A		0.9	6.95	0.33	A
2031 Base (behavioural) + Com Dev + Dev										
Stream B-AC	D17	2.7	32.18	0.74	D	D18	1.1	17.93	0.53	C
Stream C-AB		1.9	6.99	0.48	A		0.9	6.87	0.32	A

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

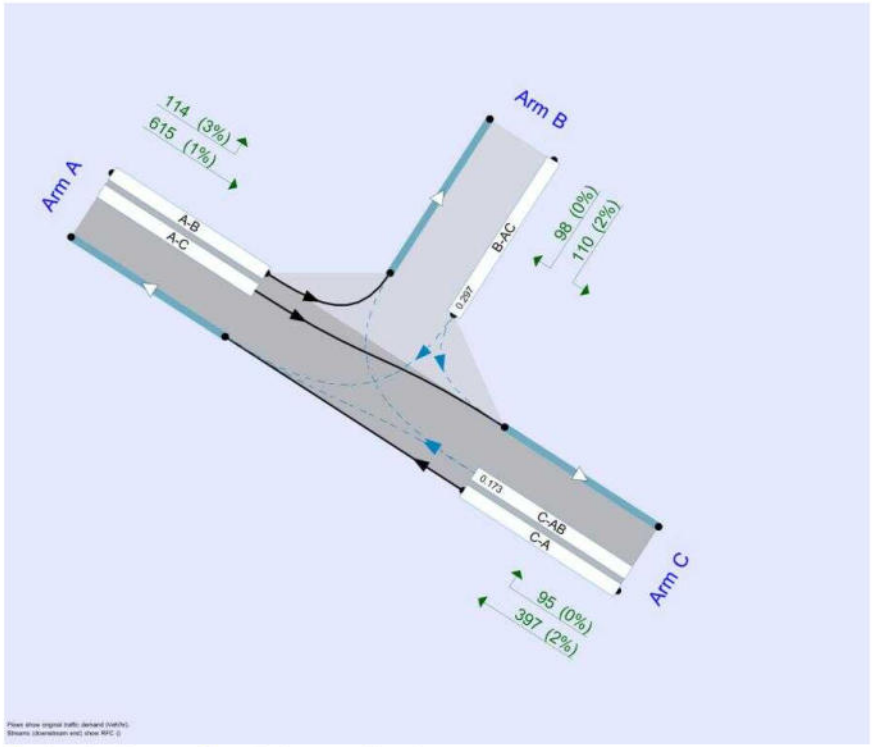
File summary

File Description

Title	
Location	Lake Lane/B2233
Site number	
Date	05/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AH
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15

D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road		Major
B	Lake Lane		Minor
C	Yapton Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.90			81.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.52	31	146

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	645	0.108	0.272	0.171	0.389
B-C	825	0.116	0.293	-	-
C-B	621	0.221	0.221	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	466	100.000
B		✓	224	100.000
C		✓	550	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	121	345
	B	137	0	87
	C	452	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	5
	B	0	0	0
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	16.06	1.1	C
C-AB	0.31	6.12	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	548	0.308	167	0.4	9.407	A
C-AB	132	768	0.173	131	0.3	5.651	A
C-A	282			282			
A-B	91			91			
A-C	260			260			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	516	0.390	201	0.6	11.394	B
C-AB	179	803	0.223	179	0.5	5.778	A
C-A	315			315			
A-B	109			109			
A-C	310			310			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	471	0.524	245	1.1	15.815	C
C-AB	261	852	0.306	260	0.8	6.093	A
C-A	345			345			
A-B	133			133			
A-C	380			380			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	470	0.524	247	1.1	16.061	C
C-AB	262	853	0.307	262	0.8	6.118	A
C-A	344			344			
A-B	133			133			
A-C	380			380			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	515	0.391	203	0.7	11.591	B
C-AB	180	804	0.224	181	0.5	5.813	A
C-A	314			314			
A-B	109			109			
A-C	310			310			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	547	0.308	169	0.5	9.545	A
C-AB	133	769	0.173	134	0.4	5.687	A
C-A	281			281			
A-B	91			91			
A-C	260			260			

2026 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	540	100.000
B		✓	180	100.000
C		✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	112	428
	B	97	0	83
	C	267	42	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	3	1
	B	0	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	11.43	0.6	B
C-AB	0.11	5.80	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	577	0.235	134	0.3	8.108	A
C-AB	45	671	0.067	45	0.1	5.750	A
C-A	187			187			
A-B	84			84			
A-C	322			322			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	550	0.294	161	0.4	9.243	A
C-AB	58	683	0.086	58	0.2	5.765	A
C-A	219			219			
A-B	101			101			
A-C	385			385			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	513	0.386	197	0.6	11.368	B
C-AB	80	701	0.114	80	0.2	5.796	A
C-A	260			260			
A-B	123			123			
A-C	471			471			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	198	513	0.386	198	0.6	11.428	B
C-AB	80	701	0.114	80	0.2	5.805	A
C-A	260			260			
A-B	123			123			
A-C	471			471			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	550	0.294	163	0.4	9.304	A
C-AB	59	683	0.086	59	0.2	5.781	A
C-A	219			219			
A-B	101			101			
A-C	385			385			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	136	577	0.235	136	0.3	8.170	A
C-AB	45	671	0.068	45	0.1	5.764	A
C-A	187			187			
A-B	84			84			
A-C	322			322			

2026 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		6.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	541	100.000
B		✓	284	100.000
C		✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	121	420
B	138	0	146
C	610	118	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	4
B	0	0	0
C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.70	26.82	2.2	D
C-AB	0.44	6.74	1.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	542	0.394	211	0.6	10.808	B
C-AB	195	844	0.231	193	0.5	5.529	A
C-A	353			353			
A-B	91			91			
A-C	317			317			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	502	0.508	254	1.0	14.390	B
C-AB	276	896	0.309	275	0.8	5.821	A
C-A	378			378			
A-B	108			108			
A-C	378			378			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	446	0.701	308	2.1	25.265	D
C-AB	429	969	0.442	426	1.6	6.664	A
C-A	373			373			
A-B	133			133			
A-C	463			463			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	445	0.702	312	2.2	26.821	D
C-AB	431	971	0.444	431	1.6	6.741	A
C-A	371			371			
A-B	133			133			
A-C	463			463			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	502	0.509	260	1.1	15.166	C
C-AB	278	898	0.310	281	0.9	5.897	A
C-A	376			376			
A-B	108			108			
A-C	378			378			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	541	0.395	215	0.7	11.105	B
C-AB	197	845	0.233	198	0.6	5.592	A
C-A	351			351			
A-B	91			91			
A-C	317			317			

2026 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	679	100.000
B		✓	205	100.000
C		✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	112	566
B	97	0	108
C	361	95	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	1
B	0	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	15.93	1.0	C
C-AB	0.30	6.87	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	541	0.285	153	0.4	9.232	A
C-AB	117	701	0.167	116	0.3	6.150	A
C-A	226			226			
A-B	85			85			
A-C	426			426			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	504	0.366	184	0.6	11.208	B
C-AB	156	721	0.217	156	0.5	6.376	A
C-A	254			254			
A-B	101			101			
A-C	509			509			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	452	0.500	224	1.0	15.707	C
C-AB	224	750	0.299	223	0.7	6.842	A
C-A	278			278			
A-B	124			124			
A-C	624			624			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	452	0.500	226	1.0	15.929	C
C-AB	224	751	0.299	224	0.7	6.873	A
C-A	278			278			
A-B	124			124			
A-C	624			624			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	504	0.366	186	0.6	11.381	B
C-AB	157	721	0.217	158	0.5	6.425	A
C-A	253			253			
A-B	101			101			
A-C	509			509			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	154	541	0.285	155	0.4	9.350	A
C-AB	118	701	0.168	118	0.3	6.195	A
C-A	226			226			
A-B	85			85			
A-C	426			426			

2026 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		6.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	557	100.000
B		✓	284	100.000
C		✓	768	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	121	436
	B	138	0	146
	C	649	119	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	2	4
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.72	29.60	2.5	D
C-AB	0.47	6.85	1.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	534	0.401	211	0.7	11.068	B
C-AB	206	863	0.239	204	0.6	5.462	A
C-A	372			372			
A-B	91			91			
A-C	329			329			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	493	0.518	254	1.0	14.965	B
C-AB	295	919	0.321	294	0.9	5.781	A
C-A	395			395			
A-B	108			108			
A-C	392			392			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	433	0.722	308	2.3	27.524	D
C-AB	466	999	0.467	463	1.8	6.761	A
C-A	380			380			
A-B	133			133			
A-C	480			480			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	433	0.723	312	2.5	29.596	D
C-AB	469	1001	0.468	468	1.8	6.854	A
C-A	377			377			
A-B	133			133			
A-C	480			480			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	492	0.519	261	1.1	15.919	C
C-AB	298	922	0.323	301	1.0	5.867	A
C-A	393			393			
A-B	108			108			
A-C	392			392			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	533	0.401	216	0.7	11.393	B
C-AB	208	865	0.241	210	0.6	5.529	A
C-A	370			370			
A-B	91			91			
A-C	329			329			

2026 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	714	100.000
B		✓	206	100.000
C		✓	474	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	112	602
	B	97	0	109
	C	379	95	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	3	1
	B	0	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	17.04	1.1	C
C-AB	0.31	6.90	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	155	532	0.291	153	0.4	9.463	A
C-AB	120	705	0.170	119	0.3	6.133	A
C-A	237			237			
A-B	85			85			
A-C	453			453			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	493	0.375	184	0.6	11.628	B
C-AB	162	727	0.222	161	0.5	6.372	A
C-A	265			265			
A-B	101			101			
A-C	541			541			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	438	0.517	225	1.0	16.761	C
C-AB	234	758	0.309	233	0.8	6.870	A
C-A	288			288			
A-B	124			124			
A-C	663			663			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	226	437	0.518	226	1.1	17.043	C
C-AB	235	759	0.309	235	0.8	6.905	A
C-A	287			287			
A-B	124			124			
A-C	663			663			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	493	0.375	187	0.6	11.832	B
C-AB	162	728	0.223	163	0.5	6.423	A
C-A	264			264			
A-B	101			101			
A-C	541			541			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	155	532	0.291	156	0.4	9.593	A
C-AB	121	706	0.171	121	0.3	6.180	A
C-A	236			236			
A-B	85			85			
A-C	453			453			

2031 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		4.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	488	100.000
B		✓	234	100.000
C		✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	126	362
B	143	0	91
C	474	103	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	5
B	0	0	0
C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.56	17.90	1.3	C
C-AB	0.33	6.26	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	540	0.326	174	0.5	9.792	A
C-AB	143	776	0.185	142	0.4	5.671	A
C-A	291			291			
A-B	95			95			
A-C	273			273			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	506	0.416	209	0.7	12.097	B
C-AB	196	813	0.240	195	0.6	5.833	A
C-A	323			323			
A-B	113			113			
A-C	325			325			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	459	0.562	256	1.2	17.534	C
C-AB	287	866	0.332	286	0.9	6.225	A
C-A	348			348			
A-B	139			139			
A-C	399			399			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	258	458	0.562	258	1.3	17.901	C
C-AB	288	867	0.332	288	0.9	6.256	A
C-A	347			347			
A-B	139			139			
A-C	399			399			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	210	506	0.416	212	0.7	12.361	B
C-AB	196	815	0.241	198	0.6	5.869	A
C-A	322			322			
A-B	113			113			
A-C	325			325			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	540	0.327	177	0.5	9.961	A
C-AB	144	777	0.186	145	0.4	5.714	A
C-A	290			290			
A-B	95			95			
A-C	273			273			

2031 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	568	100.000
B		✓	189	100.000
C		✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	118	450
B	102	0	87
C	281	44	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	1
B	0	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.41	12.23	0.7	B
C-AB	0.12	5.82	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	570	0.250	141	0.3	8.368	A
C-AB	48	674	0.072	48	0.1	5.749	A
C-A	196			196			
A-B	89			89			
A-C	339			339			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	542	0.314	169	0.5	9.656	A
C-AB	63	687	0.091	63	0.2	5.768	A
C-A	229			229			
A-B	106			106			
A-C	405			405			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	502	0.414	207	0.7	12.152	B
C-AB	87	706	0.123	86	0.2	5.806	A
C-A	271			271			
A-B	130			130			
A-C	495			495			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	502	0.414	208	0.7	12.227	B
C-AB	87	706	0.123	87	0.3	5.818	A
C-A	271			271			
A-B	130			130			
A-C	495			495			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	542	0.314	171	0.5	9.734	A
C-AB	63	687	0.092	63	0.2	5.782	A
C-A	229			229			
A-B	106			106			
A-C	405			405			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	142	570	0.250	143	0.3	8.442	A
C-AB	48	674	0.072	49	0.1	5.764	A
C-A	196			196			
A-B	89			89			
A-C	339			339			

2031 Base (behavioural), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	469	100.000
B		✓	226	100.000
C		✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	121	348
B	138	0	88
C	455	99	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	5
B	0	0	0
C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	16.34	1.1	C
C-AB	0.31	6.14	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	547	0.311	168	0.4	9.468	A
C-AB	134	769	0.175	133	0.4	5.658	A
C-A	283			283			
A-B	91			91			
A-C	262			262			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	514	0.395	202	0.6	11.505	B
C-AB	182	804	0.226	181	0.5	5.790	A
C-A	316			316			
A-B	109			109			
A-C	313			313			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	469	0.530	247	1.1	16.081	C
C-AB	265	854	0.311	264	0.8	6.119	A
C-A	345			345			
A-B	133			133			
A-C	383			383			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	469	0.531	249	1.1	16.344	C
C-AB	266	855	0.311	266	0.8	6.144	A
C-A	344			344			
A-B	133			133			
A-C	383			383			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	514	0.395	205	0.7	11.711	B
C-AB	183	805	0.227	184	0.5	5.824	A
C-A	315			315			
A-B	109			109			
A-C	313			313			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	546	0.311	171	0.5	9.613	A
C-AB	135	770	0.176	136	0.4	5.697	A
C-A	282			282			
A-B	91			91			
A-C	262			262			

