Primary School - 2-Form Entry

420 Pupils (Assume 210 pupils per 1 form-entry)

50 Staff

25 Staff Car Parking Space 1 space per 2 staff

Traffic Generation

Staff

Table 2: Primary School Peak Period Traffic Generation – Proportion: Staff Only

Time	Arrivals	Departures
AM Period		
0700-0800	33%	0%
0800-0900	67%	0%
0900-1000	0%	0%
PM Period		
1600-1700	0%	67%
1700-1800	0%	33%
1800-1900	0%	0%

0% Proportion of primary school jobs that are filled by future residents on the site

Table 3: Primary School Peak Period Traffic Generation – Staff Only

Time	Arrivals	Departures	Two-Way
AM Period			
0700-0800	8	0	8
0800-0900	17	0	17
0900-1000	0	0	0
PM Period			
1600-1700	0	17	17
1700-1800	0	8	8
1800-1900	0	0	0

Internal

0.25 Expected primary school age pupil yield 25 children per 100 houses *Ref: WSCC*

100.0% Proportion of qualifying houses

1,500 No. of houses proposed on site

375 No. of primary school children generated

100% Proportion of primary school children residing on site attending the proposed school on-site

375 No. of children attending primary school residing within the new development

20% Proportion of primary school car trips by car *(Ref: Table NTS0614 'Trips to school by main mode, trip length and age: England, 2015', National Travel Survey 2016, under 1 mile)*

75 Pupil arrivals by car

1.50 Average no. of pupils per car

Table 4: Primary School Peak Period Traffic Generation – Proportion: Pupils (Escort Education)

Time	Arrivals	Departures
AM Peak Period		
0700-0800	0%	0%
0800-0900	100%	75%
0900-1000	0%	25%
PM Peak Period		
1600-1700	0%	0%
1700-1800	0%	20%
1800-1900	0%	15%

Table 5: Primary School Peak Period Traffic Generation – Pupils (Escort Education) - Internal

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	0	0	0
0800-0900	50	38	88
0900-1000	0	12	12
PM Peak Period			
1600-1700	0	0	0
1700-1800	0	10	10
1800-1900	0	8	8

External

45 No. of children attending primary school residing off-site

60% Proportion of primary school car trips by car *(Ref: Table NTS0614 'Trips to school by main mode, trip length and age: England, 2015', National Travel Survey 2016, under 1 mile)*
(Ref: Review of the existing mode of travel to school for primary school agreed children at Aldingbourne Primary and calculation of weighted average)

1.50 Average no. of pupils per car

Table 6: Primary School Peak Period Traffic Generation – Pupils (Escort Education) - External

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	0	0	0
0800-0900	18	14	32
0900-1000	0	4	4
PM Peak Period			
1600-1700	0	0	0
1700-1800	0	4	4
1800-1900	0	3	3

Total

Table 7: Primary School Garden Gate Traffic Generation (Pupils - Internal and External)

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	0	0	0
0800-0900	68	52	120
0900-1000	0	16	16
PM Peak Period			
1600-1700	0	0	0
1700-1800	0	14	14
1800-1900	0	10	10

Table 8: Primary School Peak Period Traffic Generation Staff and Pupils (Internal and External)

Time	Arrivals	Departures	Two-Way
AM Peak Period			
0700-0800	8	0	8
0800-0900	85	52	137
0900-1000	0	16	16
PM Peak Period			
1600-1700	0	17	17
1700-1800	0	22	22
1800-1900	0	10	10

29.0% Weighted average proportion of primary school car trips by car

Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation

34% Proportion of car driver trips to school that continue onto work or another destination *(Ref: NTS0408 Purpose of next trip by gender and previous trip, National Travel Survey 2016)*

Table 9: Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation – AM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
Primary School Garden Gate Traffic Generation	68	52	120
Pupils Off-Site	-18	-14	**-32**
Initial Internal Escort Education Trips	50	38	**88**

Table 10: Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation – PM Peak Hour

Time	Traffic Generation		
	Arrivals	Departures	Total
Primary School Garden Gate Traffic Generation	0	14	**0**
Pupils Off-Site	0	-4	**-4**
Initial Internal Escort Education Trips	0	10	**10**

Note: an arrival at the ancillary land uses is a departure from a dwelling

Table 11: Residential Traffic Generation – Internal Escort Education Trips to be Deducted from the Garden Gate Residential Traffic Generation

Time	Traffic Generation		
	Arrivals	Departures	Total
AM Peak Hour	-25	-33	**-58**
PM Peak Hour	0	-7	**-7**

APPENDIX G. TRICS Outputs – Employment

Calculation Reference: AUDIT-236601-180524-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Secondary 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: Gross floor area
Actual Range: 645 to 20000 (units: sqm)
Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 06/07/17

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:

Tuesday	4 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	8

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:

Industrial Zone	10
Commercial Zone	1

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.

Secondary Filtering selection:

Use Class:

B1	6 days
B2	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	7 days

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.

Travel Plan:

No	11 days

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	11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE

BRISTOL
Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 *Survey Type: MANUAL*

2 CH-02-C-02 INDUSTRIAL MATERIALS CHESHIRE
JUPITER DRIVE
CHESTER W. EMP. PARK
CHESTER
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY 19/11/14 *Survey Type: MANUAL*

3 DS-02-C-02 ENGINEERED PRODUCTS DERBYSHIRE
PONTEFRACT STREET

DERBY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY 25/06/15 *Survey Type: MANUAL*

4 DV-02-C-01 TUBE MANUFACTURE DEVON
PLYMBRIDGE ROAD
ESTOVER
PLYMOUTH
Edge of Town
Industrial Zone
Total Gross floor area: 20000 sqm
Survey date: TUESDAY 17/07/12 *Survey Type: MANUAL*

5 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
MARSH BARTON TRAD. EST.
EXETER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 *Survey Type: MANUAL*

6 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE

BASINGSTOKE
Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 *Survey Type: MANUAL*

7 HE-02-C-02 THERMAL PROCESSING HEREFORDSHIRE
COLLEGE ROAD
BURCOTT
HEREFORD
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY 22/10/13 *Survey Type: MANUAL*

8 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD

READING
Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY 22/11/12 *Survey Type: MANUAL*

9 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
TYNE POINT IND. ESTATE
JARROW
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY *15/11/12* *Survey Type: MANUAL*

11 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY *06/11/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	4394	0.261	11	4394	0.050	11	4394	0.311
08:00 - 09:00	11	4394	0.257	11	4394	0.079	11	4394	0.336
09:00 - 10:00	11	4394	0.203	11	4394	0.110	11	4394	0.313
10:00 - 11:00	11	4394	0.120	11	4394	0.106	11	4394	0.226
11:00 - 12:00	11	4394	0.093	11	4394	0.095	11	4394	0.188
12:00 - 13:00	11	4394	0.134	11	4394	0.147	11	4394	0.281
13:00 - 14:00	11	4394	0.246	11	4394	0.163	11	4394	0.409
14:00 - 15:00	11	4394	0.114	11	4394	0.217	11	4394	0.331
15:00 - 16:00	11	4394	0.083	11	4394	0.143	11	4394	0.226
16:00 - 17:00	11	4394	0.056	11	4394	0.275	11	4394	0.331
17:00 - 18:00	11	4394	0.037	11	4394	0.219	11	4394	0.256
18:00 - 19:00	11	4394	0.023	11	4394	0.134	11	4394	0.157
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.627			1.738			3.365

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
08:00 - 09:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
09:00 - 10:00	11	4394	0.002	11	4394	0.002	11	4394	0.004
10:00 - 11:00	11	4394	0.004	11	4394	0.004	11	4394	0.008
11:00 - 12:00	11	4394	0.004	11	4394	0.004	11	4394	0.008
12:00 - 13:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
13:00 - 14:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
14:00 - 15:00	11	4394	0.002	11	4394	0.002	11	4394	0.004
15:00 - 16:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
16:00 - 17:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
17:00 - 18:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
18:00 - 19:00	11	4394	0.002	11	4394	0.002	11	4394	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	4394	0.017	11	4394	0.012	11	4394	0.029
08:00 - 09:00	11	4394	0.031	11	4394	0.025	11	4394	0.056
09:00 - 10:00	11	4394	0.039	11	4394	0.037	11	4394	0.076
10:00 - 11:00	11	4394	0.023	11	4394	0.031	11	4394	0.054
11:00 - 12:00	11	4394	0.023	11	4394	0.027	11	4394	0.050
12:00 - 13:00	11	4394	0.046	11	4394	0.052	11	4394	0.098
13:00 - 14:00	11	4394	0.039	11	4394	0.029	11	4394	0.068
14:00 - 15:00	11	4394	0.014	11	4394	0.008	11	4394	0.022
15:00 - 16:00	11	4394	0.012	11	4394	0.017	11	4394	0.029
16:00 - 17:00	11	4394	0.008	11	4394	0.021	11	4394	0.029
17:00 - 18:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
18:00 - 19:00	11	4394	0.002	11	4394	0.000	11	4394	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.259			0.513

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
08:00 - 09:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
09:00 - 10:00	11	4394	0.002	11	4394	0.002	11	4394	0.004
10:00 - 11:00	11	4394	0.002	11	4394	0.000	11	4394	0.002
11:00 - 12:00	11	4394	0.000	11	4394	0.002	11	4394	0.002
12:00 - 13:00	11	4394	0.002	11	4394	0.002	11	4394	0.004
13:00 - 14:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
14:00 - 15:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
15:00 - 16:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
16:00 - 17:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
17:00 - 18:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
18:00 - 19:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	4394	0.019	11	4394	0.000	11	4394	0.019
08:00 - 09:00	11	4394	0.004	11	4394	0.000	11	4394	0.004
09:00 - 10:00	11	4394	0.002	11	4394	0.000	11	4394	0.002
10:00 - 11:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
11:00 - 12:00	11	4394	0.000	11	4394	0.000	11	4394	0.000
12:00 - 13:00	11	4394	0.000	11	4394	0.002	11	4394	0.002
13:00 - 14:00	11	4394	0.004	11	4394	0.004	11	4394	0.008
14:00 - 15:00	11	4394	0.008	11	4394	0.012	11	4394	0.020
15:00 - 16:00	11	4394	0.000	11	4394	0.002	11	4394	0.002
16:00 - 17:00	11	4394	0.000	11	4394	0.021	11	4394	0.021
17:00 - 18:00	11	4394	0.002	11	4394	0.010	11	4394	0.012
18:00 - 19:00	11	4394	0.000	11	4394	0.008	11	4394	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.059			0.098

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 06/07/17
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

APPENDIX H. Distribution and Assessment Models

i-Transport Journey to Work Distribution Model **Departing at 8:00am Wednesday 25th April** **Yapton Road Access**

Ford Airfield

Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	%	Proportion
Angmering	2.9%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	2.9%
Arundel	4.1%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A284 North	75%	3.1%
		Yapton Road North	N End Road	Ford Lane	Ford Road N	A284 North	25%	1.0%
Basingstoke	0.1%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.1%
Bognor Regis	9.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	7.5%
		Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	2.5%
Brighton	1.2%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	1.2%
Burgess Hill	0.4%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.4%
Chichester	21.0%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	63%	13.1%
		Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	13%	2.6%
		Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	5.2%
Crawley	1.4%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	1.4%
East Grinstead	0.1%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.1%
Eastergate/Barnham	5.8%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	100%	5.8%
Eastleigh	0.4%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.4%
Fareham	0.6%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.6%
Felpham	2.5%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	1.9%
		Yapton Road South	Yapton Road South	A259 West	B2132 South	B2132 South	25%	0.6%
Ferring	0.5%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	0.5%
Ford / Yapton	8.5%	Yapton Road North	Yapton Road North	*Intenal*	*Intenal*	*Intenal*	75%	6.4%
		Internal	Ford Lane E	Ford Road N	*Intenal*	*Intenal*	25%	2.1%
Hastings	0.2%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.2%
Havant	0.7%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.7%
Haywards Heath	0.2%	Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	100%	0.2%
Horsham	3.0%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	75%	2.2%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	25%	0.7%
Lancing	0.5%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.3%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.3%
Lewes	0.7%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.7%
Littlehampton	9.8%	Yapton Road South	Yapton Road South	A259 East	A259 East	B2187 South	40%	3.9%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	60%	5.9%
London	1.8%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A284 North	100%	1.8%
North Bersted	4.2%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	4.2%
Other East	0.7%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	100%	0.7%
Other North	3.1%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	3.1%
Other West	0.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.9%
Portsmouth	1.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	1.3%
Reading	0.1%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	100%	0.1%
Shoreham - by - Sea	1.0%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.5%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.5%
Slough	0.1%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A284 North	100%	0.1%
Sompting	0.2%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	50%	0.1%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	50%	0.1%
Southampton	0.2%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.2%
Tangmere	3.7%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	50%	1.8%
		Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	50%	1.8%
Winchester	0.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	0.3%
Worthing	8.1%	*Internal*	Ford Lane E	Ford Road N	Ford Road N	A27 East	25%	2.0%
		Yapton Road South	Yapton Road South	A259 East	A259 East	A259 East	75%	6.1%
	100.0%							**100.0%**

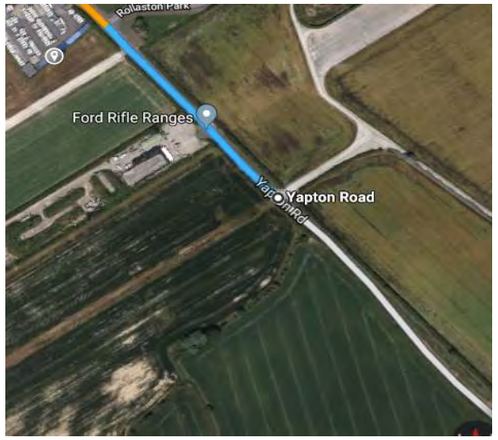
Route 1	Proportion by car (100%)	Proportion by car (45%)
Yapton Road North	33.4%	15.0%
Yapton Road South	49.7%	22.3%
Internal	16.9%	7.6%
Total	**83.1%**	**37.4%**