2031 Base (behavioural), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	548	100.000
B		✓	182	100.000
C		✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	114	434
B	98	0	84
C	271	42	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	1
B	0	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	11.61	0.6	B
C-AB	0.12	5.80	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	575	0.238	136	0.3	8.167	A
C-AB	45	672	0.068	45	0.1	5.744	A
C-A	190			190			
A-B	86			86			
A-C	327			327			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	548	0.298	163	0.4	9.334	A
C-AB	59	684	0.086	59	0.2	5.756	A
C-A	223			223			
A-B	102			102			
A-C	390			390			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	510	0.393	200	0.6	11.545	B
C-AB	81	702	0.115	80	0.2	5.788	A
C-A	264			264			
A-B	126			126			
A-C	478			478			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	510	0.393	200	0.6	11.608	B
C-AB	81	702	0.115	81	0.2	5.800	A
C-A	264			264			
A-B	126			126			
A-C	478			478			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	548	0.298	164	0.4	9.403	A
C-AB	59	684	0.086	59	0.2	5.774	A
C-A	222			222			
A-B	102			102			
A-C	390			390			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	575	0.238	137	0.3	8.232	A
C-AB	46	672	0.068	46	0.1	5.761	A
C-A	190			190			
A-B	86			86			
A-C	327			327			

2031 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		7.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	579	100.000
B		✓	295	100.000
C		✓	761	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To A	To B	To C
A	0	126	452
B	144	0	150
C	638	123	0

Vehicle Mix

Heavy Vehicle Percentages

From	To A	To B	To C
A	0	2	4
B	0	0	0
C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.76	34.98	3.0	D
C-AB	0.49	7.17	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	529	0.420	219	0.7	11.531	B
C-AB	212	854	0.248	209	0.6	5.580	A
C-A	361			361			
A-B	95			95			
A-C	341			341			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	486	0.545	263	1.2	15.998	C
C-AB	303	909	0.333	301	1.0	5.951	A
C-A	382			382			
A-B	114			114			
A-C	407			407			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	426	0.763	318	2.8	31.639	D
C-AB	477	987	0.483	473	1.9	7.067	A
C-A	361			361			
A-B	139			139			
A-C	498			498			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	425	0.764	324	3.0	34.981	D
C-AB	480	989	0.485	479	1.9	7.173	A
C-A	358			358			
A-B	139			139			
A-C	498			498			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	485	0.546	272	1.2	17.377	C
C-AB	305	912	0.335	309	1.0	6.046	A
C-A	379			379			
A-B	114			114			
A-C	407			407			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	528	0.421	224	0.7	11.927	B
C-AB	214	856	0.250	215	0.6	5.651	A
C-A	359			359			
A-B	95			95			
A-C	341			341			

2031 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	714	100.000
B		✓	214	100.000
C		✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	118	596
	B	102	0	112
	C	390	97	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	3	1
	B	0	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.54	18.06	1.2	C
C-AB	0.32	6.91	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	530	0.304	160	0.4	9.668	A
C-AB	124	711	0.174	122	0.3	6.110	A
C-A	242			242			
A-B	89			89			
A-C	449			449			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	491	0.393	192	0.6	12.002	B
C-AB	167	734	0.228	166	0.5	6.354	A
C-A	270			270			
A-B	106			106			
A-C	536			536			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	435	0.542	234	1.1	17.711	C
C-AB	243	767	0.317	242	0.8	6.869	A
C-A	292			292			
A-B	130			130			
A-C	656			656			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	236	435	0.543	236	1.2	18.063	C
C-AB	244	768	0.318	244	0.8	6.906	A
C-A	292			292			
A-B	130			130			
A-C	656			656			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	491	0.393	195	0.7	12.248	B
C-AB	168	735	0.228	169	0.5	6.404	A
C-A	270			270			
A-B	106			106			
A-C	536			536			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	161	530	0.305	162	0.4	9.815	A
C-AB	125	712	0.175	125	0.4	6.158	A
C-A	242			242			
A-B	89			89			
A-C	449			449			

2031 Base (behavioural) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	559	100.000
B		✓	285	100.000
C		✓	738	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	121	438
	B	139	0	147
	C	619	119	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	2	4
	B	0	0	0
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.72	28.93	2.4	D
C-AB	0.45	6.85	1.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	536	0.401	212	0.7	11.020	B
C-AB	199	847	0.235	197	0.6	5.541	A
C-A	356			356			
A-B	91			91			
A-C	330			330			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	496	0.517	255	1.0	14.847	B
C-AB	283	899	0.315	282	0.9	5.853	A
C-A	380			380			
A-B	109			109			
A-C	394			394			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	438	0.718	309	2.3	26.987	D
C-AB	442	974	0.453	438	1.7	6.765	A
C-A	371			371			
A-B	134			134			
A-C	482			482			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	314	437	0.719	314	2.4	28.928	D
C-AB	444	976	0.455	444	1.7	6.851	A
C-A	369			369			
A-B	134			134			
A-C	482			482			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	495	0.518	262	1.1	15.762	C
C-AB	285	902	0.316	288	0.9	5.933	A
C-A	378			378			
A-B	109			109			
A-C	394			394			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	536	0.401	217	0.7	11.343	B
C-AB	201	848	0.237	203	0.6	5.605	A
C-A	354			354			
A-B	91			91			
A-C	330			330			

2031 Base (behavioural) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	694	100.000
B		✓	208	100.000
C		✓	475	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	0	114	580
B	98	0	109
C	380	95	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	3	1
B	0	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	16.70	1.0	C
C-AB	0.31	6.83	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	536	0.291	155	0.4	9.397	A
C-AB	120	709	0.169	119	0.3	6.098	A
C-A	237			237			
A-B	86			86			
A-C	436			436			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	498	0.375	186	0.6	11.505	B
C-AB	161	730	0.221	161	0.5	6.324	A
C-A	266			266			
A-B	102			102			
A-C	521			521			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	444	0.515	227	1.0	16.439	C
C-AB	233	763	0.306	232	0.8	6.795	A
C-A	290			290			
A-B	125			125			
A-C	638			638			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	228	444	0.515	228	1.0	16.704	C
C-AB	234	763	0.306	234	0.8	6.833	A
C-A	289			289			
A-B	125			125			
A-C	638			638			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	498	0.375	188	0.6	11.702	B
C-AB	162	731	0.221	163	0.5	6.373	A
C-A	265			265			
A-B	102			102			
A-C	521			521			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	536	0.292	157	0.4	9.526	A
C-AB	121	709	0.170	121	0.3	6.142	A
C-A	237			237			
A-B	86			86			
A-C	436			436			

2031 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		8.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	595	100.000
B		✓	295	100.000
C		✓	801	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	126	468
B	144	0	151
C	677	124	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	4
B	0	0	0
C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.79	39.80	3.4	E
C-AB	0.51	7.38	2.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	521	0.427	219	0.7	11.827	B
C-AB	224	873	0.256	221	0.7	5.519	A
C-A	379			379			
A-B	95			95			
A-C	353			353			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	477	0.556	263	1.2	16.719	C
C-AB	323	932	0.347	322	1.1	5.924	A
C-A	396			396			
A-B	114			114			
A-C	421			421			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	413	0.787	317	3.1	35.108	E
C-AB	519	1016	0.510	514	2.2	7.236	A
C-A	363			363			
A-B	139			139			
A-C	516			516			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	325	412	0.789	324	3.4	39.796	E
C-AB	522	1019	0.513	522	2.2	7.379	A
C-A	359			359			
A-B	139			139			
A-C	516			516			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	265	476	0.558	274	1.3	18.491	C
C-AB	327	936	0.349	331	1.1	6.039	A
C-A	393			393			
A-B	114			114			
A-C	421			421			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	520	0.427	224	0.8	12.266	B
C-AB	226	875	0.258	228	0.7	5.594	A
C-A	377			377			
A-B	95			95			
A-C	353			353			

2031 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	749	100.000
B		✓	215	100.000
C		✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	118	631
	B	102	0	113
	C	407	97	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	3	1
	B	0	0	2
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.56	19.51	1.3	C
C-AB	0.33	6.95	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	521	0.310	160	0.4	9.919	A
C-AB	127	716	0.178	126	0.4	6.100	A
C-A	252			252			
A-B	89			89			
A-C	475			475			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	480	0.403	192	0.7	12.483	B
C-AB	173	739	0.234	172	0.5	6.352	A
C-A	280			280			
A-B	106			106			
A-C	568			568			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	237	421	0.562	234	1.2	19.053	C
C-AB	254	775	0.328	253	0.9	6.910	A
C-A	300			300			
A-B	130			130			
A-C	695			695			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	237	421	0.562	236	1.3	19.509	C
C-AB	255	776	0.329	255	0.9	6.954	A
C-A	300			300			
A-B	130			130			
A-C	695			695			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	479	0.403	195	0.7	12.777	B
C-AB	174	741	0.234	175	0.5	6.412	A
C-A	279			279			
A-B	106			106			
A-C	568			568			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	162	521	0.311	163	0.5	10.082	B
C-AB	128	716	0.179	129	0.4	6.150	A
C-A	251			251			
A-B	89			89			
A-C	475			475			

2031 Base (behavioural) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		7.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	575	100.000
B		✓	286	100.000
C		✓	778	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	121	454
B	139	0	147
C	658	120	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	2	4
B	0	0	0
C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.74	32.18	2.7	D
C-AB	0.48	6.99	1.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	529	0.407	212	0.7	11.289	B
C-AB	211	866	0.243	208	0.6	5.475	A
C-A	375			375			
A-B	91			91			
A-C	342			342			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	486	0.528	255	1.1	15.467	C
C-AB	302	922	0.328	301	1.0	5.815	A
C-A	397			397			
A-B	109			109			
A-C	408			408			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	425	0.740	309	2.5	29.556	D
C-AB	480	1004	0.478	476	1.9	6.883	A
C-A	376			376			
A-B	134			134			
A-C	500			500			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	424	0.741	314	2.7	32.183	D
C-AB	483	1006	0.480	483	1.9	6.988	A
C-A	373			373			
A-B	134			134			
A-C	500			500			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	257	485	0.529	263	1.2	16.598	C
C-AB	305	926	0.330	309	1.0	5.911	A
C-A	394			394			
A-B	109			109			
A-C	408			408			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	215	528	0.407	217	0.7	11.645	B
C-AB	213	868	0.245	214	0.6	5.544	A
C-A	373			373			
A-B	91			91			
A-C	342			342			

2031 Base (behavioural) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barnham Road - Yapton Road - Lake Lane	T-Junction	Two-way		3.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	729	100.000
B		✓	208	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	114	615
B	98	0	110
C	397	95	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	1
B	0	0	2
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.53	17.93	1.1	C
C-AB	0.32	6.87	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	527	0.297	155	0.4	9.635	A
C-AB	123	713	0.173	122	0.3	6.084	A
C-A	247			247			
A-B	86			86			
A-C	463			463			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	487	0.384	186	0.6	11.945	B
C-AB	167	736	0.226	166	0.5	6.323	A
C-A	276			276			
A-B	102			102			
A-C	553			553			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	430	0.533	227	1.1	17.593	C
C-AB	244	770	0.316	242	0.8	6.831	A
C-A	298			298			
A-B	125			125			
A-C	677			677			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	229	429	0.533	229	1.1	17.928	C
C-AB	244	771	0.317	244	0.9	6.870	A
C-A	297			297			
A-B	125			125			
A-C	677			677			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	187	486	0.384	189	0.6	12.177	B
C-AB	167	737	0.227	169	0.5	6.373	A
C-A	275			275			
A-B	102			102			
A-C	553			553			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	527	0.297	157	0.4	9.774	A
C-AB	124	714	0.174	125	0.4	6.135	A
C-A	246			246			
A-B	86			86			
A-C	463			463			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: Elm Gove_Barnham Road.j9
Path: C:\Users\AliceHowse\Highgate Transportation\HTp - Documents\2400 - Projects\2413 - Yapton Road, Barnham\Modelling\Junctions 9\Barnham Road_Elm Grove
Report generation date: 05/01/2026 12:13:48

»2026 Base (core), AM
»2026 Base (core), PM
»2026 Base (core) + Com Dev, AM
»2026 Base (core) + Com Dev, PM
»2026 Base (core) + Com Dev + Dev, AM
»2026 Base (core) + Com Dev + Dev, PM
»2031 Base (core), AM
»2031 Base (core), PM
»2031 Base (behavioural), AM
»2031 Base (behavioural), PM
»2031 Base (core) + Com Dev, AM
»2031 Base (core) + Com Dev, PM
»2031 Base (behavioural) + Com Dev, AM
»2031 Base (behavioural) + Com Dev, PM
»2031 Base (core) + Com Dev + Dev, AM
»2031 Base (core) + Com Dev + Dev, PM
»2031 Base (behavioural) + Com Dev + Dev, AM
»2031 Base (behavioural) + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base (core)									
Stream B-ACD	D1	0.5	15.63	0.32	C	D2	0.2	11.84	0.18	B
Stream A-BCD		0.6	5.48	0.22	A		0.2	4.47	0.09	A
Stream D-ABC		0.4	12.00	0.30	B		0.1	8.11	0.08	A
Stream C-ABD		0.2	4.84	0.09	A		0.1	5.28	0.05	A
	2026 Base (core) + Com Dev									
Stream B-ACD	D3	0.6	21.51	0.39	C	D4	0.3	15.51	0.22	C
Stream A-BCD		0.9	5.59	0.27	A		0.3	4.11	0.12	A
Stream D-ABC		0.6	16.56	0.37	C		0.1	9.47	0.09	A
Stream C-ABD		0.3	4.30	0.12	A		0.1	5.04	0.07	A
	2026 Base (core) + Com Dev + Dev									
Stream B-ACD	D5	0.7	23.08	0.41	C	D6	0.3	16.44	0.23	C
Stream A-BCD		0.9	5.63	0.28	A		0.3	4.04	0.13	A
Stream D-ABC		0.6	17.82	0.38	C		0.1	9.74	0.09	A
Stream C-ABD		0.3	4.22	0.13	A		0.1	5.01	0.07	A
	2031 Base (core)									
Stream B-ACD	D7	0.0	7.58	0.03	A	D8	0.2	12.40	0.19	B
Stream A-BCD		0.0	0.00	0.00	A		0.2	4.43	0.10	A
Stream D-ABC		0.0	0.00	0.00	A		0.1	8.35	0.08	A
Stream C-ABD		0.0	5.00	0.01	A		0.1	5.26	0.06	A
	2031 Base (behavioural)									
Stream B-ACD	D9	0.5	15.79	0.33	C	D10	0.2	11.95	0.18	B
Stream A-BCD		0.6	5.47	0.22	A		0.2	4.47	0.10	A
Stream D-ABC		0.4	12.07	0.30	B		0.1	8.18	0.08	A
Stream C-ABD		0.2	4.83	0.10	A		0.1	5.27	0.06	A
	2031 Base (core) + Com Dev									
Stream B-ACD	D11	0.8	25.01	0.44	D	D12	0.3	16.92	0.25	C
Stream A-BCD		1.0	5.65	0.30	A		0.4	4.07	0.14	A