Route 2	Proportion by car (100%)	Proportion by car (45%)
Yapton Road South	49.7%	22.3%
Ford Lane E	16.9%	7.6%
N End Road	6.3%	2.8%
Yapton Road North	27.1%	12.2%
Total	**100.0%**	**45.0%**

Route 3	Proportion by car (100%)	Proportion by car (45%)
A259 East	21.1%	9.5%
Ford Road N	16.9%	7.6%
Ford Lane	1.0%	0.5%
Yapton Lane	5.3%	2.4%
A259 West	28.6%	12.8%
Barnham Road	20.7%	9.3%
Intenal	6.4%	2.9%
Total	**100.0%**	**45.0%**

Route 4	Proportion by car (100%)	Proportion by car (45%)
A259 East	21.1%	9.5%
Ford Road N	15.8%	7.1%
Yapton Lane	5.3%	2.4%
A259 West	27.9%	12.6%
Nyton Road	20.7%	9.3%
B2132 South	0.6%	0.3%
Intenal	8.5%	3.8%
Total	**100.0%**	**45.0%**

Route 5	Proportion by car (100%)	Proportion by car (45%)
A259 East	17.2%	7.7%
A284 North	6.0%	2.7%
A27 West	5.3%	2.4%
B2259 South	9.4%	4.2%
A259 West	18.6%	8.4%
A27 East	9.9%	4.4%
Nyton Road	20.7%	9.3%
B2132 South	0.6%	0.3%
Intenal	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	**100.0%**	**45.0%**

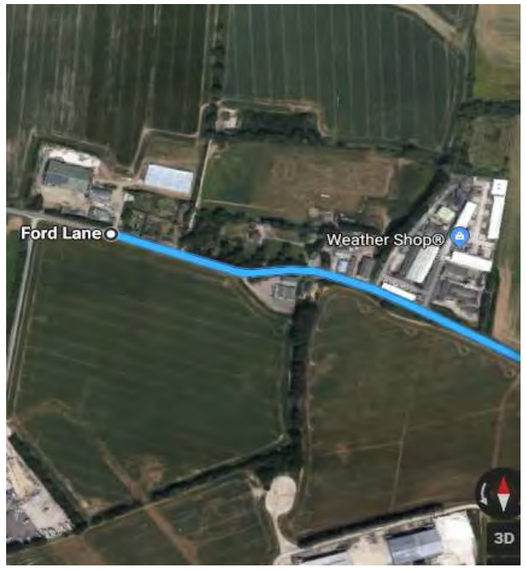


i-Transport Journey to Work Distribution Model
Ford Airfield

Departing at 8:00am Wednesday 25th April

Ford Lane Access

Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	%	Proportion
Angmering	2.9%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	100%	2.9%
Arundel	4.1%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	4.1%
Basingstoke	0.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.1%
Bognor Regis	9.9%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	B2259 South	75%	7.5%
		Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	2.5%
Brighton	1.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.2%
Burgess Hill	0.4%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.4%
Chichester	21.0%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	38%	7.9%
		Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	63%	13.1%
Crawley	1.4%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.4%
East Grinstead	0.1%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.1%
Eastergate/Barnham	5.8%	Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	100%	5.8%
Eastleigh	0.4%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.4%
Fareham	0.6%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.6%
Felpham	2.5%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	B2259 South	75%	1.9%
		Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	0.6%
Ferring	0.5%	Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	100%	0.5%
Ford / Yapton	8.5%	Ford Lane West	N End Road South	Burndell Road East	*Internal*	*Internal*	*Internal*	75%	6.4%
		Ford Lane West	N End Road South	Burndell Road West	*Internal*	*Internal*	*Internal*	25%	2.1%
Hastings	0.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.2%
Havant	0.7%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.7%
Haywards Heath	0.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.2%
Horsham	3.0%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	75%	2.2%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	25%	0.7%
Lancing	0.5%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	0.3%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	0.3%
Lewes	0.7%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A259 East	100%	0.7%
Littlehampton	9.8%	Ford Lane East	Ford Road South	A259 East	A259 East	B2187 South	B2187 South	40%	3.9%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	60%	5.9%
London	1.8%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	1.8%
North Bersted	4.2%	Ford Lane East	Ford Road South	A259 West	A259 West	A259 West	A259 West	100%	4.2%
Other East	0.7%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	0.7%
Other North	3.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	3.1%
Other West	0.9%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.9%
Portsmouth	1.3%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	1.3%
Reading	0.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.1%
Shoreham - by - Sea	1.0%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	100%	1.0%
Slough	0.1%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	0.1%
Sompting	0.2%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	0.1%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	0.1%
Southampton	0.2%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.2%
Tangmere	3.7%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	50%	1.8%
		Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	50%	1.8%
Winchester	0.3%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	100%	0.3%
Worthing	8.1%	Ford Lane East	Ford Road North	A27 East	A27 East	A27 East	A27 East	50%	4.0%
		Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	50%	4.0%
	100.0%								**100.0%**



Route 1	Proportion by car (100%)	Proportion by car (45%)
Ford Lane East	39.3%	17.7%
Ford Lane West	60.7%	27.3%
Total	**100.0%**	**45.0%**

Route 2	Proportion by car (100%)	Proportion by car (45%)
Ford Road South	22.5%	10.1%
Ford Road North	16.8%	7.5%
Yapton Lane N	19.0%	8.6%
N End Road South	41.7%	18.8%
Total	**100.0%**	**45.0%**

Route 3	Proportion by car (100%)	Proportion by car (45%)
A259 East	18.4%	8.3%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
Burndell Road East	18.8%	8.5%
A27 East	12.6%	5.7%
Barnham Road	20.7%	9.3%
Burndell Road West	2.1%	1.0%
A259 West	4.2%	1.9%
	100.0%	**45.0%**

Route 4	Proportion by car (100%)	Proportion by car (45%)
A259 East	18.4%	8.3%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
Blisham Road South	12.5%	5.6%
A27 East	12.6%	5.7%
Nyton Road	20.7%	9.3%
Internal	8.5%	3.8%
A259 West	4.2%	1.9%
Total	**100.0%**	**45.0%**

Route 5	Proportion by car (100%)	Proportion by car (45%)
A259 East	14.5%	6.5%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
A259 West	16.6%	7.5%
A27 East	12.6%	5.7%
Nyton Road	20.7%	9.3%
Internal	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	**100.0%**	**45.0%**

Route 6	Proportion by car (100%)	Proportion by car (45%)
A259 East	15.1%	6.8%
A284 North	4.2%	1.9%
A27 West	19.0%	8.6%
B2259 South	9.4%	4.2%
A259 West	7.3%	3.3%
A27 East	11.9%	5.4%
Nyton Road	20.7%	9.3%
Internal	8.5%	3.8%
B2187 South	3.9%	1.8%
Total	**100.0%**	**45.0%**

Yapton Road - Gravity Model **Depart at: 8:00am 25 April 2018** **Within 35min Drive time of Yapton Road Access**

Location	Time (mins)	2011 Census Pop	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	Route 1	Route 2	Route 3	Route 4	Route 5	Proportion	%
Littlehampton	10	34,234	3,423	342	26.8%	81.4%	21.8%	30.8%	Yapton Road South	Yapton Road South	A259 East	A259 East	B2187 South	40%	12.3%
									Yapton Road South	Yapton Road South	A259 East	A259 East	A27 East	60%	18.5%
Chichester	23	84,078	3,656	159	12.5%	84.5%	10.5%	14.8%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	63%	9.3%
									Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	13%	1.9%
									Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	3.7%
Bognor Regis	18	57,414	3,190	177	13.9%	81.3%	11.3%	15.9%	Yapton Road South	Yapton Road South	A259 West	A259 West	B2259 South	75%	11.9%
									Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	25%	4.0%
Arundel	14	3,285	235	17	1.3%	70.0%	0.9%	1.3%	Internal	Ford Lane E	Ford Road N	Ford Road N	A284 North	75%	1.0%
									Yapton Road North	N End Road	Ford Lane	Ford Road N	A284 North	25%	0.3%
Barnham	5	3,415	683	137	10.7%	70.1%	7.5%	10.6%	Yapton Road North	Yapton Road North	Internal	Internal	Internal	100%	10.6%
Yapton	3	3,209	1,070	357	27.9%	49.5%	13.8%	19.5%	Yapton Road North	Yapton Road North	Yapton Road North	Internal	Internal	100%	19.5%
North Bersted	12	8,496	708	59	4.6%	81.3%	3.8%	5.3%	Yapton Road South	Yapton Road South	A259 West	A259 West	A259 West	100%	5.3%
Westergate	12	3,008	251	21	1.6%	49.5%	0.8%	1.1%	Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	100%	1.1%
Tangmere	18	2,625	146	8	0.6%	84.5%	0.5%	0.8%	Yapton Road North	N End Road	Yapton Lane	Yapton Lane	A27 West	50%	0.4%
									Yapton Road North	Yapton Road North	Barnham Road	Nyton Road	Nyton Road	50%	0.4%
		199,764	**13,360**	**1,276**	**100%**			**100.0%**							**100.0%**

Route 1	Proportion by Car	
	100%	**55%**
Yapton Road South	55.7%	30.6%
Yapton Road North	43.4%	23.9%
Internal	1.0%	0.5%
	100.0%	**55.0%**

Route 2	Proportion by Car	
	100%	**55%**
Yapton Road South	55.7%	30.6%
Ford Lane E	1.0%	0.5%
Yapton Road North	40.8%	22.4%
N End Road	2.6%	1.4%
	100.0%	**55.0%**

Route 3	Proportion by Car	
	100%	**55%**
A259 East	30.8%	16.92%
Ford Road N	1.0%	0.53%
Barnham Road	10.8%	5.93%
Yapton Lane	2.2%	1.23%
A259 West	24.9%	13.69%
Ford Lane	0.3%	0.18%
Internal	10.6%	5.81%
Yapton Road North	19.5%	10.71%
	100.0%	**55.0%**

Route 4	Proportion by Car	
	100%	**55%**
A259 East	30.8%	16.92%
Ford Road N	1.3%	0.71%
Nyton Road	10.8%	5.93%
Yapton Lane	2.2%	1.23%
A259 West	24.9%	13.69%
Internal	30.0%	16.52%
Yapton Road North	0.0%	0.00%
	100.0%	**55.0%**

Route 5	Proportion by Car	
	100%	**55%**
B2187 South	12.3%	6.77%
A27 East	0.0%	0.00%
A259 East	18.5%	10.15%
Nyton Road	10.8%	5.93%
A27 West	2.2%	1.23%
A259 West	13.0%	7.13%
B2259 South	11.9%	6.56%
A284 North	1.3%	0.71%
Internal	30.0%	16.52%
	100.0%	**55.0%**

Ford Lane Gravity Model **Depart at: 8:00am 25 April 2018** **Within 35min Drive time from Ford Lane Access** **BN18 0DQ**

Location	Time (mins)	2011 Census Pop	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	55.00%	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Proportion	%
Littlehampton	10	55,706	5,571	557	39.5%	81.4%	32.2%	40.4%	22.2%	Ford Lane East	Ford Road South	A259 East	A259 East	B2187 South	B2187 South	40%	16.1%
										Ford Lane East	Ford Road South	A259 East	A259 East	A259 East	A259 East	60%	24.2%
Chichester	25	31,654	1,266	51	3.6%	84.5%	3.0%	3.8%	2.1%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	38%	1.4%
										Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	63%	2.4%
Bognor Regis	18	63,885	3,549	197	14.0%	81.3%	11.4%	14.3%	7.8%	Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	B2259 South	75%	10.7%
										Ford Lane West	N End Road South	Burndell Road East	Blisham Road South	A259 West	A259 West	25%	3.6%
Arundel	12	3,285	274	23	1.6%	70.0%	1.1%	1.4%	0.8%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	1.4%
Barnham	5	3,415	683	137	9.7%	72.7%	7.1%	8.8%	4.9%	Ford Lane East	Ford Road North	A284 North	A284 North	A284 North	A284 North	100%	8.8%
Yapton	3	3,209	1,070	357	25.3%	80.8%	20.4%	25.6%	14.1%	Ford Lane West	N End Road South	Burndell Road East	Internal	Internal	Internal	75%	19.2%
										Ford Lane West	N End Road South	Burndell Road West	Internal	Internal	Internal	25%	6.4%
North Bersted	12	8,496	708	59	4.2%	73.1%	3.1%	3.8%	2.1%	Ford Lane East	Ford Road South	A259 West	A259 West	A259 West	A259 West	100%	3.8%
Westergate	12	3,008	251	21	1.5%	80.8%	1.2%	1.5%	0.8%	Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	100%	1.5%
Tangmere	18	2,625	146	8	0.6%	47.6%	0.3%	0.3%	0.2%	Ford Lane West	Yapton Lane N	A27 West	A27 West	A27 West	A27 West	50%	0.2%
										Ford Lane West	N End Road South	Barnham Road	Nyton Road	Nyton Road	Nyton Road	50%	0.2%
		175,283	**13,517**	**1,409**	**100%**			**100.0%**	**55.0%**								**100.0%**

Route 1	Proportion by Car	
	100%	**55%**
Ford Lane East	54.5%	30.0%
Ford Lane West	45.5%	25.0%
	100.0%	**55.0%**

Route 2	Proportion by Car	
	100%	**55%**
Ford Road North	10.3%	5.64%
Ford Road South	44.2%	24.31%
Yapton Lane N	1.6%	0.88%
N End Road South	43.9%	24.17%
	100.0%	**55.0%**

Route 3	Proportion by Car	
	100%	**55%**
A259 East	40.4%	22.20%
A27 West	1.6%	0.88%
Barnham Road	4.1%	2.23%
Burndell Road East	33.5%	18.42%
A284 North	10.3%	5.64%
Burndell Road West	6.4%	3.52%
A259 West	3.8%	2.11%
	100.0%	**55.0%**

Route 4	Proportion by Car	
	100%	**55%**
A259 East	40.4%	22.20%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
Blisham Road South	14.3%	7.84%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
A259 West	3.8%	2.11%
	100.0%	**55.0%**

Route 5	Proportion by Car	
	100%	**55%**
B2187 South	16.1%	8.88%
A27 East	0.0%	0.00%
A259 East	24.2%	13.32%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
A259 West	18.1%	9.96%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
	100.0%	**55.0%**

Route 6	Proportion by Car	
	100%	**55%**
B2187 South	16.1%	8.88%
A259 East	24.2%	13.32%
A27 West	1.6%	0.88%
Nyton Road	4.1%	2.23%
B2259 South	10.7%	5.88%
A259 West	7.4%	4.07%
A284 North	10.3%	5.64%
Internal	25.6%	14.10%
	100.0%	**55.0%**

APPENDIX I. Census Data – Employee Origins

Ford Road Employment Distribution Model

Destination	Proportion by car	Route 1	Route 2	Route 3	Route 4	Route 5	%	Proportion
Angmering	4.8%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	4.8%
Arundel	2.2%	Ford Road North	Ford Road North	A284 North	A284 North	A284 North	100%	2.2%
Bognor Regis	16.2%	Ford Road South	Ford Road South	A259 West	A259 West	B2259 South	75%	12.2%
		Ford Road South	Ford Road South	A259 West	A259 West	A259 West	25%	4.1%
Brighton	1.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	1.1%
Burgess Hill	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
Chichester	9.3%	Ford Road North	Ford Lane West	N End Road S	Barnham Road	Nyton Road	63%	5.8%
		Ford Road North	Ford Lane West	N End Road N	Yapton Lane	A27 West	13%	1.2%
		Ford Road South	Ford Road South	A259 West	A259 West	A259 West	25%	2.3%
Crawley	0.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.1%
East Grinstead	0.1%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.1%
Eastergate	5.6%	Ford Road North	Ford Lane West	N End Road S	Barnham Road	Nyton Road	100%	5.6%
Eastleigh	0.1%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.1%
Fareham	0.4%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.4%
Felpham	9.6%	Ford Road South	Ford Road South	A259 West	A259 West	B2259 South	75%	7.2%
		Ford Road South	Ford Road South	A259 West	B2132 South	B2132 South	25%	2.4%
Ferring	0.7%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	0.7%
Ford / Yapton	9.6%	Ford Road North	Ford Lane West	N End Road S	Burndell Road East	Internal	25%	2.4%
		Ford Road North	Ford Lane West	N End Road S	Burndell Road West	Internal	75%	7.2%
Gosport	0.3%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.3%
Havant	0.7%	Ford Road North	Ford Lane West	N End Road N	Yapton Lane	A27 West	100%	0.7%
Haywards Heath	0.4%	Ford Road South	Ford Road South	A259 East	A259 East	A259 East	100%	0.4%
Horsham	3.0%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	75%	2.2%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	25%	0.7%
Lancing	0.5%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.3%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.3%
Lewes	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
Littlehampton	20.5%	Ford Road South	Ford Road South	A259 East	A259 East	B2187 South	60%	12.3%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	40%	8.2%
London	0.3%	Ford Road North	Ford Road North	A284 North	A284 North	A284 North	100%	0.3%
Other East	0.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	100%	0.3%
Other North	0.5%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.5%
Other West	1.0%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	1.0%
Portsmouth	0.7%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.7%
Shoreham - by - Sea	1.4%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.7%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.7%
Sompting	0.4%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	50%	0.2%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	50%	0.2%
Southampton	0.2%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.2%
Winchester	0.0%	Ford Road South	Ford Road South	A259 West	A259 West	A259 West	100%	0.0%
Worthing	9.3%	Ford Road North	Ford Road North	A27 East	A27 East	A27 East	25%	2.3%
		Ford Road South	Ford Road South	A259 East	A259 East	A259 East	75%	7.0%
Total	**100.0%**							**100.0%**

Route 1	Proportion by car
Ford Road South	66.7%
Ford Road North	33.3%
Total	**100.0%**

Route 2	Proportion by car
Ford Road South	66.7%
Ford Road North	10.5%
Ford Lane West	22.8%
Total	**100.0%**

Route 3	Proportion by car
A259 East	35.3%
A284 North	2.6%
A259 West	31.4%
A27 East	7.9%
N End Road S	20.9%
N End Road N	1.9%
Total	**100.0%**

Route 4	Proportion by car
A259 East	35.3%
A284 North	2.6%
A27 West	0.0%
A259 West	29.0%
A27 East	7.9%
Barnham Road	11.4%
Yapton Lane	1.9%
B2132 South	2.4%
Burndell Road East	2.4%
Burndell Road West	7.2%
Total	**100.0%**

Route 5	Proportion by car
A259 East	23.0%
A284 North	2.6%
A27 West	1.9%
B2259 South	19.3%
A259 West	9.6%
A27 East	7.9%
Nyton Road	11.4%
B2132 South	2.4%
Internal	9.6%
B2187 South	12.3%
Total	**100.0%**

APPENDIX J. Junctions 9 Outputs

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Yapton Road - Site Access.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\Yapton Road-Site Access
Report generation date: 30/04/2019 16:51:40

»2021 with Development, AM
»2021 with Development, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021 with Development							
1 - Yapton Road N	0.5	3.94	0.33	A	0.7	4.68	0.42	A
2 - Site Access	0.2	3.83	0.16	A	0.1	3.56	0.07	A
3 - Yapton Road S	0.4	3.64	0.27	A	0.5	3.97	0.35	A
	2031 with Development							
1 - Yapton Road N	0.5	3.97	0.33	A	0.7	4.72	0.43	A
2 - Site Access	0.2	3.85	0.16	A	0.1	3.58	0.07	A
3 - Yapton Road S	0.4	3.66	0.27	A	0.5	4.00	0.35	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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
D5	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road / Access	Standard Roundabout		1, 2, 3	3.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Yapton Road N	
2	Site Access	
3	Yapton Road S	

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
1 - Yapton Road N	3.80	5.00	5.0	40.0	28.0	30.0	
2 - Site Access	3.80	5.00	6.0	40.0	28.0	38.0	
3 - Yapton Road S	3.80	5.00	5.0	20.0	28.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yapton Road N	0.604	1390
2 - Site Access	0.591	1369
3 - Yapton Road S	0.610	1404

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Road N		ONE HOUR	✓	403	100.000
2 - Site Access		ONE HOUR	✓	163	100.000
3 - Yapton Road S		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	22	381
	2 - Site Access	69	0	94
	3 - Yapton Road S	295	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	0	1
	2 - Site Access	0	0	0
	3 - Yapton Road S	1	0	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)
1 - Yapton Road N	0.33	3.94	0.5	A	370	555
2 - Site Access	0.16	3.83	0.2	A	150	224
3 - Yapton Road S	0.27	3.64	0.4	A	298	447

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
1 - Yapton Road N	303	76	23	1364	0.222	302	273	0.0	0.3	3.388	A
2 - Site Access	123	31	286	1198	0.102	122	39	0.0	0.1	3.344	A
3 - Yapton Road S	245	61	52	1360	0.180	244	356	0.0	0.2	3.225	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
1 - Yapton Road N	362	91	27	1361	0.266	362	327	0.3	0.4	3.603	A
2 - Site Access	147	37	342	1164	0.126	146	47	0.1	0.1	3.535	A
3 - Yapton Road S	292	73	62	1354	0.216	292	427	0.2	0.3	3.389	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
1 - Yapton Road N	444	111	33	1357	0.327	443	400	0.4	0.5	3.936	A
2 - Site Access	179	45	419	1119	0.160	179	57	0.1	0.2	3.832	A
3 - Yapton Road S	358	89	76	1346	0.266	357	522	0.3	0.4	3.643	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
1 - Yapton Road N	444	111	33	1357	0.327	444	401	0.5	0.5	3.939	A
2 - Site Access	179	45	419	1118	0.160	179	57	0.2	0.2	3.833	A
3 - Yapton Road S	358	89	76	1346	0.266	358	523	0.4	0.4	3.643	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
1 - Yapton Road N	362	91	27	1361	0.266	363	328	0.5	0.4	3.606	A
2 - Site Access	147	37	343	1164	0.126	147	47	0.2	0.1	3.538	A
3 - Yapton Road S	292	73	62	1354	0.216	293	428	0.4	0.3	3.394	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
1 - Yapton Road N	303	76	23	1364	0.222	304	274	0.4	0.3	3.399	A
2 - Site Access	123	31	287	1197	0.103	123	39	0.1	0.1	3.352	A
3 - Yapton Road S	245	61	52	1360	0.180	245	358	0.3	0.2	3.228	A

2021 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road / Access	Standard Roundabout		1, 2, 3	4.30	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
D6	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Road N		ONE HOUR	✓	506	100.000
2 - Site Access		ONE HOUR	✓	69	100.000
3 - Yapton Road S		ONE HOUR	✓	435	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	71	435
	2 - Site Access	29	0	40
	3 - Yapton Road S	338	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	0	0
	2 - Site Access	0	0	0
	3 - Yapton Road S	0	0	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)
1 - Yapton Road N	0.42	4.68	0.7	A	464	696
2 - Site Access	0.07	3.56	0.1	A	63	95
3 - Yapton Road S	0.35	3.97	0.5	A	399	599

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
1 - Yapton Road N	381	95	73	1346	0.283	379	275	0.0	0.4	3.716	A
2 - Site Access	52	13	326	1176	0.044	52	126	0.0	0.0	3.202	A
3 - Yapton Road S	327	82	22	1391	0.235	326	356	0.0	0.3	3.379	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
1 - Yapton Road N	455	114	87	1338	0.340	454	330	0.4	0.5	4.074	A
2 - Site Access	62	16	391	1138	0.055	62	151	0.0	0.1	3.345	A
3 - Yapton Road S	391	98	26	1388	0.282	391	427	0.3	0.4	3.609	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
1 - Yapton Road N	557	139	107	1326	0.420	556	404	0.5	0.7	4.673	A
2 - Site Access	76	19	478	1086	0.070	76	185	0.1	0.1	3.563	A
3 - Yapton Road S	479	120	32	1385	0.346	478	522	0.4	0.5	3.969	A

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
1 - Yapton Road N	557	139	107	1326	0.420	557	404	0.7	0.7	4.683	A
2 - Site Access	76	19	479	1086	0.070	76	185	0.1	0.1	3.564	A
3 - Yapton Road S	479	120	32	1385	0.346	479	523	0.5	0.5	3.974	A

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
1 - Yapton Road N	455	114	87	1338	0.340	456	330	0.7	0.5	4.087	A
2 - Site Access	62	16	392	1137	0.055	62	151	0.1	0.1	3.350	A
3 - Yapton Road S	391	98	26	1388	0.282	392	428	0.5	0.4	3.613	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
1 - Yapton Road N	381	95	73	1346	0.283	381	277	0.5	0.4	3.732	A
2 - Site Access	52	13	328	1175	0.044	52	127	0.1	0.0	3.207	A
3 - Yapton Road S	327	82	22	1391	0.235	328	358	0.4	0.3	3.386	A

2031 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road / Access	Standard Roundabout		1, 2, 3	3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Road N		ONE HOUR	✓	409	100.000
2 - Site Access		ONE HOUR	✓	163	100.000
3 - Yapton Road S		ONE HOUR	✓	329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	22	387
	2 - Site Access	69	0	94
	3 - Yapton Road S	299	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	0	1
	2 - Site Access	0	0	0
	3 - Yapton Road S	1	0	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)
1 - Yapton Road N	0.33	3.97	0.5	A	375	563
2 - Site Access	0.16	3.85	0.2	A	150	224
3 - Yapton Road S	0.27	3.66	0.4	A	302	453

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
1 - Yapton Road N	308	77	23	1364	0.226	307	276	0.0	0.3	3.403	A
2 - Site Access	123	31	290	1195	0.103	122	39	0.0	0.1	3.352	A
3 - Yapton Road S	248	62	52	1360	0.182	247	361	0.0	0.2	3.230	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
1 - Yapton Road N	368	92	27	1361	0.270	367	331	0.3	0.4	3.622	A
2 - Site Access	147	37	348	1161	0.126	146	47	0.1	0.1	3.547	A
3 - Yapton Road S	296	74	62	1354	0.218	296	432	0.2	0.3	3.400	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
1 - Yapton Road N	450	113	33	1357	0.332	450	405	0.4	0.5	3.965	A
2 - Site Access	179	45	426	1115	0.161	179	57	0.1	0.2	3.847	A
3 - Yapton Road S	362	91	76	1346	0.269	362	529	0.3	0.4	3.659	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
1 - Yapton Road N	450	113	33	1357	0.332	450	405	0.5	0.5	3.968	A
2 - Site Access	179	45	426	1114	0.161	179	57	0.2	0.2	3.850	A
3 - Yapton Road S	362	91	76	1346	0.269	362	530	0.4	0.4	3.660	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
1 - Yapton Road N	368	92	27	1361	0.270	368	331	0.5	0.4	3.626	A
2 - Site Access	147	37	348	1161	0.126	147	47	0.2	0.1	3.552	A
3 - Yapton Road S	296	74	62	1354	0.218	296	433	0.4	0.3	3.406	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
1 - Yapton Road N	308	77	23	1364	0.226	308	277	0.4	0.3	3.411	A
2 - Site Access	123	31	292	1195	0.103	123	39	0.1	0.1	3.358	A
3 - Yapton Road S	248	62	52	1360	0.182	248	362	0.3	0.2	3.236	A

2031 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road / Access	Standard Roundabout		1, 2, 3	4.33	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 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Yapton Road N		ONE HOUR	✓	512	100.000
2 - Site Access		ONE HOUR	✓	69	100.000
3 - Yapton Road S		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	71	441
	2 - Site Access	29	0	40
	3 - Yapton Road S	343	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Road N	2 - Site Access	3 - Yapton Road S
From	1 - Yapton Road N	0	0	0
	2 - Site Access	0	0	0
	3 - Yapton Road S	0	0	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)
1 - Yapton Road N	0.43	4.72	0.7	A	470	705
2 - Site Access	0.07	3.58	0.1	A	63	95
3 - Yapton Road S	0.35	4.00	0.5	A	404	606