Stream D-ABC		0.7	18.60	0.40	C		0.1	9.97	0.10	A
Stream C-ABD		0.4	4.27	0.14	A		0.1	4.98	0.07	A
	2031 Base (behavioural) + Com Dev									
Stream B-ACD	D13	0.7	22.60	0.41	C	D14	0.3	16.07	0.23	C
Stream A-BCD		0.9	5.55	0.27	A		0.3	4.10	0.13	A
Stream D-ABC		0.6	17.12	0.37	C		0.1	9.71	0.09	A
Stream C-ABD		0.3	4.29	0.13	A		0.1	4.99	0.07	A
	2031 Base (core) + Com Dev + Dev									
Stream B-ACD	D15	0.8	27.30	0.47	D	D16	0.3	18.03	0.26	C
Stream A-BCD		1.1	5.72	0.31	A		0.4	4.01	0.15	A
Stream D-ABC		0.7	20.16	0.42	C		0.1	10.32	0.10	B
Stream C-ABD		0.4	4.19	0.15	A		0.1	4.95	0.08	A
	2031 Base (behavioural) + Com Dev + Dev									
Stream B-ACD	D17	0.7	24.26	0.42	C	D18	0.3	17.06	0.24	C
Stream A-BCD		1.0	5.60	0.29	A		0.4	4.03	0.14	A
Stream D-ABC		0.6	18.44	0.39	C		0.1	9.91	0.10	A
Stream C-ABD		0.4	4.22	0.14	A		0.1	4.96	0.07	A

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

File summary

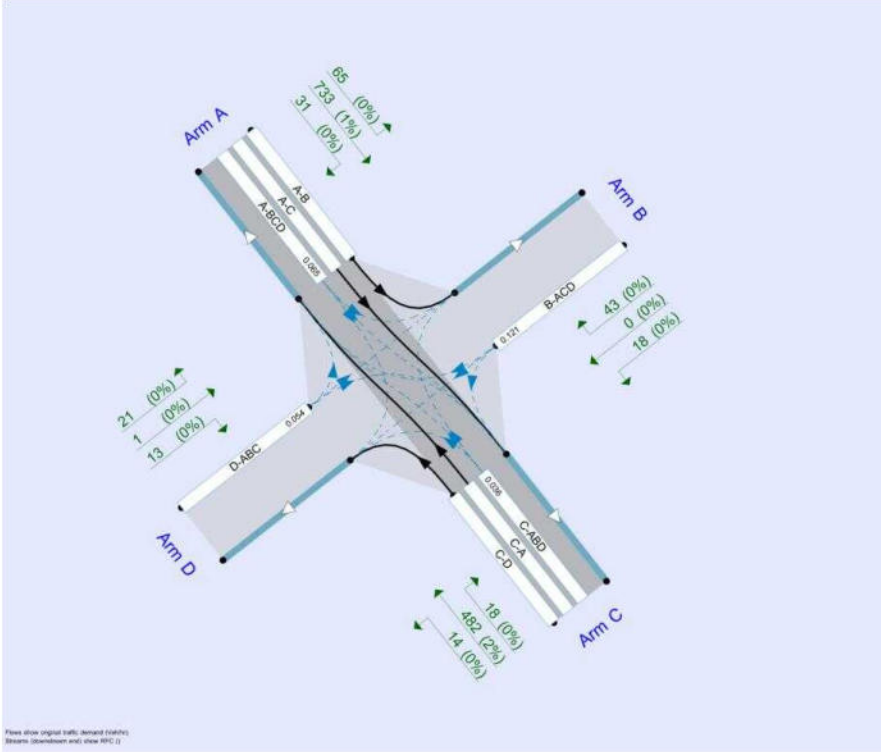
File Description

Title	
Location	Elm Grove/Barnham Road
Site number	
Date	05/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	AH
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barnham Road N		Major

B	Elm Grove N		Minor
C	Barnham Road S		Major
D	Elm Grove S		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.90			100.0	✓	0.00
C	6.90			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.70	36	42
D	One lane	4.30	52	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.235	0.336	0.235	-	-	-
B-A	546	0.096	0.241	0.241	-	-	-	0.152	0.345	-	0.241	0.241	0.121
B-C	696	0.103	0.259	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
B-D, offside lane	546	0.096	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
C-B	632	0.235	0.235	0.336	-	-	-	-	-	-	-	-	-
D-A	725	-	-	-	-	-	-	0.270	-	0.107	-	-	-
D-B, nearside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-B, offside lane	574	0.160	0.160	0.363	-	-	-	0.254	0.254	0.101	-	-	-
D-C	574	-	0.160	0.363	0.127	0.254	0.254	0.254	0.254	0.101	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	523	100.000
B		✓	99	100.000
C		✓	538	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	388	66
	B	73	0	23	3
	C	441	27	0	70
	D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	5	2
	B	0	0	0	0
	C	2	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.32	15.63	0.5	C
A-BCD	0.22	5.48	0.6	A
A-B				
A-C				
D-ABC	0.30	12.00	0.4	B
C-ABD	0.09	4.84	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	416	0.179	74	0.2	10.477	B
A-BCD	91	762	0.119	90	0.2	5.352	A
A-B	46			46			
A-C	257			257			
D-ABC	86	501	0.171	85	0.2	8.632	A
C-ABD	40	784	0.051	40	0.1	4.837	A
C-D	50			50			
C-A	315			315			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	384	0.232	89	0.3	12.165	B
A-BCD	124	794	0.155	123	0.4	5.366	A
A-B	52			52			
A-C	294			294			
D-ABC	102	470	0.218	102	0.3	9.770	A
C-ABD	55	823	0.067	55	0.1	4.692	A
C-D	59			59			
C-A	370			370			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	340	0.321	108	0.5	15.527	C
A-BCD	182	842	0.216	181	0.6	5.458	A
A-B	59			59			
A-C	334			334			
D-ABC	126	426	0.295	125	0.4	11.949	B
C-ABD	83	880	0.094	83	0.2	4.522	A
C-D	70			70			
C-A	440			440			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	339	0.321	109	0.5	15.633	C
A-BCD	182	842	0.217	182	0.6	5.477	A
A-B	59			59			
A-C	334			334			
D-ABC	126	425	0.295	126	0.4	12.001	B
C-ABD	83	880	0.094	83	0.2	4.524	A
C-D	70			70			
C-A	440			440			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	384	0.232	90	0.3	12.269	B
A-BCD	124	795	0.156	125	0.4	5.397	A
A-B	52			52			
A-C	294			294			
D-ABC	102	470	0.218	103	0.3	9.834	A
C-ABD	55	823	0.067	56	0.1	4.692	A
C-D	59			59			
C-A	370			370			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	416	0.179	75	0.2	10.571	B
A-BCD	91	762	0.120	92	0.3	5.384	A
A-B	46			46			
A-C	257			257			
D-ABC	86	501	0.171	86	0.2	8.688	A
C-ABD	40	784	0.051	40	0.1	4.841	A
C-D	50			50			
C-A	315			315			

2026 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	586	100.000
B		✓	61	100.000
C		✓	359	100.000
D		✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	64	492	30
	B	43	0	18	0
	C	327	18	0	14
	D	20	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.18	11.84	0.2	B
A-BCD	0.09	4.47	0.2	A
A-B				
A-C				
D-ABC	0.08	8.11	0.1	A
C-ABD	0.05	5.28	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	46	440	0.104	45	0.1	9.120	A
A-BCD	44	850	0.052	44	0.1	4.464	A
A-B	46			46			
A-C	351			351			
D-ABC	26	539	0.048	25	0.0	7.009	A
C-ABD	21	705	0.030	21	0.0	5.268	A
C-D	10			10			
C-A	239			239			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	411	0.133	55	0.2	10.094	B
A-BCD	61	897	0.068	61	0.1	4.306	A
A-B	54			54			
A-C	412			412			
D-ABC	31	515	0.059	31	0.1	7.428	A
C-ABD	28	722	0.039	28	0.1	5.183	A
C-D	12			12			
C-A	282			282			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	371	0.181	67	0.2	11.813	B
A-BCD	91	962	0.095	91	0.2	4.130	A
A-B	64			64			
A-C	490			490			
D-ABC	37	481	0.078	37	0.1	8.112	A
C-ABD	40	749	0.053	40	0.1	5.074	A
C-D	15			15			
C-A	341			341			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	371	0.181	67	0.2	11.836	B
A-BCD	91	962	0.095	91	0.2	4.135	A
A-B	64			64			
A-C	490			490			
D-ABC	37	481	0.078	37	0.1	8.114	A
C-ABD	40	749	0.053	40	0.1	5.081	A
C-D	15			15			
C-A	341			341			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	411	0.133	55	0.2	10.122	B
A-BCD	61	897	0.068	62	0.1	4.317	A
A-B	54			54			
A-C	412			412			
D-ABC	31	515	0.059	31	0.1	7.436	A
C-ABD	28	722	0.039	28	0.1	5.193	A
C-D	12			12			
C-A	282			282			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	440	0.104	46	0.1	9.154	A
A-BCD	45	851	0.053	45	0.1	4.474	A
A-B	46			46			
A-C	351			351			
D-ABC	26	539	0.048	26	0.1	7.014	A
C-ABD	21	705	0.030	21	0.0	5.276	A
C-D	10			10			

C-A	239			239			

2026 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	618	100.000
B		✓	99	100.000
C		✓	755	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	483	66
	B	73	0	23	3
	C	658	27	0	70
	D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	4	2
	B	0	0	0	0
	C	1	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.39	21.51	0.6	C
A-BCD	0.27	5.59	0.9	A
A-B				
A-C				
D-ABC	0.37	16.56	0.6	C
C-ABD	0.12	4.30	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	375	0.199	74	0.2	11.887	B
A-BCD	106	785	0.135	104	0.3	5.294	A
A-B	45			45			
A-C	315			315			
D-ABC	86	449	0.191	85	0.2	9.871	A
C-ABD	53	890	0.059	53	0.1	4.297	A
C-D	50			50			
C-A	466			466			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	334	0.266	89	0.4	14.614	B
A-BCD	150	824	0.182	149	0.5	5.343	A
A-B	51			51			
A-C	355			355			
D-ABC	102	406	0.253	102	0.3	11.842	B
C-ABD	78	953	0.082	78	0.2	4.117	A
C-D	58			58			
C-A	543			543			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	277	0.394	108	0.6	21.173	C
A-BCD	235	883	0.266	234	0.8	5.557	A
A-B	56			56			
A-C	390			390			
D-ABC	126	343	0.366	125	0.6	16.390	C
C-ABD	129	1045	0.123	128	0.3	3.934	A
C-D	68			68			
C-A	635			635			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	276	0.395	109	0.6	21.505	C
A-BCD	236	884	0.267	236	0.9	5.589	A
A-B	56			56			
A-C	389			389			
D-ABC	126	343	0.366	125	0.6	16.562	C
C-ABD	129	1045	0.123	129	0.3	3.937	A
C-D	68			68			
C-A	635			635			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	334	0.267	90	0.4	14.848	B
A-BCD	151	825	0.183	152	0.5	5.381	A
A-B	51			51			
A-C	354			354			
D-ABC	102	405	0.253	103	0.3	11.974	B
C-ABD	78	953	0.082	79	0.2	4.114	A
C-D	58			58			
C-A	543			543			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	375	0.199	75	0.3	12.033	B
A-BCD	107	785	0.136	107	0.3	5.329	A
A-B	45			45			
A-C	314			314			
D-ABC	86	448	0.192	86	0.2	9.963	A
C-ABD	53	890	0.060	53	0.1	4.300	A
C-D	50			50			
C-A	466			466			

2026 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	777	100.000
B		✓	61	100.000
C		✓	478	100.000
D		✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	64	683	30
B	43	0	18	0
C	446	18	0	14
D	20	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	1	0
B	0	0	0	0
C	2	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.22	15.51	0.3	C
A-BCD	0.12	4.11	0.3	A
A-B				
A-C				
D-ABC	0.09	9.47	0.1	A
C-ABD	0.07	5.04	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	392	0.117	45	0.1	10.373	B
A-BCD	57	935	0.061	56	0.1	4.097	A
A-B	45			45			
A-C	483			483			
D-ABC	26	499	0.051	25	0.1	7.598	A
C-ABD	26	741	0.034	25	0.0	5.030	A
C-D	10			10			
C-A	324			324			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	354	0.155	55	0.2	12.040	B
A-BCD	83	1000	0.083	82	0.2	3.923	A
A-B	53			53			
A-C	563			563			
D-ABC	31	466	0.066	31	0.1	8.269	A
C-ABD	35	768	0.046	35	0.1	4.907	A
C-D	12			12			
C-A	382			382			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	299	0.225	67	0.3	15.446	C
A-BCD	134	1094	0.123	134	0.3	3.751	A
A-B	62			62			
A-C	660			660			
D-ABC	38	418	0.090	37	0.1	9.458	A
C-ABD	53	810	0.066	53	0.1	4.754	A
C-D	14			14			
C-A	459			459			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	299	0.225	67	0.3	15.509	C
A-BCD	135	1094	0.123	135	0.3	3.754	A
A-B	62			62			
A-C	659			659			
D-ABC	38	418	0.090	38	0.1	9.468	A
C-ABD	53	810	0.066	53	0.1	4.760	A
C-D	14			14			
C-A	459			459			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	353	0.155	55	0.2	12.097	B
A-BCD	83	1001	0.083	84	0.2	3.932	A
A-B	53			53			
A-C	563			563			
D-ABC	31	466	0.066	31	0.1	8.281	A
C-ABD	35	768	0.046	36	0.1	4.919	A
C-D	12			12			
C-A	382			382			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	392	0.117	46	0.1	10.424	B
A-BCD	57	935	0.061	57	0.1	4.106	A
A-B	45			45			
A-C	483			483			
D-ABC	26	499	0.052	26	0.1	7.613	A
C-ABD	26	741	0.035	26	0.0	5.039	A
C-D	10			10			
C-A	324			324			