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
1 - Yapton Road N	385	96	73	1346	0.286	384	279	0.0	0.4	3.734	A
2 - Site Access	52	13	331	1173	0.044	52	126	0.0	0.0	3.209	A
3 - Yapton Road S	331	83	22	1391	0.238	330	361	0.0	0.3	3.391	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
1 - Yapton Road N	460	115	87	1338	0.344	460	334	0.4	0.5	4.099	A
2 - Site Access	62	16	396	1135	0.055	62	151	0.0	0.1	3.355	A
3 - Yapton Road S	396	99	26	1388	0.285	395	432	0.3	0.4	3.625	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
1 - Yapton Road N	564	141	107	1326	0.425	563	409	0.5	0.7	4.714	A
2 - Site Access	76	19	485	1082	0.070	76	185	0.1	0.1	3.576	A
3 - Yapton Road S	484	121	32	1385	0.350	484	529	0.4	0.5	3.993	A

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
1 - Yapton Road N	564	141	107	1326	0.425	564	410	0.7	0.7	4.723	A
2 - Site Access	76	19	486	1082	0.070	76	185	0.1	0.1	3.578	A
3 - Yapton Road S	484	121	32	1385	0.350	484	530	0.5	0.5	3.998	A

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
1 - Yapton Road N	460	115	87	1338	0.344	461	335	0.7	0.5	4.111	A
2 - Site Access	62	16	397	1134	0.055	62	151	0.1	0.1	3.360	A
3 - Yapton Road S	396	99	26	1388	0.285	396	433	0.5	0.4	3.629	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
1 - Yapton Road N	385	96	73	1346	0.286	386	280	0.5	0.4	3.753	A
2 - Site Access	52	13	332	1172	0.044	52	127	0.1	0.0	3.213	A
3 - Yapton Road S	331	83	22	1391	0.238	332	363	0.4	0.3	3.399	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Ford Lane - Site Access.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\Ford Lane-Site Access
Report generation date: 02/05/2019 12:01:55

»2021 with Development, AM
»2021 with Development, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021 with Development							
1 - Ford Lane E	0.4	3.64	0.27	A	0.3	3.64	0.26	A
2 - Access	0.2	3.65	0.18	A	0.1	3.14	0.09	A
3 - Ford Lane W	0.4	4.34	0.29	A	0.4	4.23	0.30	A
4 - Commerical Access	0.0	0.00	0.00	A	0.0	4.03	0.01	A
	2031 with Development							
1 - Ford Lane E	0.4	3.66	0.27	A	0.3	3.65	0.26	A
2 - Access	0.2	3.66	0.18	A	0.1	3.14	0.09	A
3 - Ford Lane W	0.4	4.37	0.30	A	0.4	4.25	0.31	A
4 - Commerical Access	0.0	0.00	0.00	A	0.0	4.04	0.01	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	(untitled)
Location	
Site number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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
D5	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ford Lane / Access	Standard Roundabout		1, 2, 3, 4	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Ford Lane E	
2	Access	
3	Ford Lane W	
4	Commerical Access	

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
1 - Ford Lane E	3.60	5.00	5.0	60.0	40.0	20.0	
2 - Access	3.60	5.00	4.0	60.0	40.0	16.0	
3 - Ford Lane W	3.60	5.00	4.0	32.0	40.0	42.0	
4 - Commerical Access	3.60	5.00	4.0	32.0	40.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Ford Lane E	0.603	1403
2 - Access	0.606	1396
3 - Ford Lane W	0.547	1261
4 - Commerical Access	0.559	1288

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Ford Lane E		ONE HOUR	✓	330	100.000
2 - Access		ONE HOUR	✓	193	100.000
3 - Ford Lane W		ONE HOUR	✓	310	100.000
4 - Commerical Access		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	40	282	8
	2 - Access	100	0	93	0
	3 - Ford Lane W	270	38	0	2
	4 - Commerical Access	2	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	0	2	20
	2 - Access	0	0	0	0
	3 - Ford Lane W	2	0	0	0
	4 - Commerical Access	0	0	0	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)
1 - Ford Lane E	0.27	3.64	0.4	A	303	454
2 - Access	0.18	3.65	0.2	A	177	266
3 - Ford Lane W	0.29	4.34	0.4	A	284	427
4 - Commerical Access	0.00	0.00	0.0	A	0	0

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
1 - Ford Lane E	248	62	28	1359	0.183	248	277	0.0	0.2	3.237	A
2 - Access	145	36	218	1261	0.115	145	58	0.0	0.1	3.223	A
3 - Ford Lane W	233	58	81	1192	0.196	232	281	0.0	0.2	3.749	A
4 - Commerical Access	0	0	306	1114	0.000	0	8	0.0	0.0	0.000	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
1 - Ford Lane E	297	74	34	1355	0.219	296	332	0.2	0.3	3.399	A
2 - Access	174	43	261	1234	0.141	173	70	0.1	0.2	3.392	A
3 - Ford Lane W	279	70	97	1183	0.236	278	337	0.2	0.3	3.978	A
4 - Commerical Access	0	0	366	1080	0.000	0	9	0.0	0.0	0.000	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
1 - Ford Lane E	363	91	42	1351	0.269	363	407	0.3	0.4	3.645	A
2 - Access	212	53	319	1198	0.177	212	86	0.2	0.2	3.651	A
3 - Ford Lane W	341	85	119	1171	0.291	341	412	0.3	0.4	4.334	A
4 - Commerical Access	0	0	449	1033	0.000	0	11	0.0	0.0	0.000	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
1 - Ford Lane E	363	91	42	1351	0.269	363	407	0.4	0.4	3.645	A
2 - Access	212	53	319	1198	0.177	212	86	0.2	0.2	3.652	A
3 - Ford Lane W	341	85	119	1171	0.291	341	413	0.4	0.4	4.337	A
4 - Commerical Access	0	0	449	1033	0.000	0	11	0.0	0.0	0.000	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
1 - Ford Lane E	297	74	34	1355	0.219	297	333	0.4	0.3	3.404	A
2 - Access	174	43	261	1234	0.141	174	70	0.2	0.2	3.397	A
3 - Ford Lane W	279	70	97	1183	0.236	279	338	0.4	0.3	3.984	A
4 - Commerical Access	0	0	367	1079	0.000	0	9	0.0	0.0	0.000	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
1 - Ford Lane E	248	62	29	1358	0.183	249	279	0.3	0.2	3.246	A
2 - Access	145	36	219	1260	0.115	145	59	0.2	0.1	3.231	A
3 - Ford Lane W	233	58	81	1192	0.196	234	283	0.3	0.2	3.758	A
4 - Commerical Access	0	0	307	1113	0.000	0	8	0.0	0.0	0.000	A

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ford Lane / Access	Standard Roundabout		1, 2, 3, 4	3.85	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)	Run automatically
D6	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Ford Lane E		ONE HOUR	✓	308	100.000
2 - Access		ONE HOUR	✓	98	100.000
3 - Ford Lane W		ONE HOUR	✓	338	100.000
4 - Commerical Access		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	102	204	2
	2 - Access	50	0	48	0
	3 - Ford Lane W	242	96	0	0
	4 - Commerical Access	8	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	0	1	0
	2 - Access	0	0	0	0
	3 - Ford Lane W	1	0	0	0
	4 - Commerical Access	20	0	0	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)
1 - Ford Lane E	0.26	3.64	0.3	A	283	424
2 - Access	0.09	3.14	0.1	A	90	135
3 - Ford Lane W	0.30	4.23	0.4	A	310	465
4 - Commerical Access	0.01	4.03	0.0	A	9	14

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
1 - Ford Lane E	232	58	73	1349	0.172	231	225	0.0	0.2	3.217	A
2 - Access	74	18	156	1300	0.057	74	148	0.0	0.1	2.934	A
3 - Ford Lane W	254	64	39	1232	0.207	253	191	0.0	0.3	3.675	A
4 - Commerical Access	8	2	291	969	0.008	7	2	0.0	0.0	3.742	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
1 - Ford Lane E	277	69	88	1341	0.207	277	269	0.2	0.3	3.382	A
2 - Access	88	22	187	1281	0.069	88	178	0.1	0.1	3.016	A
3 - Ford Lane W	304	76	47	1228	0.247	304	228	0.3	0.3	3.893	A
4 - Commerical Access	9	2	349	941	0.010	9	2	0.0	0.0	3.861	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
1 - Ford Lane E	339	85	108	1329	0.255	339	330	0.3	0.3	3.636	A
2 - Access	108	27	229	1256	0.086	108	218	0.1	0.1	3.135	A
3 - Ford Lane W	372	93	57	1222	0.304	372	279	0.3	0.4	4.231	A
4 - Commerical Access	11	3	427	903	0.012	11	2	0.0	0.0	4.033	A

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
1 - Ford Lane E	339	85	108	1329	0.255	339	330	0.3	0.3	3.636	A
2 - Access	108	27	229	1256	0.086	108	218	0.1	0.1	3.136	A
3 - Ford Lane W	372	93	57	1222	0.304	372	280	0.4	0.4	4.234	A
4 - Commerical Access	11	3	427	903	0.012	11	2	0.0	0.0	4.034	A

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
1 - Ford Lane E	277	69	88	1341	0.207	277	270	0.3	0.3	3.385	A
2 - Access	88	22	187	1281	0.069	88	178	0.1	0.1	3.017	A
3 - Ford Lane W	304	76	47	1228	0.247	304	229	0.4	0.3	3.900	A
4 - Commerical Access	9	2	349	941	0.010	9	2	0.0	0.0	3.862	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
1 - Ford Lane E	232	58	74	1349	0.172	232	226	0.3	0.2	3.224	A
2 - Access	74	18	157	1300	0.057	74	149	0.1	0.1	2.935	A
3 - Ford Lane W	254	64	39	1232	0.207	255	191	0.3	0.3	3.683	A
4 - Commerical Access	8	2	292	968	0.008	8	2	0.0	0.0	3.748	A

2031 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ford Lane / Access	Standard Roundabout		1, 2, 3, 4	3.93	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 with Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Ford Lane E		ONE HOUR	✓	335	100.000
2 - Access		ONE HOUR	✓	193	100.000
3 - Ford Lane W		ONE HOUR	✓	315	100.000
4 - Commerical Access		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	40	287	8
	2 - Access	100	0	93	0
	3 - Ford Lane W	275	38	0	2
	4 - Commerical Access	2	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	0	2	20
	2 - Access	0	0	0	0
	3 - Ford Lane W	2	0	0	0
	4 - Commerical Access	0	0	0	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)
1 - Ford Lane E	0.27	3.66	0.4	A	307	461
2 - Access	0.18	3.66	0.2	A	177	266
3 - Ford Lane W	0.30	4.37	0.4	A	289	434
4 - Commerical Access	0.00	0.00	0.0	A	0	0

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
1 - Ford Lane E	252	63	28	1359	0.186	251	281	0.0	0.2	3.247	A
2 - Access	145	36	221	1259	0.115	145	58	0.0	0.1	3.230	A
3 - Ford Lane W	237	59	81	1192	0.199	236	285	0.0	0.2	3.763	A
4 - Commerical Access	0	0	310	1112	0.000	0	8	0.0	0.0	0.000	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
1 - Ford Lane E	301	75	34	1356	0.222	301	337	0.2	0.3	3.413	A
2 - Access	174	43	265	1232	0.141	173	70	0.1	0.2	3.401	A
3 - Ford Lane W	283	71	97	1183	0.239	283	341	0.2	0.3	3.997	A
4 - Commerical Access	0	0	371	1077	0.000	0	9	0.0	0.0	0.000	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
1 - Ford Lane E	369	92	42	1351	0.273	368	412	0.3	0.4	3.664	A
2 - Access	212	53	324	1195	0.178	212	86	0.2	0.2	3.664	A
3 - Ford Lane W	347	87	119	1171	0.296	346	418	0.3	0.4	4.361	A
4 - Commerical Access	0	0	454	1030	0.000	0	11	0.0	0.0	0.000	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
1 - Ford Lane E	369	92	42	1351	0.273	369	413	0.4	0.4	3.664	A
2 - Access	212	53	325	1195	0.178	212	86	0.2	0.2	3.664	A
3 - Ford Lane W	347	87	119	1171	0.296	347	418	0.4	0.4	4.365	A
4 - Commerical Access	0	0	455	1030	0.000	0	11	0.0	0.0	0.000	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
1 - Ford Lane E	301	75	34	1355	0.222	302	338	0.4	0.3	3.418	A
2 - Access	174	43	266	1231	0.141	174	70	0.2	0.2	3.403	A
3 - Ford Lane W	283	71	97	1183	0.239	284	342	0.4	0.3	4.004	A
4 - Commerical Access	0	0	372	1077	0.000	0	9	0.0	0.0	0.000	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
1 - Ford Lane E	252	63	29	1359	0.186	252	283	0.3	0.2	3.256	A
2 - Access	145	36	222	1258	0.116	145	59	0.2	0.1	3.237	A
3 - Ford Lane W	237	59	81	1192	0.199	237	286	0.3	0.2	3.772	A
4 - Commerical Access	0	0	311	1111	0.000	0	8	0.0	0.0	0.000	A

2031 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ford Lane / Access	Standard Roundabout		1, 2, 3, 4	3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Ford Lane E		ONE HOUR	✓	311	100.000
2 - Access		ONE HOUR	✓	98	100.000
3 - Ford Lane W		ONE HOUR	✓	341	100.000
4 - Commerical Access		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	102	207	2
	2 - Access	50	0	48	0
	3 - Ford Lane W	245	96	0	0
	4 - Commerical Access	8	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Ford Lane E	2 - Access	3 - Ford Lane W	4 - Commerical Access
From	1 - Ford Lane E	0	0	1	0
	2 - Access	0	0	0	0
	3 - Ford Lane W	1	0	0	0
	4 - Commerical Access	20	0	0	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)
1 - Ford Lane E	0.26	3.65	0.3	A	285	428
2 - Access	0.09	3.14	0.1	A	90	135
3 - Ford Lane W	0.31	4.25	0.4	A	313	469
4 - Commerical Access	0.01	4.04	0.0	A	9	14