2026 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	634	100.000
B		✓	99	100.000
C		✓	793	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	499	66
	B	73	0	23	3
	C	696	27	0	70
	D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	4	2
	B	0	0	0	0
	C	1	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.41	23.08	0.7	C
A-BCD	0.28	5.63	0.9	A
A-B				
A-C				
D-ABC	0.38	17.82	0.6	C
C-ABD	0.13	4.22	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	75	368	0.202	74	0.2	12.178	B
A-BCD	109	788	0.138	107	0.3	5.288	A
A-B	45			45			
A-C	324			324			
D-ABC	86	439	0.195	85	0.2	10.133	B
C-ABD	56	909	0.061	55	0.1	4.216	A
C-D	49			49			
C-A	492			492			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	325	0.273	89	0.4	15.162	C
A-BCD	156	829	0.188	155	0.5	5.346	A
A-B	50			50			
A-C	364			364			
D-ABC	102	394	0.260	102	0.3	12.313	B
C-ABD	83	976	0.085	83	0.2	4.033	A
C-D	58			58			
C-A	572			572			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	265	0.411	108	0.7	22.658	C
A-BCD	247	891	0.277	245	0.9	5.597	A
A-B	55			55			
A-C	397			397			
D-ABC	126	328	0.383	124	0.6	17.596	C
C-ABD	139	1074	0.130	139	0.3	3.858	A
C-D	67			67			
C-A	667			667			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	265	0.412	109	0.7	23.076	C
A-BCD	248	891	0.278	248	0.9	5.630	A
A-B	55			55			
A-C	396			396			
D-ABC	126	327	0.383	125	0.6	17.819	C
C-ABD	140	1074	0.130	140	0.3	3.860	A
C-D	67			67			
C-A	666			666			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	324	0.274	90	0.4	15.441	C
A-BCD	157	831	0.188	158	0.5	5.389	A
A-B	50			50			
A-C	363			363			
D-ABC	102	393	0.261	103	0.4	12.473	B
C-ABD	83	976	0.085	84	0.2	4.033	A
C-D	58			58			
C-A	572			572			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	367	0.203	75	0.3	12.341	B
A-BCD	110	789	0.139	110	0.3	5.326	A
A-B	45			45			
A-C	323			323			
D-ABC	86	438	0.196	86	0.2	10.233	B
C-ABD	56	909	0.062	56	0.1	4.218	A
C-D	49			49			

C-A	492			492			

2026 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	813	100.000
B		✓	61	100.000
C		✓	495	100.000
D		✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C	D
A	0	64	719	30
B	43	0	18	0
C	463	18	0	14
D	20	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C	D
A	0	0	1	0
B	0	0	0	0
C	2	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.23	16.44	0.3	C
A-BCD	0.13	4.04	0.3	A
A-B				
A-C				
D-ABC	0.09	9.74	0.1	A
C-ABD	0.07	5.01	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	383	0.120	45	0.1	10.623	B
A-BCD	59	952	0.062	59	0.1	4.031	A
A-B	45			45			
A-C	508			508			
D-ABC	26	492	0.052	25	0.1	7.705	A
C-ABD	26	745	0.035	26	0.0	5.006	A
C-D	10			10			
C-A	336			336			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	343	0.160	55	0.2	12.478	B
A-BCD	87	1021	0.085	87	0.2	3.854	A
A-B	53			53			
A-C	591			591			
D-ABC	31	458	0.067	30	0.1	8.427	A
C-ABD	36	774	0.047	36	0.1	4.878	A
C-D	12			12			
C-A	397			397			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	286	0.235	67	0.3	16.364	C
A-BCD	144	1120	0.129	144	0.3	3.689	A
A-B	61			61			
A-C	690			690			
D-ABC	37	407	0.092	37	0.1	9.732	A
C-ABD	56	818	0.068	55	0.1	4.721	A
C-D	14			14			
C-A	475			475			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	286	0.235	67	0.3	16.444	C
A-BCD	145	1121	0.129	145	0.3	3.694	A
A-B	61			61			
A-C	689			689			
D-ABC	37	407	0.092	37	0.1	9.743	A
C-ABD	56	818	0.068	56	0.1	4.729	A
C-D	14			14			
C-A	475			475			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	343	0.160	55	0.2	12.546	B
A-BCD	88	1021	0.086	88	0.2	3.865	A
A-B	53			53			
A-C	591			591			
D-ABC	31	457	0.067	31	0.1	8.440	A
C-ABD	37	774	0.047	37	0.1	4.893	A
C-D	12			12			
C-A	396			396			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	383	0.120	46	0.1	10.695	B
A-BCD	60	952	0.063	60	0.1	4.039	A
A-B	45			45			
A-C	507			507			
D-ABC	26	492	0.052	26	0.1	7.719	A
C-ABD	26	745	0.035	26	0.0	5.015	A
C-D	10			10			
C-A	336			336			

2031 Base (core), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	496	100.000
B		✓	13	100.000
C		✓	350	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C	D
A	0	1	495	0
B	3	0	10	0
C	347	3	0	0
D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C	D
A	0	0	1	0
B	0	0	0	0
C	2	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	7.58	0.0	A
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.01	5.00	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10	543	0.018	10	0.0	6.755	A
A-BCD	0	567	0.000	0	0.0	0.000	A
A-B	0.75			0.75			
A-C	373			373			
D-ABC	0	484	0.000	0	0.0	0.000	A
C-ABD	4	724	0.005	4	0.0	4.996	A
C-D	0			0			
C-A	260			260			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	12	520	0.022	12	0.0	7.076	A
A-BCD	0	555	0.000	0	0.0	0.000	A
A-B	0.90			0.90			
A-C	445			445			
D-ABC	0	459	0.000	0	0.0	0.000	A
C-ABD	5	745	0.006	5	0.0	4.860	A
C-D	0			0			
C-A	310			310			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	489	0.029	14	0.0	7.581	A
A-BCD	0	538	0.000	0	0.0	0.000	A
A-B	1			1			
A-C	545			545			
D-ABC	0	426	0.000	0	0.0	0.000	A
C-ABD	7	775	0.008	7	0.0	4.678	A
C-D	0			0			
C-A	379			379			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	489	0.029	14	0.0	7.581	A
A-BCD	0	538	0.000	0	0.0	0.000	A
A-B	1			1			
A-C	545			545			
D-ABC	0	426	0.000	0	0.0	0.000	A
C-ABD	7	775	0.008	7	0.0	4.681	A
C-D	0			0			
C-A	379			379			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	12	520	0.022	12	0.0	7.080	A
A-BCD	0	555	0.000	0	0.0	0.000	A
A-B	0.90			0.90			
A-C	445			445			
D-ABC	0	459	0.000	0	0.0	0.000	A
C-ABD	5	745	0.006	5	0.0	4.867	A
C-D	0			0			
C-A	310			310			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	10	543	0.018	10	0.0	6.756	A
A-BCD	0	567	0.000	0	0.0	0.000	A
A-B	0.75			0.75			
A-C	373			373			
D-ABC	0	484	0.000	0	0.0	0.000	A
C-ABD	4	724	0.005	4	0.0	4.999	A
C-D	0			0			
C-A	260			260			

2031 Base (core), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	616	100.000
B		✓	64	100.000
C		✓	378	100.000
D		✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	67	517	32
	B	45	0	19	0
	C	344	19	0	15
	D	21	1	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.19	12.40	0.2	B
A-BCD	0.10	4.43	0.2	A
A-B				
A-C				
D-ABC	0.08	8.35	0.1	A
C-ABD	0.06	5.26	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	48	433	0.111	48	0.1	9.330	A
A-BCD	49	862	0.057	49	0.1	4.425	A
A-B	48			48			
A-C	367			367			
D-ABC	27	533	0.051	27	0.1	7.115	A
C-ABD	23	709	0.033	23	0.0	5.247	A
C-D	11			11			
C-A	250			250			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	403	0.142	57	0.2	10.412	B
A-BCD	68	911	0.075	68	0.1	4.268	A
A-B	56			56			
A-C	430			430			
D-ABC	33	507	0.064	32	0.1	7.580	A
C-ABD	31	728	0.043	31	0.1	5.161	A
C-D	13			13			
C-A	296			296			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	361	0.195	70	0.2	12.366	B
A-BCD	103	981	0.105	102	0.2	4.098	A
A-B	66			66			
A-C	510			510			
D-ABC	40	471	0.085	40	0.1	8.342	A
C-ABD	44	756	0.059	44	0.1	5.051	A
C-D	15			15			
C-A	356			356			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	361	0.195	70	0.2	12.396	B
A-BCD	103	981	0.105	103	0.2	4.103	A
A-B	66			66			
A-C	509			509			
D-ABC	40	471	0.085	40	0.1	8.347	A
C-ABD	44	756	0.059	44	0.1	5.057	A
C-D	15			15			
C-A	356			356			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	403	0.143	58	0.2	10.446	B
A-BCD	68	911	0.075	69	0.1	4.280	A
A-B	56			56			
A-C	430			430			
D-ABC	33	507	0.064	33	0.1	7.589	A
C-ABD	31	728	0.043	31	0.1	5.176	A
C-D	13			13			
C-A	296			296			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	433	0.111	48	0.1	9.366	A
A-BCD	49	862	0.057	49	0.1	4.433	A
A-B	48			48			
A-C	367			367			
D-ABC	27	533	0.051	27	0.1	7.128	A
C-ABD	23	709	0.033	23	0.0	5.257	A
C-D	11			11			

C-A	250			250			

2031 Base (behavioural), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	100	100.000
C		✓	542	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	391	66
	B	73	0	23	3
	C	444	28	0	70
	D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	5	2
	B	0	0	0	0
	C	2	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.33	15.79	0.5	C
A-BCD	0.22	5.47	0.6	A
A-B				
A-C				
D-ABC	0.30	12.07	0.4	B
C-ABD	0.10	4.83	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	416	0.181	74	0.2	10.521	B
A-BCD	91	765	0.119	90	0.2	5.334	A
A-B	46			46			
A-C	259			259			
D-ABC	86	500	0.172	85	0.2	8.656	A
C-ABD	41	786	0.052	41	0.1	4.828	A
C-D	50			50			
C-A	317			317			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	383	0.234	90	0.3	12.239	B
A-BCD	125	798	0.156	124	0.4	5.347	A
A-B	53			53			
A-C	296			296			
D-ABC	103	469	0.219	102	0.3	9.812	A
C-ABD	57	825	0.068	56	0.1	4.686	A
C-D	59			59			
C-A	372			372			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	338	0.325	109	0.5	15.680	C
A-BCD	184	845	0.217	183	0.6	5.445	A
A-B	60			60			
A-C	336			336			
D-ABC	126	424	0.297	125	0.4	12.016	B
C-ABD	85	882	0.096	85	0.2	4.517	A
C-D	70			70			
C-A	441			441			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	338	0.326	110	0.5	15.793	C
A-BCD	184	845	0.218	184	0.6	5.465	A
A-B	60			60			
A-C	336			336			
D-ABC	126	424	0.297	126	0.4	12.071	B
C-ABD	85	882	0.097	85	0.2	4.519	A
C-D	70			70			
C-A	441			441			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	383	0.235	91	0.3	12.346	B
A-BCD	125	798	0.157	126	0.4	5.383	A
A-B	53			53			
A-C	296			296			
D-ABC	103	469	0.219	103	0.3	9.870	A
C-ABD	57	825	0.069	57	0.1	4.684	A
C-D	59			59			
C-A	371			371			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	415	0.181	76	0.2	10.614	B
A-BCD	92	765	0.120	92	0.3	5.365	A
A-B	46			46			
A-C	259			259			
D-ABC	86	500	0.172	86	0.2	8.709	A
C-ABD	41	786	0.052	41	0.1	4.831	A
C-D	50			50			
C-A	317			317			

2031 Base (behavioural), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	594	100.000
B		✓	62	100.000
C		✓	364	100.000
D		✓	35	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	65	498	31
B	43	0	18	0
C	331	18	0	14
D	21	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	2	0
B	0	0	0	0
C	2	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.18	11.95	0.2	B
A-BCD	0.10	4.47	0.2	A
A-B				
A-C				
D-ABC	0.08	8.18	0.1	A
C-ABD	0.06	5.27	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	439	0.106	46	0.1	9.154	A
A-BCD	46	853	0.054	46	0.1	4.457	A
A-B	46			46			
A-C	355			355			
D-ABC	26	537	0.049	26	0.1	7.035	A
C-ABD	22	706	0.031	22	0.0	5.266	A
C-D	10			10			
C-A	242			242			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	410	0.135	55	0.2	10.154	B
A-BCD	63	900	0.070	63	0.1	4.302	A
A-B	54			54			
A-C	416			416			
D-ABC	31	513	0.061	31	0.1	7.472	A
C-ABD	29	724	0.040	29	0.1	5.180	A
C-D	12			12			
C-A	286			286			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	369	0.184	67	0.2	11.922	B
A-BCD	95	967	0.098	94	0.2	4.126	A
A-B	64			64			
A-C	495			495			
D-ABC	38	478	0.080	38	0.1	8.176	A
C-ABD	41	751	0.055	41	0.1	5.071	A
C-D	15			15			
C-A	345			345			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	369	0.184	68	0.2	11.947	B
A-BCD	95	967	0.098	95	0.2	4.132	A
A-B	64			64			
A-C	495			495			
D-ABC	38	478	0.080	38	0.1	8.182	A
C-ABD	41	750	0.055	41	0.1	5.077	A
C-D	15			15			
C-A	344			344			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	409	0.135	56	0.2	10.182	B
A-BCD	64	900	0.071	64	0.1	4.311	A
A-B	54			54			
A-C	416			416			
D-ABC	31	513	0.061	31	0.1	7.477	A
C-ABD	29	723	0.040	29	0.1	5.192	A
C-D	12			12			
C-A	286			286			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	438	0.106	46	0.1	9.191	A
A-BCD	46	853	0.054	46	0.1	4.467	A
A-B	46			46			
A-C	355			355			
D-ABC	26	537	0.049	26	0.1	7.046	A
C-ABD	22	705	0.031	22	0.0	5.273	A
C-D	10			10			
C-A	241			241			

2031 Base (core) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	658	100.000
B		✓	104	100.000
C		✓	787	100.000
D		✓	119	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To A	To B	To C	To D
A	0	72	517	69
B	77	0	24	3
C	685	29	0	73
D	67	2	50	0

Vehicle Mix

Heavy Vehicle Percentages

From	To A	To B	To C	To D
A	0	1	4	2
B	0	0	0	0
C	1	4	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.44	25.01	0.8	D
A-BCD	0.30	5.65	1.0	A
A-B				
A-C				
D-ABC	0.40	18.60	0.7	C
C-ABD	0.14	4.27	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	78	364	0.215	77	0.3	12.508	B
A-BCD	116	802	0.145	115	0.4	5.244	A
A-B	46			46			
A-C	333			333			
D-ABC	90	438	0.205	89	0.3	10.274	B
C-ABD	59	902	0.065	58	0.1	4.266	A
C-D	52			52			
C-A	482			482			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	320	0.292	93	0.4	15.793	C
A-BCD	168	845	0.198	167	0.5	5.315	A
A-B	52			52			
A-C	372			372			
D-ABC	107	392	0.273	107	0.4	12.583	B
C-ABD	88	968	0.091	87	0.2	4.091	A
C-D	60			60			
C-A	560			560			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115	259	0.443	113	0.8	24.441	C
A-BCD	268	910	0.294	266	1.0	5.611	A
A-B	56			56			
A-C	401			401			
D-ABC	131	325	0.403	130	0.7	18.326	C
C-ABD	148	1064	0.139	147	0.4	3.932	A
C-D	69			69			
C-A	649			649			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115	258	0.444	115	0.8	25.013	D
A-BCD	269	911	0.295	269	1.0	5.649	A
A-B	56			56			
A-C	400			400			
D-ABC	131	324	0.404	131	0.7	18.595	C
C-ABD	148	1064	0.139	148	0.4	3.937	A
C-D	69			69			
C-A	649			649			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	319	0.293	95	0.4	16.145	C
A-BCD	169	847	0.199	170	0.6	5.363	A
A-B	52			52			
A-C	371			371			
D-ABC	107	391	0.273	108	0.4	12.767	B
C-ABD	88	968	0.091	89	0.2	4.095	A
C-D	60			60			
C-A	560			560			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	78	363	0.216	79	0.3	12.695	B
A-BCD	118	803	0.146	118	0.4	5.284	A
A-B	46			46			
A-C	332			332			
D-ABC	90	437	0.205	90	0.3	10.385	B
C-ABD	59	902	0.066	60	0.1	4.271	A
C-D	52			52			

C-A	482			482			

2031 Base (core) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	815	100.000
B		✓	64	100.000
C		✓	512	100.000
D		✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	67	716	32
	B	45	0	19	0
	C	478	19	0	15
	D	21	1	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.25	16.92	0.3	C
A-BCD	0.14	4.07	0.4	A
A-B				
A-C				
D-ABC	0.10	9.97	0.1	A
C-ABD	0.07	4.98	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	382	0.126	47	0.1	10.756	B
A-BCD	63	949	0.067	63	0.1	4.061	A
A-B	47			47			
A-C	503			503			
D-ABC	27	489	0.056	27	0.1	7.793	A
C-ABD	28	753	0.038	28	0.1	4.966	A
C-D	11			11			
C-A	346			346			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	341	0.168	57	0.2	12.682	B
A-BCD	93	1018	0.092	93	0.2	3.890	A
A-B	55			55			
A-C	585			585			
D-ABC	33	453	0.072	32	0.1	8.558	A
C-ABD	40	784	0.051	40	0.1	4.836	A
C-D	13			13			
C-A	408			408			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	283	0.248	70	0.3	16.827	C
A-BCD	155	1118	0.139	154	0.4	3.740	A
A-B	64			64			
A-C	679			679			
D-ABC	40	401	0.099	40	0.1	9.956	A
C-ABD	61	830	0.074	61	0.1	4.679	A
C-D	15			15			
C-A	487			487			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	283	0.248	70	0.3	16.920	C
A-BCD	155	1118	0.139	155	0.4	3.744	A
A-B	64			64			
A-C	679			679			
D-ABC	40	401	0.099	40	0.1	9.968	A
C-ABD	61	830	0.074	61	0.1	4.685	A
C-D	15			15			
C-A	487			487			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	57	340	0.169	58	0.2	12.760	B
A-BCD	94	1019	0.092	94	0.2	3.904	A
A-B	55			55			
A-C	584			584			
D-ABC	33	453	0.072	33	0.1	8.571	A
C-ABD	40	784	0.051	40	0.1	4.850	A
C-D	13			13			
C-A	407			407			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	381	0.126	48	0.1	10.819	B
A-BCD	64	950	0.067	64	0.1	4.071	A
A-B	47			47			
A-C	503			503			
D-ABC	27	488	0.056	27	0.1	7.809	A
C-ABD	29	753	0.038	29	0.1	4.977	A
C-D	11			11			
C-A	346			346			

2031 Base (behavioural) + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	636	100.000
B		✓	100	100.000
C		✓	765	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	69	501	66
B	73	0	23	3
C	667	28	0	70
D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	1	4	2
B	0	0	0	0
C	1	4	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.41	22.60	0.7	C
A-BCD	0.27	5.55	0.9	A
A-B				
A-C				
D-ABC	0.37	17.12	0.6	C
C-ABD	0.13	4.29	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	371	0.203	74	0.3	12.093	B
A-BCD	109	794	0.137	107	0.3	5.240	A
A-B	45			45			
A-C	325			325			
D-ABC	86	445	0.193	85	0.2	9.983	A
C-ABD	55	893	0.061	54	0.1	4.290	A
C-D	50			50			
C-A	471			471			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	329	0.273	89	0.4	14.998	B
A-BCD	155	836	0.186	155	0.5	5.288	A
A-B	51			51			
A-C	366			366			
D-ABC	103	401	0.256	102	0.3	12.047	B
C-ABD	81	957	0.085	81	0.2	4.112	A
C-D	58			58			
C-A	549			549			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	270	0.408	109	0.7	22.208	C
A-BCD	245	898	0.273	244	0.9	5.522	A
A-B	55			55			
A-C	400			400			
D-ABC	126	337	0.374	125	0.6	16.923	C
C-ABD	135	1050	0.128	134	0.3	3.939	A
C-D	68			68			
C-A	640			640			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	269	0.409	110	0.7	22.605	C
A-BCD	246	899	0.274	246	0.9	5.554	A
A-B	55			55			
A-C	399			399			
D-ABC	126	336	0.374	126	0.6	17.117	C
C-ABD	135	1050	0.129	135	0.3	3.942	A
C-D	68			68			
C-A	639			639			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	328	0.274	91	0.4	15.268	C
A-BCD	156	837	0.187	158	0.5	5.335	A
A-B	51			51			
A-C	365			365			
D-ABC	103	400	0.257	104	0.4	12.192	B
C-ABD	81	957	0.085	82	0.2	4.112	A
C-D	58			58			
C-A	548			548			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	370	0.203	76	0.3	12.252	B
A-BCD	110	795	0.138	110	0.3	5.280	A
A-B	45			45			
A-C	325			325			
D-ABC	86	444	0.194	86	0.2	10.078	B
C-ABD	55	893	0.062	55	0.1	4.295	A
C-D	50			50			
C-A	471			471			

2031 Base (behavioural) + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	793	100.000
B		✓	62	100.000
C		✓	498	100.000
D		✓	35	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	65	697	31
	B	43	0	18	0
	C	465	18	0	14
	D	21	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.23	16.07	0.3	C
A-BCD	0.13	4.10	0.3	A
A-B				
A-C				
D-ABC	0.09	9.71	0.1	A
C-ABD	0.07	4.99	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	46	387	0.120	46	0.1	10.527	B
A-BCD	59	940	0.063	59	0.1	4.086	A
A-B	46			46			
A-C	492			492			
D-ABC	26	494	0.053	26	0.1	7.697	A
C-ABD	27	749	0.036	27	0.0	4.981	A
C-D	10			10			
C-A	338			338			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	348	0.159	55	0.2	12.297	B
A-BCD	87	1007	0.086	87	0.2	3.912	A
A-B	53			53			
A-C	573			573			
D-ABC	31	459	0.068	31	0.1	8.413	A
C-ABD	37	779	0.048	37	0.1	4.853	A
C-D	12			12			
C-A	398			398			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	292	0.232	67	0.3	15.998	C
A-BCD	142	1103	0.129	142	0.3	3.747	A
A-B	62			62			
A-C	668			668			
D-ABC	38	409	0.094	38	0.1	9.704	A
C-ABD	57	823	0.069	57	0.1	4.694	A
C-D	15			15			
C-A	477			477			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	292	0.232	68	0.3	16.072	C
A-BCD	143	1103	0.129	143	0.3	3.753	A
A-B	62			62			
A-C	668			668			
D-ABC	38	409	0.094	38	0.1	9.715	A
C-ABD	57	823	0.069	57	0.1	4.700	A
C-D	15			15			
C-A	477			477			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	347	0.159	56	0.2	12.365	B
A-BCD	87	1007	0.087	88	0.2	3.923	A
A-B	53			53			
A-C	572			572			
D-ABC	31	459	0.068	31	0.1	8.426	A
C-ABD	37	779	0.048	38	0.1	4.866	A
C-D	12			12			
C-A	398			398			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	387	0.120	47	0.1	10.580	B
A-BCD	60	940	0.064	60	0.1	4.095	A
A-B	46			46			
A-C	491			491			
D-ABC	26	493	0.053	26	0.1	7.710	A
C-ABD	27	749	0.036	27	0.0	4.990	A
C-D	10			10			

C-A	338			338			

2031 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	674	100.000
B		✓	104	100.000
C		✓	826	100.000
D		✓	119	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C	D
A	0	72	533	69
B	77	0	24	3
C	724	29	0	73
D	67	2	50	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C	D
A	0	1	4	2
B	0	0	0	0
C	1	4	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.47	27.30	0.8	D
A-BCD	0.31	5.72	1.1	A
A-B				
A-C				
D-ABC	0.42	20.16	0.7	C
C-ABD	0.15	4.19	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	78	356	0.220	77	0.3	12.862	B
A-BCD	120	804	0.149	118	0.4	5.251	A
A-B	46			46			
A-C	341			341			
D-ABC	90	429	0.209	89	0.3	10.548	B
C-ABD	63	921	0.068	62	0.1	4.192	A
C-D	51			51			
C-A	508			508			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	311	0.301	93	0.4	16.482	C
A-BCD	174	849	0.205	173	0.6	5.334	A
A-B	51			51			
A-C	381			381			
D-ABC	107	381	0.281	106	0.4	13.099	B
C-ABD	94	992	0.095	94	0.2	4.018	A
C-D	59			59			
C-A	589			589			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115	247	0.464	113	0.8	26.540	D
A-BCD	282	916	0.307	280	1.1	5.678	A
A-B	55			55			
A-C	406			406			
D-ABC	131	310	0.422	130	0.7	19.808	C
C-ABD	162	1094	0.148	162	0.4	3.869	A
C-D	68			68			
C-A	679			679			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115	246	0.465	114	0.8	27.298	D
A-BCD	283	918	0.308	283	1.1	5.720	A
A-B	55			55			
A-C	404			404			
D-ABC	131	309	0.424	131	0.7	20.163	C
C-ABD	163	1095	0.149	163	0.4	3.871	A
C-D	68			68			
C-A	678			678			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	309	0.302	95	0.4	16.913	C
A-BCD	175	851	0.206	177	0.6	5.389	A
A-B	51			51			
A-C	379			379			
D-ABC	107	380	0.282	108	0.4	13.323	B
C-ABD	95	992	0.096	96	0.2	4.018	A
C-D	59			59			
C-A	588			588			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	78	355	0.221	79	0.3	13.070	B
A-BCD	121	805	0.150	122	0.4	5.296	A
A-B	46			46			
A-C	340			340			
D-ABC	90	428	0.209	90	0.3	10.671	B
C-ABD	63	921	0.069	63	0.1	4.194	A
C-D	51			51			
C-A	508			508			

2031 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	850	100.000
B		✓	64	100.000
C		✓	529	100.000
D		✓	36	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	D
A	0	67	751	32
B	45	0	19	0
C	495	19	0	15
D	21	1	14	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	1	0
B	0	0	0	0
C	2	0	0	0
D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.26	18.03	0.3	C
A-BCD	0.15	4.01	0.4	A
A-B				
A-C				
D-ABC	0.10	10.32	0.1	B
C-ABD	0.08	4.95	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	373	0.129	48	0.1	11.045	B
A-BCD	66	966	0.069	66	0.1	3.999	A
A-B	47			47			
A-C	527			527			
D-ABC	27	481	0.056	27	0.1	7.928	A
C-ABD	29	758	0.038	29	0.1	4.937	A
C-D	11			11			
C-A	358			358			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	330	0.174	57	0.2	13.170	B
A-BCD	99	1039	0.095	99	0.2	3.828	A
A-B	54			54			
A-C	611			611			
D-ABC	32	443	0.073	32	0.1	8.759	A
C-ABD	41	790	0.052	41	0.1	4.803	A
C-D	13			13			
C-A	422			422			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	270	0.261	70	0.3	17.916	C
A-BCD	167	1144	0.146	166	0.4	3.687	A
A-B	63			63			
A-C	706			706			
D-ABC	40	389	0.102	39	0.1	10.303	B
C-ABD	64	839	0.076	63	0.1	4.641	A
C-D	15			15			
C-A	504			504			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	70	270	0.261	70	0.3	18.033	C
A-BCD	167	1144	0.146	167	0.4	3.691	A
A-B	63			63			
A-C	705			705			
D-ABC	40	388	0.102	40	0.1	10.322	B
C-ABD	64	839	0.076	64	0.1	4.648	A
C-D	15			15			
C-A	503			503			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	330	0.174	58	0.2	13.265	B
A-BCD	99	1039	0.096	100	0.2	3.841	A
A-B	54			54			
A-C	610			610			
D-ABC	32	443	0.073	32	0.1	8.774	A
C-ABD	41	790	0.052	41	0.1	4.816	A
C-D	13			13			
C-A	422			422			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	373	0.129	48	0.2	11.114	B
A-BCD	67	966	0.069	67	0.1	4.009	A
A-B	47			47			
A-C	526			526			
D-ABC	27	480	0.056	27	0.1	7.946	A
C-ABD	29	758	0.038	29	0.1	4.947	A
C-D	11			11			
C-A	358			358			

2031 Base (behavioural) + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	652	100.000
B		✓	99	100.000
C		✓	804	100.000
D		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	69	517	66
	B	73	0	23	3
	C	706	28	0	70
	D	64	2	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	4	2
	B	0	0	0	0
	C	1	4	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.42	24.26	0.7	C
A-BCD	0.29	5.60	1.0	A
A-B				
A-C				
D-ABC	0.39	18.44	0.6	C
C-ABD	0.14	4.22	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	75	363	0.205	74	0.3	12.385	B
A-BCD	111	796	0.140	110	0.3	5.246	A
A-B	45			45			
A-C	335			335			
D-ABC	86	435	0.197	85	0.2	10.247	B
C-ABD	59	912	0.064	58	0.1	4.215	A
C-D	49			49			
C-A	497			497			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	319	0.279	89	0.4	15.552	C
A-BCD	160	840	0.191	160	0.5	5.304	A
A-B	50			50			
A-C	376			376			
D-ABC	102	389	0.263	102	0.4	12.528	B
C-ABD	88	980	0.089	87	0.2	4.037	A
C-D	57			57			
C-A	578			578			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	258	0.423	108	0.7	23.758	C
A-BCD	257	904	0.284	255	1.0	5.570	A
A-B	54			54			
A-C	407			407			
D-ABC	126	321	0.391	124	0.6	18.184	C
C-ABD	149	1080	0.138	148	0.4	3.870	A
C-D	66			66			
C-A	670			670			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	257	0.424	109	0.7	24.256	C
A-BCD	258	905	0.285	258	1.0	5.603	A
A-B	54			54			
A-C	406			406			
D-ABC	126	321	0.391	125	0.6	18.436	C
C-ABD	149	1080	0.138	149	0.4	3.873	A
C-D	66			66			
C-A	670			670			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	318	0.280	90	0.4	15.868	C
A-BCD	162	841	0.192	163	0.6	5.351	A
A-B	50			50			
A-C	375			375			
D-ABC	102	388	0.264	104	0.4	12.698	B
C-ABD	88	981	0.090	89	0.2	4.035	A
C-D	57			57			
C-A	577			577			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	362	0.206	75	0.3	12.557	B
A-BCD	112	797	0.141	113	0.4	5.284	A
A-B	45			45			
A-C	334			334			
D-ABC	86	435	0.198	86	0.2	10.351	B
C-ABD	59	912	0.065	59	0.1	4.217	A
C-D	49			49			