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
1 - Ford Lane E	234	59	73	1350	0.174	233	227	0.0	0.2	3.224	A
2 - Access	74	18	158	1299	0.057	74	148	0.0	0.1	2.937	A
3 - Ford Lane W	257	64	39	1232	0.208	256	193	0.0	0.3	3.683	A
4 - Commerical Access	8	2	293	968	0.008	7	2	0.0	0.0	3.746	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
1 - Ford Lane E	280	70	88	1341	0.209	279	272	0.2	0.3	3.391	A
2 - Access	88	22	190	1280	0.069	88	178	0.1	0.1	3.020	A
3 - Ford Lane W	307	77	47	1228	0.250	306	231	0.3	0.3	3.905	A
4 - Commerical Access	9	2	351	940	0.010	9	2	0.0	0.0	3.866	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
1 - Ford Lane E	342	86	108	1329	0.258	342	333	0.3	0.3	3.648	A
2 - Access	108	27	232	1254	0.086	108	218	0.1	0.1	3.141	A
3 - Ford Lane W	375	94	57	1222	0.307	375	283	0.3	0.4	4.247	A
4 - Commerical Access	11	3	430	902	0.012	11	2	0.0	0.0	4.040	A

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
1 - Ford Lane E	342	86	108	1329	0.258	342	334	0.3	0.3	3.648	A
2 - Access	108	27	232	1254	0.086	108	218	0.1	0.1	3.141	A
3 - Ford Lane W	375	94	57	1222	0.307	375	283	0.4	0.4	4.250	A
4 - Commerical Access	11	3	430	902	0.012	11	2	0.0	0.0	4.041	A

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
1 - Ford Lane E	280	70	88	1341	0.209	280	273	0.3	0.3	3.393	A
2 - Access	88	22	190	1280	0.069	88	178	0.1	0.1	3.023	A
3 - Ford Lane W	307	77	47	1228	0.250	307	231	0.4	0.3	3.911	A
4 - Commerical Access	9	2	352	940	0.010	9	2	0.0	0.0	3.869	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
1 - Ford Lane E	234	59	74	1349	0.174	234	228	0.3	0.2	3.228	A
2 - Access	74	18	159	1298	0.057	74	149	0.1	0.1	2.939	A
3 - Ford Lane W	257	64	39	1232	0.208	257	194	0.3	0.3	3.694	A
4 - Commerical Access	8	2	295	967	0.008	8	2	0.0	0.0	3.749	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Ford Road Employment Access.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Picady\Ford Road Employment Access
Report generation date: 30/04/2019 16:41:32

»2018, AM
»2018, PM
»2021 with Grundon, AM
»2021 with Grundon, PM
»2021 with Grundon + Dev, AM
»2021 with Grundon + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2018										
Stream B-C	0.0	6.74	0.02	A	64 % [Stream B-A]	0.0	5.90	0.02	A	95 % [Stream B-A]
Stream B-A	0.0	21.38	0.03	C		0.0	19.44	0.02	C	
Stream C-AB	0.0	7.45	0.02	A		0.0	6.53	0.02	A	
2021 with Grundon										
Stream B-C	0.0	7.48	0.02	A	49 % [Stream B-A]	0.0	6.54	0.02	A	75 % [Stream B-A]
Stream B-A	0.1	22.04	0.08	C		0.1	20.06	0.10	C	
Stream C-AB	0.0	7.63	0.02	A		0.0	6.51	0.01	A	
2021 with Grundon + Dev										
Stream B-C	0.0	7.73	0.03	A	31 % [Stream B-A]	0.1	7.52	0.06	A	15 % [Stream B-A]
Stream B-A	0.1	24.63	0.10	C		0.4	28.73	0.30	D	
Stream C-AB	0.1	8.25	0.06	A		0.0	6.85	0.02	A	

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

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

File summary

File Description

Title	
Location	
Site number	
Date	27/11/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2018	AM	ONE HOUR	07:45	09:15		15
D2	2018	PM	ONE HOUR	16:45	18:15		15
D3	2021 with Grundon	AM	ONE HOUR	07:45	09:15		15
D4	2021 with Grundon	PM	DIRECT	16:45	18:15	90	15
D5	2021 with Grundon + Dev	AM	ONE HOUR	07:45	09:15		15
D6	2021 with Grundon + Dev	PM	ONE HOUR	16:45	18:15		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, 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		0.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Ford Road South		Major
B	Site Access		Minor
C	Ford Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.40	120.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.20	4.00	3.60	3.60		5.00	45	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548	0.095	0.241	0.152	0.345
1	B-C	714	0.105	0.265	-	-
1	C-B	727	0.270	0.270	-	-

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	2018	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		✓	564	100.000
B		✓	14	100.000
C		✓	292	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	545
	B	4	0	10
	C	284	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	2
	B	100	0	0
	C	4	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.74	0.0	A
B-A	0.03	21.38	0.0	C
C-AB	0.02	7.45	0.0	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-C	8	599	0.013	7	0.0	6.083	A
B-A	3	205	0.015	3	0.0	17.840	C
C-AB	6	540	0.011	6	0.0	6.741	A
C-A	214			214			
A-B	14			14			
A-C	410			410			

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-C	9	577	0.016	9	0.0	6.342	A
B-A	4	191	0.019	4	0.0	19.171	C
C-AB	7	520	0.014	7	0.0	7.021	A
C-A	255			255			
A-B	17			17			
A-C	490			490			

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-C	11	546	0.020	11	0.0	6.734	A
B-A	4	173	0.026	4	0.0	21.378	C
C-AB	9	492	0.018	9	0.0	7.449	A
C-A	313			313			
A-B	21			21			
A-C	600			600			

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-C	11	545	0.020	11	0.0	6.736	A
B-A	4	173	0.025	4	0.0	21.379	C
C-AB	9	492	0.018	9	0.0	7.449	A
C-A	313			313			
A-B	21			21			
A-C	600			600			

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-C	9	576	0.016	9	0.0	6.346	A
B-A	4	191	0.019	4	0.0	19.167	C
C-AB	7	520	0.014	7	0.0	7.024	A
C-A	255			255			
A-B	17			17			
A-C	490			490			

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-C	8	599	0.013	8	0.0	6.092	A
B-A	3	205	0.015	3	0.0	17.833	C
C-AB	6	540	0.011	6	0.0	6.744	A
C-A	214			214			
A-B	14			14			
A-C	410			410			

2018, 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		0.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	95	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	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		✓	312	100.000
B		✓	14	100.000
C		✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	293
	B	4	0	10
	C	503	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	1
	B	100	0	0
	C	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	5.90	0.0	A
B-A	0.02	19.44	0.0	C
C-AB	0.02	6.53	0.0	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-C	8	651	0.012	7	0.0	5.594	A
B-A	3	216	0.014	3	0.0	16.879	C
C-AB	6	587	0.010	6	0.0	6.199	A
C-A	379			379			
A-B	14			14			
A-C	221			221			

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-C	9	638	0.014	9	0.0	5.720	A
B-A	4	205	0.018	4	0.0	17.867	C
C-AB	7	576	0.012	7	0.0	6.332	A
C-A	452			452			
A-B	17			17			
A-C	263			263			

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-C	11	621	0.018	11	0.0	5.899	A
B-A	4	190	0.023	4	0.0	19.443	C
C-AB	9	560	0.016	9	0.0	6.527	A
C-A	554			554			
A-B	21			21			
A-C	323			323			

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-C	11	621	0.018	11	0.0	5.901	A
B-A	4	190	0.023	4	0.0	19.443	C
C-AB	9	560	0.016	9	0.0	6.527	A
C-A	554			554			
A-B	21			21			
A-C	323			323			

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-C	9	638	0.014	9	0.0	5.725	A
B-A	4	205	0.018	4	0.0	17.865	C
C-AB	7	576	0.012	7	0.0	6.335	A
C-A	452			452			
A-B	17			17			
A-C	263			263			

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-C	8	650	0.012	8	0.0	5.600	A
B-A	3	216	0.014	3	0.0	16.874	C
C-AB	6	587	0.010	6	0.0	6.199	A
C-A	379			379			
A-B	14			14			
A-C	221			221			

2021 with Grundon, 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		0.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	49	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2021 with Grundon	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		✓	605	100.000
B		✓	23	100.000
C		✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	577
	B	13	0	10
	C	301	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	2
	B	100	0	0
	C	4	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	7.48	0.0	A
B-A	0.08	22.04	0.1	C
C-AB	0.02	7.63	0.0	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-C	8	549	0.014	7	0.0	6.653	A
B-A	10	214	0.046	10	0.0	17.601	C
C-AB	6	532	0.011	6	0.0	6.840	A
C-A	227			227			
A-B	21			21			
A-C	434			434			

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-C	9	525	0.017	9	0.0	6.976	A
B-A	12	199	0.059	12	0.1	19.232	C
C-AB	7	511	0.014	7	0.0	7.150	A
C-A	271			271			
A-B	25			25			
A-C	519			519			

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-C	11	493	0.022	11	0.0	7.474	A
B-A	14	178	0.081	14	0.1	22.016	C
C-AB	9	481	0.018	9	0.0	7.628	A
C-A	331			331			
A-B	31			31			
A-C	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-C	11	492	0.022	11	0.0	7.477	A
B-A	14	178	0.081	14	0.1	22.035	C
C-AB	9	481	0.018	9	0.0	7.628	A
C-A	331			331			
A-B	31			31			
A-C	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-C	9	525	0.017	9	0.0	6.981	A
B-A	12	199	0.059	12	0.1	19.256	C
C-AB	7	511	0.014	7	0.0	7.150	A
C-A	271			271			
A-B	25			25			
A-C	519			519			

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-C	8	548	0.014	8	0.0	6.661	A
B-A	10	214	0.046	10	0.0	17.631	C
C-AB	6	532	0.011	6	0.0	6.840	A
C-A	227			227			
A-B	21			21			
A-C	434			434			

2021 with Grundon, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2021 with Grundon, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.99	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	75	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2021 with Grundon	PM	DIRECT	16:45	18:15	90	15

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	312
	B	20	0	11
	C	531	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	1
	B	100	0	0
	C	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.54	0.0	A
B-A	0.10	20.06	0.1	C
C-AB	0.01	6.51	0.0	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-C	11	562	0.020	11	0.0	6.532	A
B-A	20	199	0.100	20	0.1	19.968	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

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-C	11	561	0.020	11	0.0	6.540	A
B-A	20	199	0.100	20	0.1	20.056	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

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-C	11	561	0.020	11	0.0	6.540	A
B-A	20	199	0.100	20	0.1	20.058	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

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-C	11	561	0.020	11	0.0	6.540	A
B-A	20	199	0.100	20	0.1	20.058	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

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-C	11	561	0.020	11	0.0	6.540	A
B-A	20	199	0.100	20	0.1	20.058	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

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-C	11	561	0.020	11	0.0	6.540	A
B-A	20	199	0.100	20	0.1	20.058	C
C-AB	8	561	0.014	8	0.0	6.510	A
C-A	531			531			
A-B	28			28			
A-C	312			312			

2021 with Grundon + 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		0.93	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2021 with Grundon + 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		✓	663	100.000
B		✓	26	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	602
	B	15	0	11
	C	362	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	2
	B	100	0	0
	C	4	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	7.73	0.0	A
B-A	0.10	24.63	0.1	C
C-AB	0.06	8.25	0.1	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-C	8	538	0.015	8	0.0	6.789	A
B-A	11	204	0.055	11	0.1	18.653	C
C-AB	19	521	0.036	19	0.0	7.168	A
C-A	273			273			
A-B	46			46			
A-C	453			453			

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-C	10	513	0.019	10	0.0	7.154	A
B-A	13	187	0.072	13	0.1	20.773	C
C-AB	22	497	0.045	22	0.0	7.586	A
C-A	325			325			
A-B	55			55			
A-C	541			541			

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-C	12	478	0.025	12	0.0	7.727	A
B-A	17	163	0.102	16	0.1	24.591	C
C-AB	28	464	0.059	27	0.1	8.247	A
C-A	399			399			
A-B	67			67			
A-C	663			663			

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-C	12	478	0.025	12	0.0	7.731	A
B-A	17	163	0.102	17	0.1	24.630	C
C-AB	28	464	0.059	28	0.1	8.249	A
C-A	399			399			
A-B	67			67			
A-C	663			663			

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-C	10	513	0.019	10	0.0	7.161	A
B-A	13	187	0.072	14	0.1	20.815	C
C-AB	22	497	0.045	23	0.0	7.591	A
C-A	325			325			
A-B	55			55			
A-C	541			541			

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-C	8	538	0.015	8	0.0	6.801	A
B-A	11	204	0.055	11	0.1	18.692	C
C-AB	19	521	0.036	19	0.0	7.171	A
C-A	273			273			
A-B	46			46			
A-C	453			453			

2021 with Grundon + 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		2.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2021 with Grundon + 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		✓	404	100.000
B		✓	75	100.000
C		✓	572	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	375
	B	49	0	26
	C	563	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	16	1
	B	100	0	0
	C	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	7.52	0.1	A
B-A	0.30	28.73	0.4	D
C-AB	0.02	6.85	0.0	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-C	20	558	0.035	19	0.0	6.680	A
B-A	37	212	0.174	36	0.2	20.319	C
C-AB	7	570	0.012	7	0.0	6.394	A
C-A	424			424			
A-B	22			22			
A-C	282			282			

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-C	23	537	0.044	23	0.0	7.006	A
B-A	44	198	0.222	44	0.3	23.213	C
C-AB	8	555	0.015	8	0.0	6.577	A
C-A	506			506			
A-B	26			26			
A-C	337			337			

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-C	29	508	0.056	29	0.1	7.513	A
B-A	54	179	0.301	53	0.4	28.504	D
C-AB	10	535	0.019	10	0.0	6.849	A
C-A	620			620			
A-B	32			32			
A-C	413			413			

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-C	29	507	0.056	29	0.1	7.523	A
B-A	54	179	0.301	54	0.4	28.727	D
C-AB	10	535	0.019	10	0.0	6.849	A
C-A	620			620			
A-B	32			32			
A-C	413			413			

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-C	23	536	0.044	23	0.0	7.020	A
B-A	44	199	0.222	45	0.3	23.461	C
C-AB	8	555	0.015	8	0.0	6.577	A
C-A	506			506			
A-B	26			26			
A-C	337			337			

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-C	20	557	0.035	20	0.0	6.702	A
B-A	37	212	0.174	37	0.2	20.576	C
C-AB	7	570	0.012	7	0.0	6.394	A
C-A	424			424			
A-B	22			22			
A-C	282			282			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Yapton Road - A259.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Picady\Yapton Road - A259
Report generation date: 30/04/2019 16:14:39

»2018, AM
»2018, PM
»2021 Base , AM
»2021 Base , PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base , PM
»2031 Base with Development, AM
»2031 Base with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
Stream B-C	1.0	16.22	0.50	C	63.1	535.45	1.45	F
Stream B-A	0.2	33.09	0.15	D	7.1	707.91	1.35	F
Stream C-AB	1.0	15.87	0.50	C	1.9	21.79	0.65	C
	2021 Base							
Stream B-C	1.7	22.26	0.63	C	160.6	4037.09	4.01	F
Stream B-A	0.2	44.99	0.20	E	15.2	4443.38	3.89	F
Stream C-AB	1.2	17.91	0.55	C	4.0	30.87	0.79	D
	2021 with Development							
Stream B-C	19.0	195.37	1.10	F	251.9	2441.24	9999999999.00	F
Stream B-A	5.8	296.01	1.03	F	35.5	2536.41	9999999999.00	F
Stream C-AB	1.5	20.37	0.60	C	13.3	42.67	0.94	E
	2031 Base							
Stream B-C	1.8	23.99	0.65	C	196.2	12634.87	10.44	F
Stream B-A	0.3	50.34	0.23	F	18.7	3558.32	10.15	F
Stream C-AB	1.3	18.63	0.56	C	4.3	31.90	0.80	D
	2031 Base with Development							
Stream B-C	25.6	254.52	1.16	F	263.4	2569.19	9999999999.00	F
Stream B-A	7.0	355.80	1.08	F	37.2	2663.74	9999999999.00	F
Stream C-AB	1.6	21.29	0.61	C	16.1	50.22	0.95	F

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	(untitled)
Location	
Site number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D7	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2024 Base ST	AM	ONE HOUR	07:45	09:15	15			
D10	2024 Base ST	PM	ONE HOUR	16:45	18:15	15			
D11	Development	AM	ONE HOUR	07:45	09:15	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D15	2024 with Development	AM	ONE HOUR	07:45	09:15	15		Simple	D5 + D11
D16	2024 with Development	PM	ONE HOUR	16:45	18:15	15		Simple	D6 + D12
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12
D19	2024 with Development ST	AM	ONE HOUR	07:45	09:15	15		Simple	D9 + D11
D20	2024 with Development ST	PM	ONE HOUR	16:45	18:15	15		Simple	D10 + D12
D21	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D22	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D23	2031 Base with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11 + D21
D24	2031 Base with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12 + D22

Analysis Set Details

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

2018, 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	Yapton Road / A259	T-Junction	Two-way		3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 W		Major
B	Yapton Road		Minor
C	A259 E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 E	6.88		✓	3.20	120.0	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Yapton Road	One lane plus flare	10.00	10.00	5.48	3.95	3.66	✓	2.00	48	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	528	0.092	0.234	0.147	0.334
1	B-C	734	0.108	0.273	-	-
1	C-B	713	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 - A259 W		ONE HOUR	✓	805	100.000
B - Yapton Road		ONE HOUR	✓	222	100.000
C - A259 E		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	116	689
	B - Yapton Road	18	0	204
	C - A259 E	615	206	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	3	5
	B - Yapton Road	6	0	8
	C - A259 E	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.50	16.22	1.0	C	187	281
B-A	0.15	33.09	0.2	D	17	25
C-AB	0.50	15.87	1.0	C	189	284
C-A					564	846
A-B					106	160
A-C					632	948

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	525	0.292	152	0.0	0.4	9.603	A
B-A	14	3	250	0.054	13	0.0	0.1	15.204	C
C-AB	155	39	529	0.293	153	0.0	0.4	9.549	A
C-A	463	116			463				
A-B	87	22			87				
A-C	519	130			519				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	494	0.371	183	0.4	0.6	11.548	B
B-A	16	4	200	0.081	16	0.1	0.1	19.601	C
C-AB	185	46	497	0.373	185	0.4	0.6	11.488	B
C-A	553	138			553				
A-B	104	26			104				
A-C	619	155			619				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	447	0.503	223	0.6	1.0	15.976	C
B-A	20	5	129	0.153	19	0.1	0.2	32.689	D
C-AB	227	57	454	0.501	225	0.6	1.0	15.676	C
C-A	677	169			677				
A-B	128	32			128				
A-C	759	190			759				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	446	0.503	225	1.0	1.0	16.218	C
B-A	20	5	129	0.154	20	0.2	0.2	33.088	D
C-AB	227	57	454	0.501	227	1.0	1.0	15.874	C
C-A	677	169			677				
A-B	128	32			128				
A-C	759	190			759				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	183	46	493	0.372	185	1.0	0.6	11.731	B
B-A	16	4	199	0.081	17	0.2	0.1	19.799	C
C-AB	185	46	497	0.373	187	1.0	0.6	11.655	B
C-A	553	138			553				
A-B	104	26			104				
A-C	619	155			619				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	154	38	525	0.293	154	0.6	0.4	9.728	A
B-A	14	3	249	0.054	14	0.1	0.1	15.305	C
C-AB	155	39	529	0.293	156	0.6	0.4	9.670	A
C-A	463	116			463				
A-B	87	22			87				
A-C	519	130			519				

2018, 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	Yapton Road / A259	T-Junction	Two-way		92.75	F

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	2018	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 - A259 W		ONE HOUR	✓	784	100.000
B - Yapton Road		ONE HOUR	✓	404	100.000
C - A259 E		ONE HOUR	✓	1329	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	45	739
	B - Yapton Road	36	0	368
	C - A259 E	1054	275	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	4	3
	B - Yapton Road	17	0	3
	C - A259 E	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.45	535.45	63.1	F	338	507
B-A	1.35	707.91	7.1	F	33	50
C-AB	0.65	21.79	1.9	C	255	383
C-A					964	1447
A-B					41	62
A-C					678	1017

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	533	0.520	273	0.0	1.0	13.623	B
B-A	27	7	163	0.166	26	0.0	0.2	26.234	D
C-AB	207	52	536	0.386	205	0.0	0.6	10.793	B
C-A	793	198			793				
A-B	34	8			34				
A-C	556	139			556				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	83	483	0.685	327	1.0	2.0	22.528	C
B-A	32	8	98	0.329	31	0.2	0.5	52.829	F
C-AB	247	62	506	0.489	246	0.6	0.9	13.803	B
C-A	947	237			947				
A-B	40	10			40				
A-C	664	166			664				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	405	101	292	1.389	286	2.0	31.8	238.429	F
B-A	40	10	29	1.355	25	0.5	4.2	456.200	F
C-AB	311	78	476	0.654	307	0.9	1.8	21.011	C
C-A	1152	288			1152				
A-B	50	12			50				
A-C	814	203			814				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	405	101	280	1.445	280	31.8	63.1	535.453	F
B-A	40	10	30	1.331	28	4.2	7.1	707.906	F
C-AB	311	78	476	0.654	311	1.8	1.9	21.793	C
C-A	1152	288			1152				
A-B	50	12			50				
A-C	814	203			814				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	331	83	437	0.757	430	63.1	38.2	416.389	F
B-A	32	8	45	0.712	40	7.1	5.2	480.330	F
C-AB	247	62	506	0.489	251	1.9	1.0	14.321	B
C-A	947	237			947				
A-B	40	10			40				
A-C	664	166			664				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	509	0.544	425	38.2	1.3	103.079	F
B-A	27	7	109	0.248	46	5.2	0.4	71.856	F
C-AB	207	52	536	0.386	208	1.0	0.6	11.046	B
C-A	793	198			793				
A-B	34	8			34				
A-C	556	139			556				

2021 Base , 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	Yapton Road / A259	T-Junction	Two-way		5.25	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	2021 Base	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 - A259 W		ONE HOUR	✓	834	100.000
B - Yapton Road		ONE HOUR	✓	270	100.000
C - A259 E		ONE HOUR	✓	879	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	117	717
	B - Yapton Road	18	0	252
	C - A259 E	657	222	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	3	5
	B - Yapton Road	6	0	7
	C - A259 E	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.63	22.26	1.7	C	231	347
B-A	0.20	44.99	0.2	E	17	25
C-AB	0.55	17.91	1.2	C	204	306
C-A					603	904
A-B					107	161
A-C					658	987

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	524	0.362	187	0.0	0.6	10.626	B
B-A	14	3	234	0.058	13	0.0	0.1	16.279	C
C-AB	167	42	523	0.320	165	0.0	0.5	10.015	B
C-A	495	124			495				
A-B	88	22			88				
A-C	540	135			540				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	491	0.462	225	0.6	0.8	13.515	B
B-A	16	4	179	0.090	16	0.1	0.1	22.065	C
C-AB	200	50	490	0.407	199	0.5	0.7	12.319	B
C-A	591	148			591				
A-B	105	26			105				
A-C	645	161			645				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	439	0.632	274	0.8	1.6	21.428	C
B-A	20	5	101	0.196	19	0.1	0.2	43.737	E
C-AB	245	61	446	0.550	243	0.7	1.2	17.589	C
C-A	723	181			723				
A-B	129	32			129				
A-C	789	197			789				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	277	69	438	0.633	277	1.6	1.7	22.255	C
B-A	20	5	100	0.199	20	0.2	0.2	44.987	E
C-AB	245	61	446	0.550	245	1.2	1.2	17.913	C
C-A	723	181			723				
A-B	129	32			129				
A-C	789	197			789				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	227	57	490	0.462	230	1.7	0.9	13.983	B
B-A	16	4	178	0.091	17	0.2	0.1	22.461	C
C-AB	200	50	490	0.407	202	1.2	0.7	12.560	B
C-A	591	148			591				
A-B	105	26			105				
A-C	645	161			645				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	190	47	524	0.362	191	0.9	0.6	10.852	B
B-A	14	3	233	0.058	14	0.1	0.1	16.426	C
C-AB	167	42	523	0.320	168	0.7	0.5	10.169	B
C-A	495	124			495				
A-B	88	22			88				
A-C	540	135			540				

2021 Base , 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	Yapton Road / A259	T-Junction	Two-way		671.86	F

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	2021 Base	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 - A259 W		ONE HOUR	✓	818	100.000
B - Yapton Road		ONE HOUR	✓	429	100.000
C - A259 E		ONE HOUR	✓	1417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	45	773
	B - Yapton Road	36	0	393
	C - A259 E	1092	325	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	4	3
	B - Yapton Road	17	0	3
	C - A259 E	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	4.01	4037.09	160.6	F	361	541
B-A	3.89	4443.38	15.2	F	33	50
C-AB	0.79	30.87	4.0	D	324	487
C-A					976	1464
A-B					41	62
A-C					709	1064

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	74	523	0.565	291	0.0	1.3	15.177	C
B-A	27	7	141	0.193	26	0.0	0.2	31.257	D
C-AB	245	61	529	0.463	241	0.0	0.8	12.376	B
C-A	822	206			822				
A-B	34	8			34				
A-C	582	145			582				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	353	88	459	0.769	347	1.3	2.9	30.278	D
B-A	32	8	71	0.456	30	0.2	0.7	85.372	F
C-AB	294	74	500	0.588	292	0.8	1.4	17.094	C
C-A	980	245			980				
A-B	40	10			40				
A-C	695	174			695				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	433	108	127	3.395	127	2.9	79.4	1036.933	F
B-A	40	10	12	3.252	11	0.7	7.8	1323.969	F
C-AB	434	109	550	0.789	425	1.4	3.6	27.614	D
C-A	1126	282			1126				
A-B	50	12			50				
A-C	851	213			851				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	433	108	108	4.008	108	79.4	160.6	4037.088	F
B-A	40	10	10	3.887	10	7.8	15.2	4443.379	F
C-AB	434	109	550	0.790	433	3.6	4.0	30.873	D
C-A	1126	282			1126				
A-B	50	12			50				
A-C	851	213			851				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	353	88	372	0.950	370	160.6	156.5	1421.356	F
B-A	32	8	35	0.931	32	15.2	15.2	1515.412	F
C-AB	294	74	500	0.589	304	4.0	1.5	19.155	C
C-A	980	245			980				
A-B	40	10			40				
A-C	695	174			695				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	296	74	460	0.643	457	156.5	116.2	1075.694	F
B-A	27	7	44	0.619	41	15.2	11.7	1188.982	F
C-AB	245	61	529	0.463	247	1.5	0.9	12.883	B
C-A	822	206			822				
A-B	34	8			34				
A-C	582	145			582				

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / A259	T-Junction	Two-way		38.62	E

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	Relationship type	Relationship
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11

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 - A259 W		ONE HOUR	✓	867	100.000
B - Yapton Road		ONE HOUR	✓	364	100.000
C - A259 E		ONE HOUR	✓	902	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	132	735
	B - Yapton Road	65	0	299
	C - A259 E	665	237	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	3	5
	B - Yapton Road	2	0	6
	C - A259 E	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.10	195.37	19.0	F	274	412
B-A	1.03	296.01	5.8	F	60	89
C-AB	0.60	20.37	1.5	C	218	327
C-A					610	914
A-B					121	182
A-C					674	1012