C-A	497			497			

2031 Base (behavioural) + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	829	100.000
B		✓	61	100.000
C		✓	514	100.000
D		✓	35	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	65	733	31
	B	43	0	18	0
	C	482	18	0	14
	D	21	1	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.24	17.06	0.3	C
A-BCD	0.14	4.03	0.4	A
A-B				
A-C				
D-ABC	0.10	9.91	0.1	A
C-ABD	0.07	4.96	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	378	0.121	45	0.1	10.802	B
A-BCD	63	957	0.065	62	0.1	4.021	A
A-B	46			46			
A-C	516			516			
D-ABC	26	490	0.054	26	0.1	7.757	A
C-ABD	27	753	0.036	27	0.0	4.955	A
C-D	10			10			
C-A	350			350			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	337	0.163	55	0.2	12.750	B
A-BCD	93	1028	0.090	92	0.2	3.848	A
A-B	53			53			
A-C	599			599			
D-ABC	31	454	0.069	31	0.1	8.513	A
C-ABD	38	784	0.048	38	0.1	4.821	A
C-D	12			12			
C-A	412			412			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	278	0.241	67	0.3	16.965	C
A-BCD	155	1130	0.137	154	0.3	3.693	A
A-B	62			62			
A-C	696			696			
D-ABC	39	402	0.096	38	0.1	9.899	A
C-ABD	58	831	0.070	58	0.1	4.657	A
C-D	14			14			
C-A	493			493			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	278	0.241	67	0.3	17.056	C
A-BCD	155	1130	0.137	155	0.4	3.696	A
A-B	62			62			
A-C	696			696			
D-ABC	39	402	0.096	39	0.1	9.911	A
C-ABD	58	831	0.070	58	0.1	4.664	A
C-D	14			14			
C-A	493			493			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	336	0.163	55	0.2	12.829	B
A-BCD	93	1029	0.090	94	0.2	3.859	A
A-B	53			53			
A-C	599			599			
D-ABC	31	454	0.069	32	0.1	8.527	A
C-ABD	38	784	0.048	38	0.1	4.835	A
C-D	12			12			
C-A	412			412			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46	378	0.122	46	0.1	10.860	B
A-BCD	63	958	0.066	63	0.1	4.030	A
A-B	46			46			
A-C	515			515			
D-ABC	26	490	0.054	26	0.1	7.770	A
C-ABD	27	753	0.036	27	0.0	4.964	A
C-D	10			10			
C-A	350			350			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.2.1013
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For sa[redacted]

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Filename: War Memorial Roundabout.j9
Path: C:\Users\AliceHowse\Highgate Transportation\HTp - Documents\2400 - Projects\2413 - Yapton Road, Barnham\Modelling\Junctions 9\War Memorial Roundabout
Report generation date: 05/01/2026 12:21:30

»2026 Base (core), AM
»2026 Base (core), PM
»2026 Base (core) + Com Dev, AM
»2026 Base (core) + Com Dev, PM
»2026 Base (core) + Com Dev + Dev, AM
»2026 Base (core) + Com Dev + Dev, PM
»2031 Base (core), AM
»2031 Base (core), PM
»2031 Base (behavioural), AM
»2031 Base (behavioural), PM
»2031 Base (core) + Com Dev, AM
»2031 Base (core) + Com Dev, PM
»2031 Base (behavioural) + Com Dev, AM
»2031 Base (behavioural) + Com Dev, PM
»2031 Base (core) + Com Dev + Dev, AM
»2031 Base (core) + Com Dev + Dev, PM
»2031 Base (behavioural) + Com Dev + Dev, AM
»2031 Base (behavioural) + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base (core)									
Arm A	D1	1.4	7.01	0.58	A	D2	0.7	5.47	0.41	A
Arm B		1.0	3.67	0.49	A		0.6	2.86	0.37	A
Arm C		1.1	7.49	0.52	A		2.5	12.14	0.72	B
	2026 Base (core) + Com Dev									
Arm A	D3	5.9	21.34	0.87	C	D4	1.2	7.14	0.55	A
Arm B		1.4	4.74	0.58	A		0.9	3.43	0.47	A
Arm C		1.5	9.40	0.60	A		7.3	32.35	0.89	D
	2026 Base (core) + Com Dev + Dev									
Arm A	D5	7.2	25.24	0.89	D	D6	1.3	7.31	0.56	A
Arm B		1.4	4.83	0.59	A		0.9	3.50	0.48	A
Arm C		1.5	9.58	0.61	A		8.4	36.72	0.91	E
	2031 Base (core)									
Arm A	D7	1.6	7.72	0.61	A	D8	0.8	5.84	0.44	A
Arm B		1.1	3.89	0.52	A		0.6	2.96	0.39	A
Arm C		1.2	8.10	0.55	A		3.1	14.48	0.76	B
	2031 Base (behavioural)									
Arm A	D9	1.4	7.11	0.58	A	D10	0.7	5.56	0.42	A
Arm B		1.0	3.70	0.50	A		0.6	2.89	0.38	A
Arm C		1.1	7.59	0.53	A		2.6	12.65	0.73	B
	2031 Base (core) + Com Dev									
Arm A	D11	8.6	30.63	0.91	D	D12	1.4	7.81	0.58	A
Arm B		1.6	5.17	0.61	A		1.0	3.62	0.49	A
Arm C		2.0	11.24	0.67	B		14.0	56.82	0.96	F
	2031 Base (behavioural) + Com Dev									
Arm A	D13	6.5	23.50	0.88	C	D14	1.3	7.35	0.56	A
Arm B		1.4	4.85	0.59	A		0.9	3.50	0.48	A

Arm C		1.7	10.25	0.64	B		9.5	40.43	0.92	E
2031 Base (core) + Com Dev + Dev										
Arm A	D15	10.9	37.86	0.93	E	D16	1.4	8.00	0.59	A
Arm B		1.6	5.27	0.62	A		1.0	3.70	0.50	A
Arm C		2.0	11.48	0.67	B		16.7	66.31	0.98	F
2031 Base (behavioural) + Com Dev + Dev										
Arm A	D17	7.9	28.01	0.90	D	D18	1.3	7.54	0.57	A
Arm B		1.5	4.94	0.60	A		0.9	3.58	0.49	A
Arm C		1.8	10.39	0.64	B		11.0	46.58	0.94	E

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.

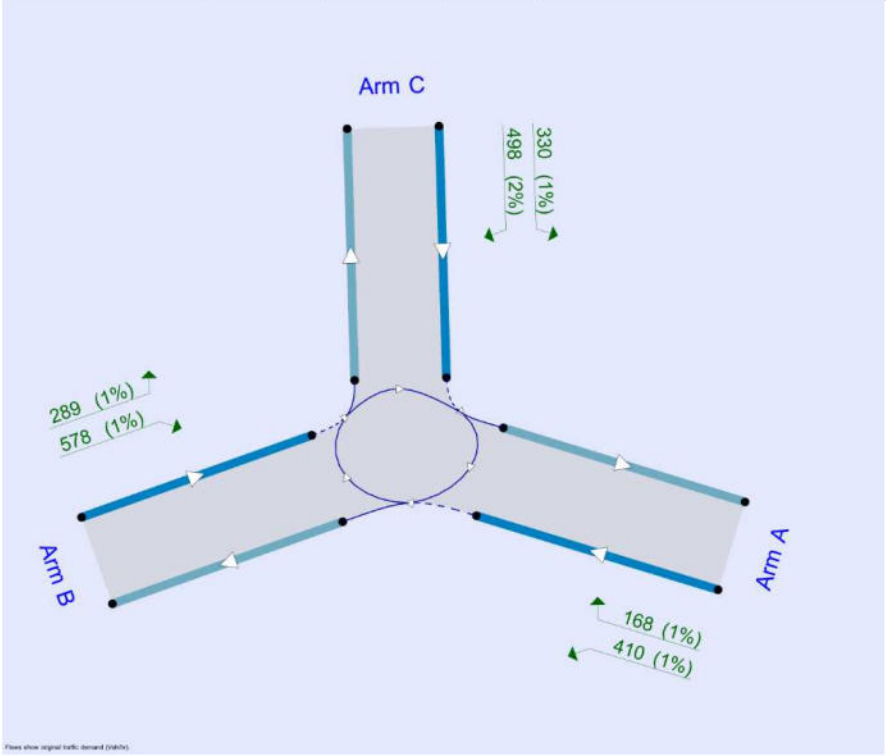
File summary

File Description

Title	
Location	War Memorial Roundabout
Site number	
Date	05/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AH
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	Veh	Veh	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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base (core), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	5.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.42	5.28	16.0	300.0	25.0	7.5	
B	4.78	6.50	38.0	999.0	25.0	9.5	
C	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	Direct	ARCADY 6 CT10 Import	-396
B	Direct	ARCADY 6 CT10 Import	0
C	Direct	ARCADY 6 CT10 Import	-120

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.685	1230
B	0.788	2130
C	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	Direct		275
B	Direct		0
C	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	2026 Base (core)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	636	100.000
B		ONE HOUR	✓	862	100.000
C		ONE HOUR	✓	474	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
A	1	485	150
B	401	11	450
C	145	329	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	100	1	3
B	4	0	3
C	8	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	7.01	1.4	A	584	875
B	0.49	3.67	1.0	A	791	1186
C	0.52	7.49	1.1	A	435	652

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	120	255	1299	0.369	476	410	0.0	0.6	4.363	A
B	649	162	113	1970	0.329	647	618	0.0	0.5	2.717	A
C	357	89	310	1071	0.333	355	450	0.0	0.5	5.013	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	572	143	305	1263	0.453	571	491	0.6	0.8	5.191	A
B	775	194	136	1953	0.397	774	740	0.5	0.7	3.053	A
C	426	107	371	1042	0.409	425	539	0.5	0.7	5.832	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	700	175	373	1215	0.577	698	601	0.8	1.3	6.943	A
B	949	237	166	1929	0.492	948	906	0.7	1.0	3.665	A
C	522	130	454	1002	0.521	520	659	0.7	1.1	7.444	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	700	175	374	1214	0.577	700	602	1.3	1.4	7.008	A
B	949	237	166	1928	0.492	949	908	1.0	1.0	3.675	A
C	522	130	455	1002	0.521	522	661	1.1	1.1	7.495	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	572	143	307	1262	0.453	574	493	1.4	0.8	5.247	A
B	775	194	136	1952	0.397	776	744	1.0	0.7	3.066	A
C	426	107	372	1041	0.409	428	541	1.1	0.7	5.881	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	120	257	1298	0.369	480	412	0.8	0.6	4.405	A
B	649	162	114	1970	0.329	650	622	0.7	0.5	2.727	A
C	357	89	311	1070	0.333	358	452	0.7	0.5	5.057	A

2026 Base (core), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	7.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base (core)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	421	100.000
B		ONE HOUR	✓	681	100.000
C		ONE HOUR	✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	316	105
	B	419	2	260
	C	207	478	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	1	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.41	5.47	0.7	A	386	579
B	0.37	2.86	0.6	A	625	937
C	0.72	12.14	2.5	B	629	943

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	317	79	359	1239	0.256	316	469	0.0	0.3	3.894	A
B	513	128	79	2039	0.251	511	596	0.0	0.3	2.354	A
C	516	129	316	1121	0.460	512	274	0.0	0.8	5.886	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	378	95	430	1189	0.318	378	562	0.3	0.5	4.433	A
B	612	153	94	2027	0.302	612	714	0.3	0.4	2.544	A
C	616	154	378	1091	0.564	614	328	0.8	1.3	7.522	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	464	116	525	1124	0.412	463	687	0.5	0.7	5.436	A
B	750	187	115	2010	0.373	749	872	0.4	0.6	2.854	A
C	754	189	463	1050	0.718	750	401	1.3	2.4	11.792	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	464	116	528	1122	0.413	464	689	0.7	0.7	5.468	A
B	750	187	116	2010	0.373	750	876	0.6	0.6	2.856	A
C	754	189	464	1050	0.718	754	402	2.4	2.5	12.137	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	378	95	435	1186	0.319	379	565	0.7	0.5	4.465	A
B	612	153	95	2026	0.302	613	720	0.6	0.4	2.549	A
C	616	154	379	1091	0.565	620	329	2.5	1.3	7.730	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	317	79	363	1236	0.256	317	472	0.5	0.3	3.920	A
B	513	128	79	2038	0.252	513	601	0.4	0.3	2.360	A
C	516	129	317	1120	0.460	518	275	1.3	0.9	5.990	A

2026 Base (core) + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	12.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	957	100.000
B		ONE HOUR	✓	957	100.000
C		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	1	663	293
B	495	11	451
C	199	330	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	100	1	2
B	3	0	3
C	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.87	21.34	5.9	C	878	1317
B	0.58	4.74	1.4	A	878	1317
C	0.60	9.40	1.5	A	485	728

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	721	180	255	1303	0.553	716	521	0.0	1.2	6.083	A
B	721	180	220	1893	0.381	718	751	0.0	0.6	3.057	A