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	500	0.450	222	0.0	0.8	12.799	B
B-A	49	12	235	0.208	48	0.0	0.3	19.100	C
C-AB	178	45	518	0.345	176	0.0	0.5	10.491	B
C-A	501	125			501				
A-B	99	25			99				
A-C	553	138			553				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	269	67	451	0.596	266	0.8	1.4	19.251	C
B-A	58	15	170	0.344	57	0.3	0.5	31.809	D
C-AB	213	53	483	0.441	212	0.5	0.8	13.219	B
C-A	598	149			598				
A-B	119	30			119				
A-C	661	165			661				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	329	82	318	1.036	294	1.4	10.3	96.827	F
B-A	72	18	70	1.025	57	0.5	4.1	202.324	F
C-AB	263	66	439	0.599	260	0.8	1.4	19.846	C
C-A	730	183			730				
A-B	145	36			145				
A-C	809	202			809				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	329	82	300	1.096	294	10.3	19.0	195.366	F
B-A	72	18	71	1.005	65	4.1	5.8	296.007	F
C-AB	263	66	439	0.599	263	1.4	1.5	20.374	C
C-A	730	183			730				
A-B	145	36			145				
A-C	809	202			809				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	269	67	420	0.640	337	19.0	2.0	67.230	F
B-A	58	15	136	0.430	78	5.8	0.8	77.252	F
C-AB	213	53	483	0.441	216	1.5	0.8	13.574	B
C-A	598	149			598				
A-B	119	30			119				
A-C	661	165			661				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	225	56	498	0.452	230	2.0	0.8	13.653	B
B-A	49	12	233	0.210	51	0.8	0.3	19.998	C
C-AB	178	45	518	0.345	180	0.8	0.5	10.686	B
C-A	501	125			501				
A-B	99	25			99				
A-C	553	138			553				

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / A259	T-Junction	Two-way		422.32	F

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	Relationship type	Relationship
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12

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 - A259 W		ONE HOUR	✓	874	100.000
B - Yapton Road		ONE HOUR	✓	469	100.000
C - A259 E		ONE HOUR	✓	1482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	93	781
	B - Yapton Road	56	0	413
	C - A259 E	1109	373	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	2	3
	B - Yapton Road	11	0	3
	C - A259 E	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	9999999999.00	2441.24	251.9	F	379	568
B-A	9999999999.00	2536.41	35.5	F	51	77
C-AB	0.94	42.67	13.3	E	534	801
C-A					826	1239
A-B					85	128
A-C					717	1075

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	78	498	0.625	305	0.0	1.6	18.125	C
B-A	42	11	129	0.326	40	0.0	0.5	39.687	E
C-AB	281	70	521	0.540	277	0.0	1.1	14.491	B
C-A	834	209			834				
A-B	70	18			70				
A-C	588	147			588				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	371	93	359	1.035	333	1.6	11.0	238.000	F
B-A	50	13	50	1.016	39	0.5	3.3	579.727	F
C-AB	348	87	505	0.690	344	1.1	2.1	21.961	C
C-A	984	246			984				
A-B	84	21			84				
A-C	702	176			702				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	455	114	0	9999999999.000	0	11.0	124.7	444.870	F
B-A	62	15	0	9999999999.000	0	3.3	18.7	441.041	F
C-AB	972	243	1041	0.934	944	2.1	9.1	31.485	D
C-A	660	165			660				
A-B	102	26			102				
A-C	860	215			860				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	455	114	0	9999999999.000	0	124.7	238.4	489.988	F
B-A	62	15	0	9999999999.000	0	18.7	34.1	473.314	F
C-AB	972	243	1038	0.936	955	9.1	13.3	42.669	E
C-A	660	165			660				
A-B	102	26			102				
A-C	860	215			860				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	371	93	317	1.170	317	238.4	251.9	2441.240	F
B-A	50	13	45	1.125	45	34.1	35.5	2536.413	F
C-AB	348	87	502	0.694	391	13.3	2.6	40.999	E
C-A	984	246			984				
A-B	84	21			84				
A-C	702	176			702				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	311	78	390	0.797	388	251.9	232.5	2244.874	F
B-A	42	11	55	0.773	53	35.5	32.8	2323.474	F
C-AB	281	70	521	0.540	287	2.6	1.2	15.696	C
C-A	834	209			834				
A-B	70	18			70				
A-C	588	147			588				

2031 Base, 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	Yapton Road / A259	T-Junction	Two-way		5.61	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
D21	2031 Base	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 - A259 W		ONE HOUR	✓	849	100.000
B - Yapton Road		ONE HOUR	✓	275	100.000
C - A259 E		ONE HOUR	✓	895	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	119	730
	B - Yapton Road	19	0	256
	C - A259 E	669	226	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	3	5
	B - Yapton Road	6	0	7
	C - A259 E	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.65	23.99	1.8	C	235	352
B-A	0.23	50.34	0.3	F	17	26
C-AB	0.56	18.63	1.3	C	208	312
C-A					614	920
A-B					109	164
A-C					670	1005

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	521	0.370	190	0.0	0.6	10.823	B
B-A	14	4	229	0.062	14	0.0	0.1	16.691	C
C-AB	170	43	521	0.327	168	0.0	0.5	10.152	B
C-A	504	126			504				
A-B	90	22			90				
A-C	550	137			550				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	486	0.473	229	0.6	0.9	13.912	B
B-A	17	4	173	0.099	17	0.1	0.1	23.018	C
C-AB	203	51	487	0.417	202	0.5	0.7	12.584	B
C-A	601	150			601				
A-B	107	27			107				
A-C	656	164			656				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	282	70	433	0.652	278	0.9	1.7	22.842	C
B-A	21	5	94	0.223	20	0.1	0.3	48.610	E
C-AB	250	62	443	0.564	248	0.7	1.2	18.254	C
C-A	736	184			736				
A-B	131	33			131				
A-C	804	201			804				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	282	70	431	0.653	282	1.7	1.8	23.991	C
B-A	21	5	92	0.227	21	0.3	0.3	50.335	F
C-AB	250	62	443	0.564	250	1.2	1.3	18.629	C
C-A	736	184			736				
A-B	131	33			131				
A-C	804	201			804				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	230	58	486	0.474	234	1.8	0.9	14.472	B
B-A	17	4	171	0.100	18	0.3	0.1	23.516	C
C-AB	203	51	487	0.417	205	1.3	0.7	12.857	B
C-A	601	150			601				
A-B	107	27			107				
A-C	656	164			656				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	193	48	521	0.370	194	0.9	0.6	11.071	B
B-A	14	4	228	0.063	14	0.1	0.1	16.857	C
C-AB	170	43	521	0.327	171	0.7	0.5	10.316	B
C-A	504	126			504				
A-B	90	22			90				
A-C	550	137			550				

2031 Base , 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	Yapton Road / A259	T-Junction	Two-way		1932.87	F

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
D22	2031 Base	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 - A259 W		ONE HOUR	✓	831	100.000
B - Yapton Road		ONE HOUR	✓	436	100.000
C - A259 E		ONE HOUR	✓	1439	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	46	785
	B - Yapton Road	37	0	399
	C - A259 E	1110	329	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	4	3
	B - Yapton Road	17	0	3
	C - A259 E	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	10.44	12634.87	196.2	F	366	549
B-A	10.15	3558.32	18.7	F	34	51
C-AB	0.80	31.90	4.3	D	334	501
C-A					987	1480
A-B					42	63
A-C					720	1080

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	75	520	0.578	295	0.0	1.3	15.667	C
B-A	28	7	136	0.205	27	0.0	0.2	32.796	D
C-AB	248	62	529	0.469	244	0.0	0.9	12.524	B
C-A	836	209			836				
A-B	35	9			35				
A-C	591	148			591				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	359	90	450	0.798	351	1.3	3.3	33.884	D
B-A	33	8	65	0.514	31	0.2	0.9	100.419	F
C-AB	298	75	500	0.596	296	0.9	1.4	17.459	C
C-A	996	249			996				
A-B	41	10			41				
A-C	706	176			706				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	439	110	65	6.744	65	3.3	96.9	1517.375	F
B-A	41	10	6	6.406	6	0.9	9.5	3558.321	F
C-AB	456	114	568	0.802	446	1.4	3.9	28.150	D
C-A	1129	282			1129				
A-B	51	13			51				
A-C	864	216			864				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	439	110	42	10.445	42	96.9	196.2	12634.872	F
B-A	41	10	4	10.150	4	9.5	18.7	2281.228	F
C-AB	456	114	568	0.803	454	3.9	4.3	31.896	D
C-A	1129	282			1129				
A-B	51	13			51				
A-C	864	216			864				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	359	90	367	0.976	366	196.2	194.5	1750.399	F
B-A	33	8	35	0.957	33	18.7	18.7	1846.945	F
C-AB	298	75	499	0.598	309	4.3	1.6	19.888	C
C-A	996	249			996				
A-B	41	10			41				
A-C	706	176			706				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	300	75	443	0.679	440	194.5	159.5	1448.111	F
B-A	28	7	42	0.660	40	18.7	15.7	1555.764	F
C-AB	248	62	529	0.469	250	1.6	0.9	13.065	B
C-A	836	209			836				
A-B	35	9			35				
A-C	591	148			591				

2031 Base with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / A259	T-Junction	Two-way		48.76	E

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	Relationship type	Relationship
D23	2031 Base with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D11 + D21

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 - A259 W		ONE HOUR	✓	882	100.000
B - Yapton Road		ONE HOUR	✓	369	100.000
C - A259 E		ONE HOUR	✓	918	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	134	748
	B - Yapton Road	66	0	303
	C - A259 E	677	241	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	2	5
	B - Yapton Road	2	0	6
	C - A259 E	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	1.16	254.52	25.6	F	278	417
B-A	1.08	355.80	7.0	F	61	91
C-AB	0.61	21.29	1.6	C	222	333
C-A					620	931
A-B					123	184
A-C					686	1030

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	228	57	496	0.460	225	0.0	0.8	13.108	B
B-A	50	12	230	0.216	49	0.0	0.3	19.733	C
C-AB	181	45	515	0.352	179	0.0	0.5	10.645	B
C-A	510	127			510				
A-B	101	25			101				
A-C	563	141			563				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	272	68	445	0.612	270	0.8	1.5	20.253	C
B-A	59	15	163	0.365	58	0.3	0.5	34.096	D
C-AB	217	54	481	0.451	216	0.5	0.8	13.529	B
C-A	609	152			609				
A-B	120	30			120				
A-C	672	168			672				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	305	1.094	287	1.5	13.1	118.160	F
B-A	73	18	67	1.082	57	0.5	4.6	225.841	F
C-AB	268	67	436	0.614	265	0.8	1.5	20.671	C
C-A	743	186			743				
A-B	148	37			148				
A-C	824	206			824				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	287	1.162	284	13.1	25.6	254.519	F
B-A	73	18	68	1.074	63	4.6	7.0	355.802	F
C-AB	268	67	436	0.614	268	1.5	1.6	21.295	C
C-A	743	186			743				
A-B	148	37			148				
A-C	824	206			824				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	272	68	401	0.679	364	25.6	2.6	126.168	F
B-A	59	15	107	0.552	81	7.0	1.5	159.862	F
C-AB	217	54	481	0.451	220	1.6	0.8	13.933	B
C-A	609	152			609				
A-B	120	30			120				
A-C	672	168			672				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	228	57	491	0.464	235	2.6	0.9	14.399	B
B-A	50	12	227	0.218	55	1.5	0.3	21.389	C
C-AB	181	45	515	0.352	183	0.8	0.6	10.854	B
C-A	510	127			510				
A-B	101	25			101				
A-C	563	141			563				

2031 Base with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / A259	T-Junction	Two-way		446.03	F

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	Relationship type	Relationship
D24	2031 Base with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D12 + D22

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 - A259 W		ONE HOUR	✓	887	100.000
B - Yapton Road		ONE HOUR	✓	476	100.000
C - A259 E		ONE HOUR	✓	1504	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	94	793
	B - Yapton Road	57	0	419
	C - A259 E	1127	377	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 W	B - Yapton Road	C - A259 E
From	A - A259 W	0	2	3
	B - Yapton Road	11	0	3
	C - A259 E	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	9999999999.00	2569.19	263.4	F	384	577
B-A	9999999999.00	2663.74	37.2	F	52	78
C-AB	0.95	50.22	16.1	F	580	870
C-A					800	1200
A-B					86	129
A-C					728	1092

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	79	493	0.640	309	0.0	1.7	18.935	C
B-A	43	11	124	0.346	41	0.0	0.5	42.429	E
C-AB	285	71	520	0.547	280	0.0	1.2	14.704	B
C-A	848	212			848				
A-B	71	18			71				
A-C	597	149			597				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	377	94	344	1.095	326	1.7	14.4	337.835	F
B-A	51	13	48	1.074	39	0.5	3.6	672.287	F
C-AB	354	89	506	0.699	350	1.2	2.2	22.499	C
C-A	998	249			998				
A-B	85	21			85				
A-C	713	178			713				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	461	115	0	9999999999.000	0	14.4	129.7	540.694	F
B-A	63	16	0	9999999999.000	0	3.6	19.3	544.805	F
C-AB	1102	275	1161	0.949	1071	2.2	10.0	31.835	D
C-A	554	139			554				
A-B	103	26			103				
A-C	873	218			873				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	461	115	0	9999999999.000	0	129.7	245.0	599.604	F
B-A	63	16	0	9999999999.000	0	19.3	35.0	589.989	F
C-AB	1102	275	1159	0.951	1077	10.0	16.1	43.910	E
C-A	554	139			554				
A-B	103	26			103				
A-C	873	218			873				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	377	94	303	1.243	303	245.0	263.4	2569.188	F
B-A	51	13	43	1.199	43	35.0	37.2	2663.739	F
C-AB	354	89	504	0.704	408	16.1	2.7	50.225	F
C-A	998	249			998				
A-B	85	21			85				
A-C	713	178			713				