C	398	99	381	1049	0.379	396	557	0.0	0.6	5.490	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	860	215	306	1267	0.679	857	624	1.2	2.1	8.714	A
B	860	215	263	1859	0.463	859	900	0.6	0.9	3.596	A
C	475	119	455	1013	0.469	474	667	0.6	0.9	6.663	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1054	263	374	1218	0.865	1040	763	2.1	5.6	18.845	C
B	1054	263	320	1816	0.580	1052	1094	0.9	1.4	4.700	A
C	582	146	557	965	0.603	580	814	0.9	1.5	9.283	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1054	263	375	1217	0.866	1052	765	5.6	5.9	21.340	C
B	1054	263	323	1813	0.581	1054	1104	1.4	1.4	4.743	A
C	582	146	558	964	0.604	582	819	1.5	1.5	9.405	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	860	215	308	1265	0.680	875	627	5.9	2.2	9.571	A
B	860	215	269	1855	0.464	862	915	1.4	0.9	3.633	A
C	475	119	457	1013	0.469	478	674	1.5	0.9	6.762	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	721	180	257	1301	0.554	724	524	2.2	1.3	6.278	A
B	721	180	223	1891	0.381	722	759	0.9	0.6	3.079	A
C	398	99	382	1048	0.380	399	562	0.9	0.6	5.558	A

2026 Base (core) + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	14.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	565	100.000
B		ONE HOUR	✓	835	100.000
C		ONE HOUR	✓	790	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	406	159
B	573	2	260
C	311	479	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	1	1
B	1	0	2
C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.55	7.14	1.2	A	519	778
B	0.47	3.43	0.9	A	767	1150
C	0.89	32.35	7.3	D	725	1087

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	426	106	359	1243	0.342	424	663	0.0	0.5	4.381	A
B	629	157	119	2013	0.312	627	663	0.0	0.5	2.594	A
C	595	149	432	1069	0.556	590	315	0.0	1.2	7.438	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	508	127	430	1194	0.426	507	793	0.5	0.7	5.235	A
B	751	188	143	1995	0.377	750	795	0.5	0.6	2.892	A
C	710	178	517	1028	0.691	706	377	1.2	2.2	11.064	B

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue	End queue	Delay (s)	Unsignalised level of service
	(Veh/hr)	ls (Veh)						(Veh)	(Veh)		
A	622	156	519	1133	0.549	621	966	0.7	1.2	7.003	A
B	920	230	175	1969	0.467	919	965	0.6	0.9	3.423	A
C	870	217	632	972	0.895	852	461	2.2	6.6	26.669	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	622	156	528	1127	0.553	622	972	1.2	1.2	7.137	A
B	920	230	175	1969	0.467	920	975	0.9	0.9	3.430	A
C	870	217	633	972	0.895	867	462	6.6	7.3	32.351	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	508	127	444	1184	0.429	510	804	1.2	0.8	5.354	A
B	751	188	144	1994	0.377	752	811	0.9	0.6	2.903	A
C	710	178	518	1028	0.691	730	378	7.3	2.3	12.851	B

18:00 - 18:15

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity	RFC	Throughput (Veh/hr)	Throughput (exit	Start que	End que	Delay (s)	Unsignalised level

	(Veh/hr)	ls (Veh)		(Veh/hr)			side) (Veh/hr)	ue (Veh)	(Veh)		of service
A	426	106	364	1239	0.343	427	668	0.8	0.5	4.433	A
B	629	157	120	2013	0.313	630	671	0.6	0.5	2.603	A
C	595	149	433	1068	0.557	599	316	2.3	1.3	7.737	A

2026 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	13.84	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	983	100.000
B		ONE HOUR	✓	965	100.000
C		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	1	683	299
	B	503	11	451
	C	201	330	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	100	1	2
B	3	0	3
C	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.89	25.24	7.2	D	902	1353
B	0.59	4.83	1.4	A	886	1328
C	0.61	9.58	1.5	A	488	731

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	740	185	255	1303	0.568	735	529	0.0	1.3	6.284	A
B	727	182	224	1890	0.384	724	766	0.0	0.6	3.081	A
C	400	100	386	1046	0.382	398	562	0.0	0.6	5.529	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	884	221	306	1267	0.698	880	633	1.3	2.2	9.217	A
B	868	217	269	1855	0.468	867	917	0.6	0.9	3.638	A
C	478	119	463	1010	0.473	477	673	0.6	0.9	6.735	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1082	271	374	1218	0.888	1065	775	2.2	6.6	21.422	C
B	1063	266	325	1811	0.587	1060	1114	0.9	1.4	4.781	A
C	585	146	566	961	0.609	582	820	0.9	1.5	9.451	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1082	271	375	1217	0.889	1080	777	6.6	7.2	25.239	D

B	1063	266	330	1808	0.588	1062	1126	1.4	1.4	4.830	A
C	585	146	567	960	0.609	585	825	1.5	1.5	9.585	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	884	221	308	1265	0.699	903	636	7.2	2.4	10.422	B
B	868	217	276	1850	0.469	870	935	1.4	0.9	3.682	A
C	478	119	464	1009	0.473	480	681	1.5	0.9	6.836	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	740	185	257	1301	0.569	744	532	2.4	1.3	6.514	A
B	727	182	227	1888	0.385	728	775	0.9	0.6	3.105	A
C	400	100	388	1045	0.383	401	566	0.9	0.6	5.600	A

2026 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	16.41	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)

A		ONE HOUR	✓	576	100.000
B		ONE HOUR	✓	853	100.000
C		ONE HOUR	✓	796	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	415	162
	B	591	2	260
	C	317	479	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	2
	C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.56	7.31	1.3	A	529	793
B	0.48	3.50	0.9	A	783	1174
C	0.91	36.72	8.4	E	730	1095

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	434	108	359	1243	0.349	432	680	0.0	0.5	4.424	A
B	642	161	121	2012	0.319	640	669	0.0	0.5	2.622	A
C	599	150	445	1063	0.564	594	317	0.0	1.3	7.603	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	518	130	430	1194	0.434	517	814	0.5	0.8	5.311	A
B	767	192	145	1993	0.385	766	802	0.5	0.6	2.933	A
C	715	179	532	1020	0.701	711	379	1.3	2.3	11.500	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	517	1134	0.560	633	991	0.8	1.2	7.152	A
B	939	235	178	1967	0.477	938	972	0.6	0.9	3.496	A
C	876	219	652	963	0.910	856	464	2.3	7.4	29.197	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	635	159	527	1127	0.563	634	998	1.2	1.3	7.306	A
B	939	235	178	1967	0.478	939	983	0.9	0.9	3.502	A
C	876	219	653	963	0.910	872	465	7.4	8.4	36.715	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	518	130	446	1183	0.438	520	826	1.3	0.8	5.447	A
B	767	192	146	1992	0.385	768	820	0.9	0.6	2.945	A
C	715	179	534	1020	0.701	739	380	8.4	2.5	13.794	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	434	108	365	1239	0.350	435	686	0.8	0.5	4.480	A
B	642	161	122	2011	0.319	643	677	0.6	0.5	2.632	A
C	599	150	447	1062	0.564	604	318	2.5	1.3	7.932	A

2031 Base (core), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	6.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base (core)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	667	100.000
B		ONE HOUR	✓	905	100.000
C		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	1	509	157
	B	421	12	472
	C	152	345	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	100	1	3
	B	4	0	3
	C	8	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.61	7.72	1.6	A	612	918
B	0.52	3.89	1.1	A	830	1246
C	0.55	8.10	1.2	A	456	684

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	502	126	267	1290	0.389	500	430	0.0	0.6	4.538	A
B	681	170	118	1966	0.347	679	649	0.0	0.5	2.792	A

C	374	94	326	1063	0.352	372	472	0.0	0.5	5.192	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	600	150	320	1253	0.479	599	515	0.6	0.9	5.496	A
B	814	203	142	1948	0.418	813	777	0.5	0.7	3.170	A
C	447	112	390	1033	0.433	446	565	0.5	0.8	6.124	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	734	184	392	1202	0.611	732	631	0.9	1.5	7.623	A
B	996	249	173	1923	0.518	995	950	0.7	1.1	3.875	A
C	547	137	477	992	0.552	545	691	0.8	1.2	8.035	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	734	184	393	1201	0.612	734	632	1.5	1.6	7.716	A
B	996	249	174	1922	0.518	996	953	1.1	1.1	3.887	A
C	547	137	478	991	0.552	547	693	1.2	1.2	8.105	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	600	150	322	1251	0.479	602	517	1.6	0.9	5.569	A
B	814	203	143	1947	0.418	815	782	1.1	0.7	3.185	A
C	447	112	391	1032	0.433	449	567	1.2	0.8	6.186	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	502	126	269	1289	0.390	503	433	0.9	0.6	4.590	A
B	681	170	119	1966	0.347	682	653	0.7	0.5	2.805	A
C	374	94	327	1063	0.352	375	474	0.8	0.5	5.244	A

2031 Base (core), PM

Data Errors and Warnings

Severity	Area	Item	Description

Warning	Geometry	Arm B - 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	8.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base (core)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	443	100.000
B		ONE HOUR	✓	715	100.000
C		ONE HOUR	✓	719	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	332	111
	B	440	2	273
	C	217	502	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	1	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.44	5.84	0.8	A	407	610
B	0.39	2.96	0.6	A	656	984
C	0.76	14.48	3.1	B	660	990

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	334	83	377	1226	0.272	332	493	0.0	0.4	4.019	A
B	538	135	83	2035	0.264	537	626	0.0	0.4	2.400	A
C	541	135	332	1113	0.486	538	288	0.0	0.9	6.215	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	398	100	452	1175	0.339	398	590	0.4	0.5	4.630	A
B	643	161	100	2022	0.318	642	750	0.4	0.5	2.609	A
C	646	162	397	1082	0.597	644	345	0.9	1.5	8.186	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	488	122	551	1106	0.441	487	721	0.5	0.8	5.798	A
B	787	197	122	2005	0.393	787	915	0.5	0.6	2.954	A
C	792	198	486	1039	0.762	785	422	1.5	3.0	13.858	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	488	122	555	1104	0.442	488	723	0.8	0.8	5.845	A
B	787	197	122	2004	0.393	787	920	0.6	0.6	2.957	A
C	792	198	487	1039	0.762	791	423	3.0	3.1	14.484	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	398	100	458	1171	0.340	399	593	0.8	0.5	4.675	A
B	643	161	100	2022	0.318	643	757	0.6	0.5	2.612	A
C	646	162	398	1082	0.598	653	346	3.1	1.5	8.513	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue	End queue (Veh)	Delay (s)	Unsignalised level of service

								(Veh)			
A	334	83	381	1223	0.273	334	496	0.5	0.4	4.050	A
B	538	135	84	2035	0.265	539	631	0.5	0.4	2.406	A
C	541	135	333	1113	0.486	544	289	1.5	1.0	6.351	A

2031 Base (behavioural), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	5.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Base (behavioural)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	641	100.000
B		ONE HOUR	✓	868	100.000
C		ONE HOUR	✓	478	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	1	489	151
B	404	11	453
C	146	332	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	100	1	3
B	4	0	3
C	8	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	7.11	1.4	A	588	882
B	0.50	3.70	1.0	A	796	1195
C	0.53	7.59	1.1	A	439	658

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	483	121	257	1298	0.372	480	413	0.0	0.6	4.391	A
B	653	163	114	1970	0.332	652	623	0.0	0.5	2.728	A
C	360	90	312	1070	0.336	358	453	0.0	0.5	5.043	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	576	144	308	1261	0.457	575	495	0.6	0.8	5.239	A
B	780	195	136	1952	0.400	780	747	0.5	0.7	3.069	A
C	430	107	374	1041	0.413	429	542	0.5	0.7	5.879	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	706	176	377	1212	0.582	704	606	0.8	1.4	7.047	A
B	956	239	167	1928	0.496	954	913	0.7	1.0	3.693	A
C	526	132	457	1001	0.526	525	664	0.7	1.1	7.534	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	706	176	378	1212	0.583	706	607	1.4	1.4	7.113	A

B	956	239	167	1928	0.496	956	916	1.0	1.0	3.703	A
C	526	132	458	1001	0.526	526	665	1.1	1.1	7.589	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	576	144	309	1260	0.457	578	496	1.4	0.9	5.295	A
B	780	195	137	1951	0.400	782	751	1.0	0.7	3.082	A
C	430	107	375	1040	0.413	431	544	1.1	0.7	5.929	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	483	121	259	1296	0.372	484	415	0.9	0.6	4.436	A
B	653	163	115	1969	0.332	654	628	0.7	0.5	2.740	A
C	360	90	314	1069	0.337	361	455	0.7	0.5	5.089	A

2031 Base (behavioural), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	7.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Base (behavioural)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	427	100.000
B		ONE HOUR	✓	691	100.000

C		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	320	107
	B	425	2	264
	C	209	484	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	1	0	2
	C	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	5.56	0.7	A	392	588
B	0.38	2.89	0.6	A	634	951
C	0.73	12.65	2.6	B	636	954

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	363	1236	0.260	320	475	0.0	0.3	3.927	A
B	520	130	80	2038	0.255	519	603	0.0	0.3	2.368	A
C	522	130	321	1119	0.466	518	278	0.0	0.9	5.964	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	384	96	436	1186	0.324	383	569	0.3	0.5	4.483	A
B	621	155	96	2025	0.307	621	723	0.3	0.4	2.563	A
C	623	156	384	1088	0.572	621	333	0.9	1.3	7.676	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

A	470	118	532	1119	0.420	469	696	0.5	0.7	5.528	A
B	761	190	118	2008	0.379	760	883	0.4	0.6	2.883	A
C	763	191	470	1047	0.729	758	408	1.3	2.6	12.248	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	470	118	535	1117	0.421	470	698	0.7	0.7	5.563	A
B	761	190	118	2008	0.379	761	887	0.6	0.6	2.886	A
C	763	191	470	1047	0.729	763	408	2.6	2.6	12.645	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	384	96	440	1182	0.325	385	572	0.7	0.5	4.518	A
B	621	155	96	2025	0.307	622	729	0.6	0.4	2.568	A
C	623	156	384	1088	0.573	628	334	2.6	1.4	7.908	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue	End queue (Veh)	Delay (s)	Unsignalised level of service
A	321	80	367	1233	0.261	322	478	0.5	0.4	3.953	A
B	520	130	81	2037	0.255	521	609	0.4	0.3	2.373	A
C	522	130	322	1118	0.467	524	280	1.4	0.9	6.077	A

2031 Base (core) + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	16.16	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 Base (core) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	979	100.000
B		ONE HOUR	✓	1001	100.000
C		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	1	668	310
B	506	12	483
C	210	372	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	100	1	2
B	3	0	3
C	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.91	30.63	8.6	D	899	1348
B	0.61	5.17	1.6	A	918	1377
C	0.67	11.24	2.0	B	534	801

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	737	184	287	1280	0.576	732	537	0.0	1.3	6.502	A
B	753	188	233	1883	0.400	751	786	0.0	0.7	3.173	A

C	438	110	389	1047	0.418	435	594	0.0	0.7	5.856	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	880	220	344	1240	0.710	876	644	1.3	2.4	9.786	A
B	900	225	278	1847	0.487	898	942	0.7	0.9	3.788	A
C	523	131	466	1011	0.518	522	711	0.7	1.1	7.342	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1078	270	420	1186	0.909	1057	787	2.4	7.6	24.687	C
B	1102	275	336	1803	0.611	1099	1141	0.9	1.5	5.101	A
C	641	160	570	961	0.667	637	865	1.1	1.9	10.997	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1078	270	423	1184	0.910	1074	789	7.6	8.6	30.627	D
B	1102	275	341	1798	0.613	1102	1155	1.5	1.6	5.167	A
C	641	160	571	960	0.667	641	872	1.9	2.0	11.242	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	880	220	347	1238	0.711	905	647	8.6	2.6	11.530	B
B	900	225	287	1840	0.489	902	964	1.6	1.0	3.845	A
C	523	131	468	1010	0.518	527	722	2.0	1.1	7.503	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	737	184	290	1278	0.577	742	541	2.6	1.4	6.769	A
B	753	188	236	1881	0.401	755	796	1.0	0.7	3.201	A
C	438	110	391	1046	0.419	440	599	1.1	0.7	5.949	A

2031 Base (core) + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	24.29	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 Base (core) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	583	100.000
B		ONE HOUR	✓	877	100.000
C		ONE HOUR	✓	847	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	0	413	169
B	576	2	298
C	332	516	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	1	1
B	1	0	1
C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.58	7.81	1.4	A	535	802
B	0.49	3.62	1.0	A	805	1207
C	0.96	56.82	14.0	F	778	1166

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	439	110	386	1224	0.358	436	680	0.0	0.6	4.557	A
B	660	165	127	2007	0.329	658	696	0.0	0.5	2.665	A
C	638	159	434	1068	0.597	632	351	0.0	1.5	8.155	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	524	131	463	1172	0.447	523	814	0.6	0.8	5.541	A
B	788	197	152	1987	0.397	788	833	0.5	0.7	2.999	A
C	762	190	520	1027	0.742	757	420	1.5	2.7	13.072	B

17:15 - 17:30

Arm	Total Demand	Junction Arriva	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue	End queue	Delay (s)	Unsignalised level of service
A	641	160	550	1111	0.577	639	986	0.8	1.3	7.594	A
B	965	241	186	1961	0.492	964	1003	0.7	1.0	3.608	A
C	933	233	636	971	0.961	899	514	2.7	11.1	39.039	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	641	160	563	1102	0.582	641	995	1.3	1.4	7.813	A
B	965	241	186	1960	0.493	965	1018	1.0	1.0	3.618	A
C	933	233	637	970	0.961	922	515	11.1	14.0	56.818	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	524	131	492	1151	0.455	526	834	1.4	0.8	5.777	A
B	788	197	153	1987	0.397	789	865	1.0	0.7	3.009	A
C	762	190	521	1026	0.742	805	422	14.0	3.1	19.115	C

18:00 - 18:15

Arm	Total Demand	Junction Arriva	Circulating flow (Veh/hr)	Capacity	RFC	Throughput (Veh/hr)	Throughput (exit	Start que	End queue	Delay (s)	Unsignalised level

	(Veh/hr)	ls (Veh)		(Veh/hr)			side) (Veh/hr)	ue (Veh)	(Veh)		of service
A	439	110	394	1219	0.360	440	686	0.8	0.6	4.626	A
B	660	165	128	2006	0.329	661	706	0.7	0.5	2.678	A
C	638	159	436	1067	0.598	644	353	3.1	1.5	8.629	A

2031 Base (behavioural) + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	13.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 Base (behavioural) + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	953	100.000
B		ONE HOUR	✓	965	100.000
C		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	1	648	304
	B	489	11	464
	C	204	358	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	100	1	2
	B	3	0	3
	C	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.88	23.50	6.5	C	874	1311
B	0.59	4.85	1.4	A	885	1328
C	0.64	10.25	1.7	B	516	774

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	717	179	277	1288	0.557	712	520	0.0	1.2	6.201	A
B	726	182	228	1887	0.385	724	761	0.0	0.6	3.088	A
C	423	106	376	1054	0.402	421	575	0.0	0.7	5.661	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	857	214	331	1249	0.686	853	623	1.2	2.1	9.005	A
B	867	217	273	1852	0.468	866	911	0.6	0.9	3.648	A
C	505	126	450	1018	0.496	504	689	0.7	1.0	6.982	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1049	262	405	1197	0.876	1033	762	2.1	6.0	20.322	C
B	1062	266	331	1807	0.588	1060	1108	0.9	1.4	4.805	A
C	619	155	551	970	0.638	616	840	1.0	1.7	10.073	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1049	262	407	1196	0.877	1047	764	6.0	6.5	23.498	C

B	1062	266	335	1804	0.589	1062	1119	1.4	1.4	4.854	A
C	619	155	552	970	0.638	619	845	1.7	1.7	10.248	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	857	214	334	1247	0.687	873	626	6.5	2.3	10.036	B
B	867	217	280	1847	0.470	869	928	1.4	0.9	3.692	A
C	505	126	452	1018	0.497	508	697	1.7	1.0	7.110	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	717	179	279	1286	0.558	721	524	2.3	1.3	6.412	A
B	726	182	231	1885	0.385	727	769	0.9	0.6	3.114	A
C	423	106	378	1053	0.402	424	580	1.0	0.7	5.742	A

2031 Base (behavioural) + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	18.08	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 Base (behavioural) + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)

A		ONE HOUR	✓	567	100.000
B		ONE HOUR	✓	851	100.000
C		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	401	165
	B	560	2	289
	C	324	498	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	1
	C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.56	7.35	1.3	A	520	780
B	0.48	3.50	0.9	A	781	1171
C	0.92	40.43	9.5	E	754	1131

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	427	107	373	1234	0.346	424	662	0.0	0.5	4.437	A
B	641	160	124	2010	0.319	639	674	0.0	0.5	2.622	A
C	618	155	422	1074	0.576	613	340	0.0	1.3	7.725	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	509	127	447	1183	0.431	508	793	0.5	0.7	5.333	A
B	765	191	148	1990	0.384	764	807	0.5	0.6	2.935	A
C	738	185	505	1034	0.714	734	408	1.3	2.4	11.836	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	624	156	536	1121	0.557	622	963	0.7	1.2	7.193	A
B	937	234	182	1964	0.477	936	976	0.6	0.9	3.497	A
C	904	226	618	979	0.923	881	499	2.4	8.2	31.129	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	624	156	547	1113	0.560	624	971	1.2	1.3	7.352	A
B	937	234	182	1964	0.477	937	989	0.9	0.9	3.504	A
C	904	226	619	979	0.924	899	500	8.2	9.5	40.435	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	509	127	466	1169	0.436	511	806	1.3	0.8	5.488	A
B	765	191	149	1990	0.384	766	828	0.9	0.6	2.946	A
C	738	185	506	1033	0.715	766	409	9.5	2.6	14.703	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	427	107	379	1229	0.347	428	668	0.8	0.5	4.497	A
B	641	160	125	2009	0.319	641	682	0.6	0.5	2.634	A
C	618	155	424	1073	0.576	623	342	2.6	1.4	8.089	A

2031 Base (core) + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	19.12	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031 Base (core) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1005	100.000
B		ONE HOUR	✓	1008	100.000
C		ONE HOUR	✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

From \ To	A	B	C
A	1	687	317
B	514	12	483
C	212	372	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	100	1	2
B	3	0	3
C	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.93	37.86	10.9	E	922	1383
B	0.62	5.27	1.6	A	925	1388
C	0.67	11.48	2.0	B	536	804

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	757	189	287	1280	0.591	751	545	0.0	1.4	6.729	A
B	759	190	238	1879	0.404	757	800	0.0	0.7	3.198	A

C	440	110	395	1044	0.421	437	599	0.0	0.7	5.900	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	904	226	344	1240	0.729	899	653	1.4	2.6	10.410	B
B	907	227	284	1843	0.492	905	959	0.7	1.0	3.835	A
C	525	131	473	1007	0.521	524	717	0.7	1.1	7.421	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1107	277	420	1186	0.933	1080	798	2.6	9.3	28.560	D
B	1110	278	342	1798	0.617	1108	1158	1.0	1.6	5.195	A
C	643	161	579	957	0.672	640	871	1.1	2.0	11.213	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1107	277	423	1184	0.934	1100	800	9.3	10.9	37.863	E
B	1110	278	348	1793	0.619	1110	1175	1.6	1.6	5.269	A
C	643	161	580	956	0.673	643	879	2.0	2.0	11.476	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	904	226	347	1238	0.730	936	656	10.9	2.8	13.088	B
B	907	227	296	1834	0.494	909	987	1.6	1.0	3.905	A
C	525	131	475	1006	0.522	529	730	2.0	1.1	7.592	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	757	189	290	1278	0.592	762	549	2.8	1.5	7.044	A
B	759	190	241	1877	0.405	760	811	1.0	0.7	3.228	A
C	440	110	397	1043	0.421	441	604	1.1	0.7	5.995	A

2031 Base (core) + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	27.69	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2031 Base (core) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	594	100.000
B		ONE HOUR	✓	894	100.000
C		ONE HOUR	✓	853	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	422	172
	B	594	2	298
	C	337	516	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	1
	C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	8.00	1.4	A	545	818
B	0.50	3.70	1.0	A	821	1231

C	0.98	66.31	16.7	F	783	1174

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	447	112	386	1224	0.365	445	697	0.0	0.6	4.607	A
B	673	168	129	2006	0.336	671	702	0.0	0.5	2.695	A
C	642	161	447	1062	0.605	636	353	0.0	1.5	8.350	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	534	134	462	1172	0.456	533	835	0.6	0.8	5.628	A
B	804	201	154	1985	0.405	803	841	0.5	0.7	3.044	A
C	767	192	535	1019	0.753	762	422	1.5	2.9	13.674	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	654	164	547	1113	0.588	652	1009	0.8	1.4	7.761	A
B	985	246	189	1958	0.503	984	1010	0.7	1.0	3.688	A
C	939	235	655	961	0.977	900	517	2.9	12.7	43.187	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	654	164	561	1104	0.593	654	1019	1.4	1.4	7.999	A
B	985	246	189	1958	0.503	985	1025	1.0	1.0	3.699	A
C	939	235	656	961	0.977	923	518	12.7	16.7	66.310	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	534	134	498	1147	0.466	536	859	1.4	0.9	5.916	A
B	804	201	155	1985	0.405	805	879	1.0	0.7	3.057	A
C	767	192	537	1019	0.753	821	424	16.7	3.3	22.389	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	447	112	394	1219	0.367	448	704	0.9	0.6	4.679	A
B	673	168	130	2005	0.336	674	713	0.7	0.5	2.708	A
C	642	161	449	1061	0.606	649	355	3.3	1.6	8.882	A

2031 Base (behavioural) + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	15.03	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D17	2031 Base (behavioural) + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	978	100.000
B		ONE HOUR	✓	972	100.000
C		ONE HOUR	✓	564	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	1	667	310
	B	497	11	464
	C	206	358	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	100	1	2
B	3	0	3
C	5	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.90	28.01	7.9	D	897	1346
B	0.60	4.94	1.5	A	892	1338
C	0.64	10.39	1.8	B	518	777

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	736	184	277	1288	0.572	731	528	0.0	1.3	6.401	A
B	732	183	232	1884	0.389	729	775	0.0	0.6	3.112	A
C	425	106	382	1053	0.404	422	580	0.0	0.7	5.685	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	879	220	331	1249	0.704	875	632	1.3	2.3	9.524	A
B	874	219	278	1848	0.473	873	928	0.6	0.9	3.689	A
C	507	127	457	1017	0.499	506	694	0.7	1.0	7.031	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1077	269	405	1197	0.900	1058	773	2.3	7.1	23.152	C
B	1070	268	336	1803	0.594	1068	1126	0.9	1.4	4.886	A
C	621	155	560	968	0.642	618	845	1.0	1.7	10.205	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1077	269	407	1196	0.901	1074	775	7.1	7.9	28.011	D

B	1070	268	341	1799	0.595	1070	1139	1.4	1.5	4.942	A
C	621	155	561	968	0.642	621	851	1.7	1.8	10.388	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	879	220	334	1247	0.705	901	635	7.9	2.5	10.992	B
B	874	219	286	1842	0.475	876	949	1.5	0.9	3.739	A
C	507	127	459	1016	0.499	510	704	1.8	1.0	7.162	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	736	184	279	1286	0.572	741	531	2.5	1.4	6.649	A
B	732	183	236	1881	0.389	733	784	0.9	0.6	3.140	A
C	425	106	384	1052	0.404	426	585	1.0	0.7	5.764	A

2031 Base (behavioural) + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm B - 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	20.28	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D18	2031 Base (behavioural) + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)

A		ONE HOUR	✓	578	100.000
B		ONE HOUR	✓	869	100.000
C		ONE HOUR	✓	827	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	410	168
	B	578	2	289
	C	330	498	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	1
	B	1	0	1
	C	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.57	7.54	1.3	A	530	796
B	0.49	3.58	0.9	A	797	1195
C	0.94	46.58	11.0	E	759	1139

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	435	109	373	1234	0.353	433	680	0.0	0.5	4.485	A
B	654	163	126	2008	0.326	652	680	0.0	0.5	2.651	A
C	623	156	435	1068	0.583	617	343	0.0	1.4	7.902	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	520	130	446	1183	0.439	519	814	0.5	0.8	5.414	A
B	781	195	151	1988	0.393	780	814	0.5	0.6	2.978	A
C	744	186	521	1026	0.725	739	410	1.4	2.5	12.334	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	637	159	534	1122	0.567	634	988	0.8	1.3	7.350	A
B	956	239	185	1962	0.487	955	984	0.6	0.9	3.570	A
C	911	228	638	970	0.939	884	502	2.5	9.2	34.263	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	637	159	546	1114	0.571	636	996	1.3	1.3	7.536	A
B	956	239	185	1961	0.488	956	997	0.9	0.9	3.580	A
C	911	228	639	970	0.939	904	503	9.2	11.0	46.579	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	520	130	469	1167	0.445	522	830	1.3	0.8	5.597	A
B	781	195	152	1988	0.393	782	839	0.9	0.7	2.990	A
C	744	186	522	1026	0.725	777	411	11.0	2.8	16.165	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	435	109	379	1229	0.354	436	686	0.8	0.6	4.546	A
B	654	163	127	2007	0.326	655	689	0.7	0.5	2.661	A
C	623	156	437	1067	0.584	628	344	2.8	1.4	8.304	A