18:00 - 18:15

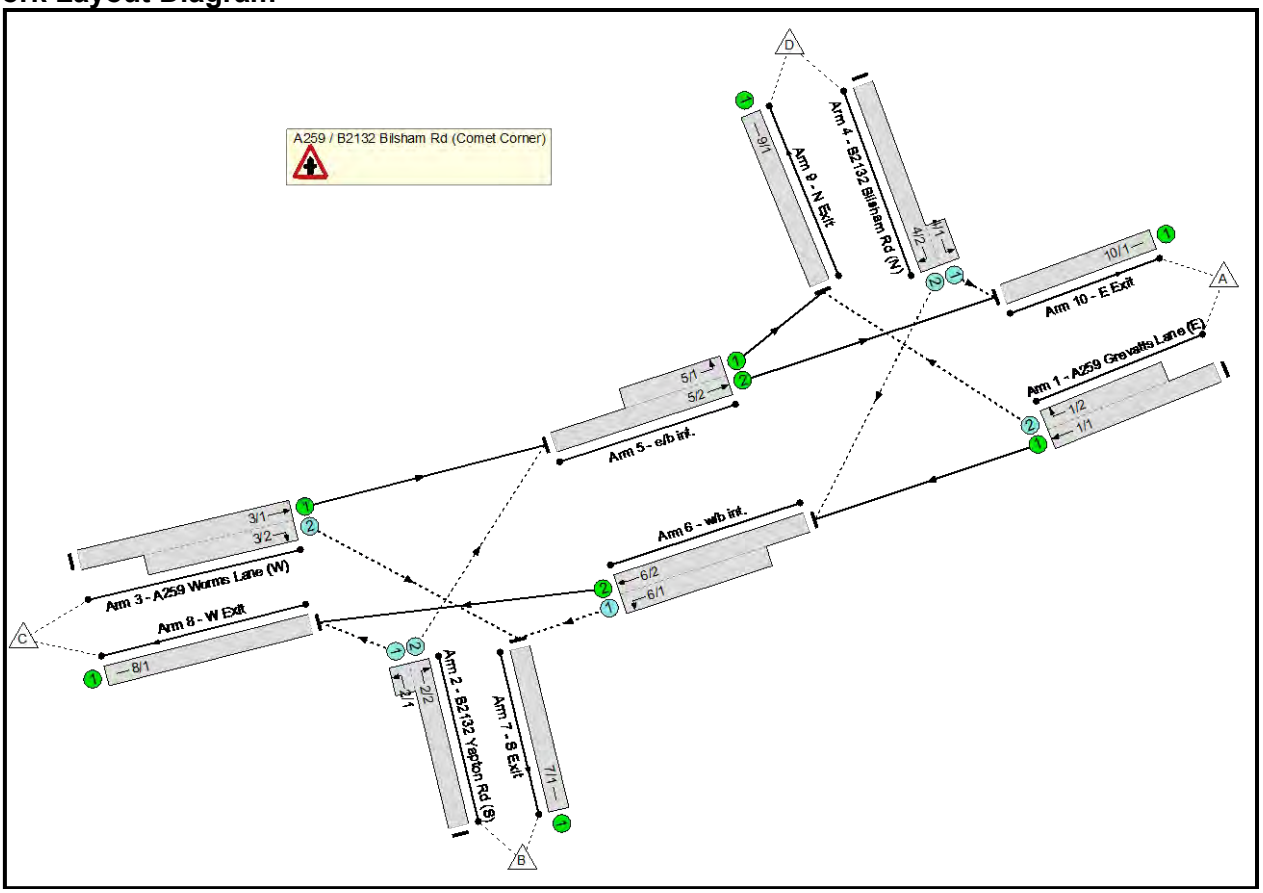
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	315	79	387	0.814	386	263.4	245.8	2375.470	F
B-A	43	11	54	0.791	53	37.2	34.7	2453.283	F
C-AB	285	71	520	0.547	290	2.7	1.3	16.040	C
C-A	848	212			848				
A-B	71	18			71				
A-C	597	149			597				

Full Input Data And Results

User and Project Details

Project:	**ITB13091 Ford**
Title:	**A259 / B2132 Bilsham Rd (Comet Corner)**
Location:	
Additional detail:	
File name:	A259_B2132 Bilsham Rd Stagger AM Calibrated v2.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Give-Way Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A259 Grevatts Lane (E))	9/1 (Right)	754	0	5/2	0.28	All	-	-	-	-	-
				5/1	0.28	All					
2/1 (B2132 Yapton Rd (S))	8/1 (Left)	648	0	6/2	0.24	All	-	-	-	-	-
2/2 (B2132 Yapton Rd (S))	5/2 (Right)	690	0	6/2	0.28	All	-	-	-	-	-
				3/2	0.41	All					
				3/1	0.18	All					
3/2 (A259 Worms Lane (W))	7/1 (Right)	763	0	6/2	0.28	All	-	-	-	-	-
4/1 (B2132 Bilsham Rd (N))	10/1 (Left)	691	0	5/2	0.26	All	-	-	-	-	-
				5/1	0.10	All					
4/2 (B2132 Bilsham Rd (N))	6/2 (Right)	669	0	1/2	0.40	All	-	-	-	-	-
				5/1	0.11	All					
				5/2	0.28	All					
				1/1	0.18	All					
6/1 (w/b int.)	7/1 (Left)	648	0	3/2	0.41	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A259 Grevatts Lane (E))	U		2	3	60.0	User	1900	-	-	-	-	-
1/2 (A259 Grevatts Lane (E))	O		2	3	9.6	User	1900	-	-	-	-	-
2/1 (B2132 Yapton Rd (S))	O		2	3	2.1	User	1900	-	-	-	-	-
2/2 (B2132 Yapton Rd (S))	O		2	3	60.0	User	1900	-	-	-	-	-
3/1 (A259 Worms Lane (W))	U		2	3	60.0	User	1900	-	-	-	-	-
3/2 (A259 Worms Lane (W))	O		2	3	11.3	User	1900	-	-	-	-	-
4/1 (B2132 Bilsham Rd (N))	O		2	3	3.1	User	1900	-	-	-	-	-
4/2 (B2132 Bilsham Rd (N))	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (e/b int.)	U		2	3	7.8	User	1900	-	-	-	-	-
5/2 (e/b int.)	U		2	3	13.0	User	1900	-	-	-	-	-
6/1 (w/b int.)	O		2	3	11.3	User	1900	-	-	-	-	-
6/2 (w/b int.)	U		2	3	13.0	User	1900	-	-	-	-	-
7/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Base'	08:00	09:00	01:00	
2: '2021 AM Base'	08:00	09:00	01:00	
3: '2021 AM With Dev'	08:00	09:00	01:00	
4: '2031 AM Base'	08:00	09:00	01:00	
5: '2031 AM With Dev'	08:00	09:00	01:00	

Scenario 1: '1' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	83	675	9	767
	B	111	0	47	79	237
	C	984	52	0	240	1276
	D	7	42	118	0	167
	Tot.	1102	177	840	328	2447

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	767(In) 758(Out)
1/2 (short)	9
2/1 (short)	47
2/2 (with short)	237(In) 190(Out)
3/1 (with short)	1276(In) 1224(Out)
3/2 (short)	52
4/1 (short)	7
4/2 (with short)	167(In) 160(Out)
5/1 (short)	319
5/2 (with short)	1414(In) 1095(Out)
6/1 (short)	125
6/2 (with short)	918(In) 793(Out)
7/1	177
8/1	840
9/1	328
10/1	1102

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2021 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	84	710	17	811
	B	112	0	47	83	242
	C	1006	52	0	287	1345
	D	26	54	187	0	267
	Tot.	1144	190	944	387	2665

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	811(In) 794(Out)
1/2 (short)	17
2/1 (short)	47
2/2 (with short)	242(In) 195(Out)
3/1 (with short)	1345(In) 1293(Out)
3/2 (short)	52
4/1 (short)	26
4/2 (with short)	267(In) 241(Out)
5/1 (short)	370
5/2 (with short)	1488(In) 1118(Out)
6/1 (short)	138
6/2 (with short)	1035(In) 897(Out)
7/1	190
8/1	944
9/1	387
10/1	1144

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2021 AM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	766	17	868
	B	113	0	47	83	243
	C	1037	52	0	299	1388
	D	26	54	211	0	291
	Tot.	1176	191	1024	399	2790

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	868(In) 851(Out)
1/2 (short)	17
2/1 (short)	47
2/2 (with short)	243(In) 196(Out)
3/1 (with short)	1388(In) 1336(Out)
3/2 (short)	52
4/1 (short)	26
4/2 (with short)	291(In) 265(Out)
5/1 (short)	382
5/2 (with short)	1532(In) 1150(Out)
6/1 (short)	139
6/2 (with short)	1116(In) 977(Out)
7/1	191
8/1	1024
9/1	399
10/1	1176

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	723	17	825
	B	114	0	48	84	246
	C	1025	53	0	292	1370
	D	26	56	190	0	272
	Tot.	1165	194	961	393	2713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	825(In) 808(Out)
1/2 (short)	17
2/1 (short)	48
2/2 (with short)	246(In) 198(Out)
3/1 (with short)	1370(In) 1317(Out)
3/2 (short)	53
4/1 (short)	26
4/2 (with short)	272(In) 246(Out)
5/1 (short)	376
5/2 (with short)	1515(In) 1139(Out)
6/1 (short)	141
6/2 (with short)	1054(In) 913(Out)
7/1	194
8/1	961
9/1	393
10/1	1165

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2031 AM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	86	779	17	882
	B	115	0	48	84	247
	C	1056	53	0	304	1413
	D	26	56	214	0	296
	Tot.	1197	195	1041	405	2838

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	882(In) 865(Out)
1/2 (short)	17
2/1 (short)	48
2/2 (with short)	247(In) 199(Out)
3/1 (with short)	1413(In) 1360(Out)
3/2 (short)	53
4/1 (short)	26
4/2 (with short)	296(In) 270(Out)
5/1 (short)	388
5/2 (with short)	1559(In) 1171(Out)
6/1 (short)	142
6/2 (with short)	1135(In) 993(Out)
7/1	195
8/1	1041
9/1	405
10/1	1197

Full Input Data And Results

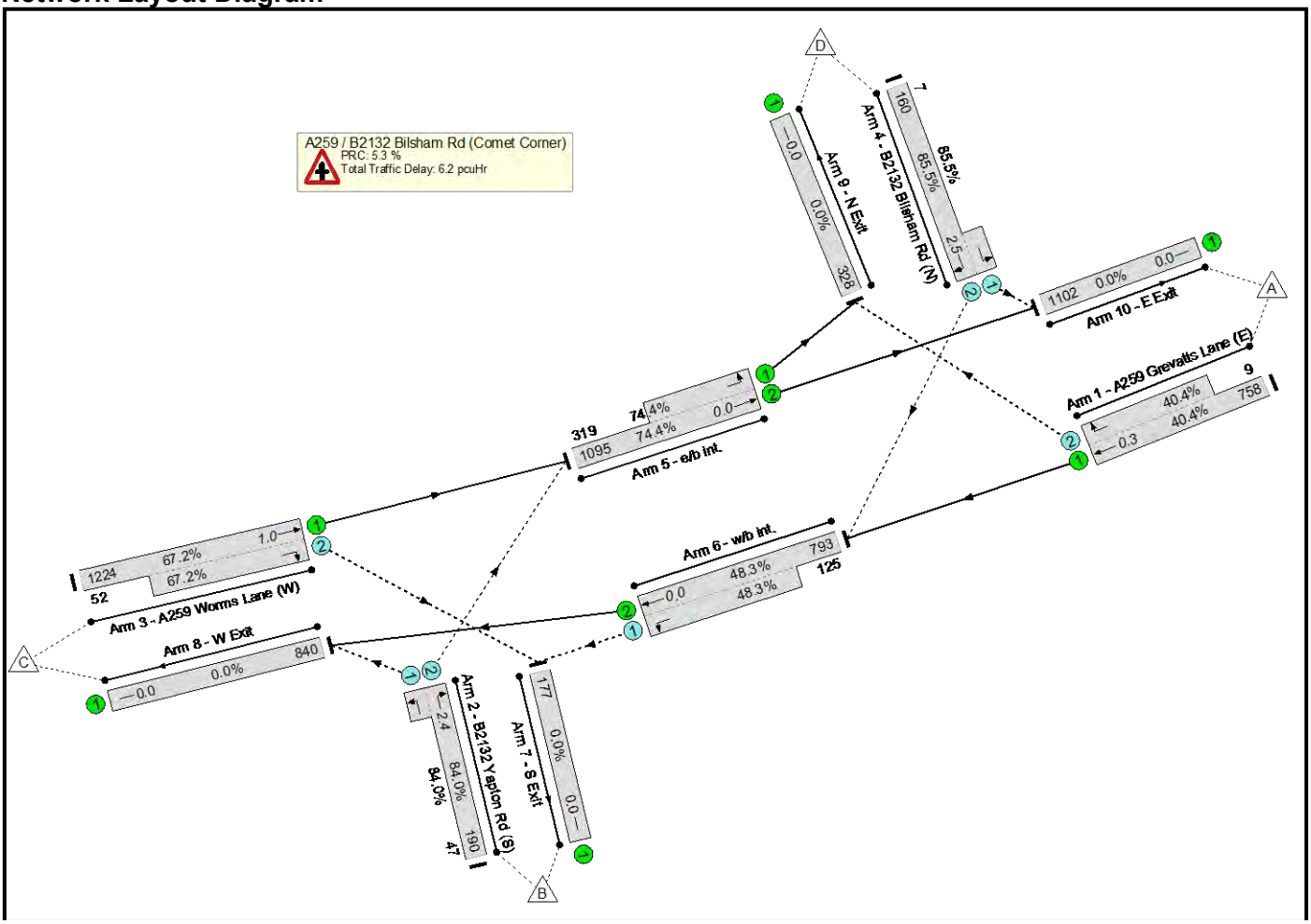
Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '1' (FG1: '2018 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.5%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.5%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	767	1900:1900	1878+22	40.4 : 40.4%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	237	1900:1900	226+56	84.0 : 84.0%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1276	1900:1900	1823+77	67.2 : 67.2%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	167	1900:1900	187+8	85.5 : 85.5%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1414	1900:1900	1471+429	74.4 : 74.4%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	918	1900:1900	1641+259	48.3 : 48.3%
7/1	S Exit	U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	840	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%

Full Input Data And Results

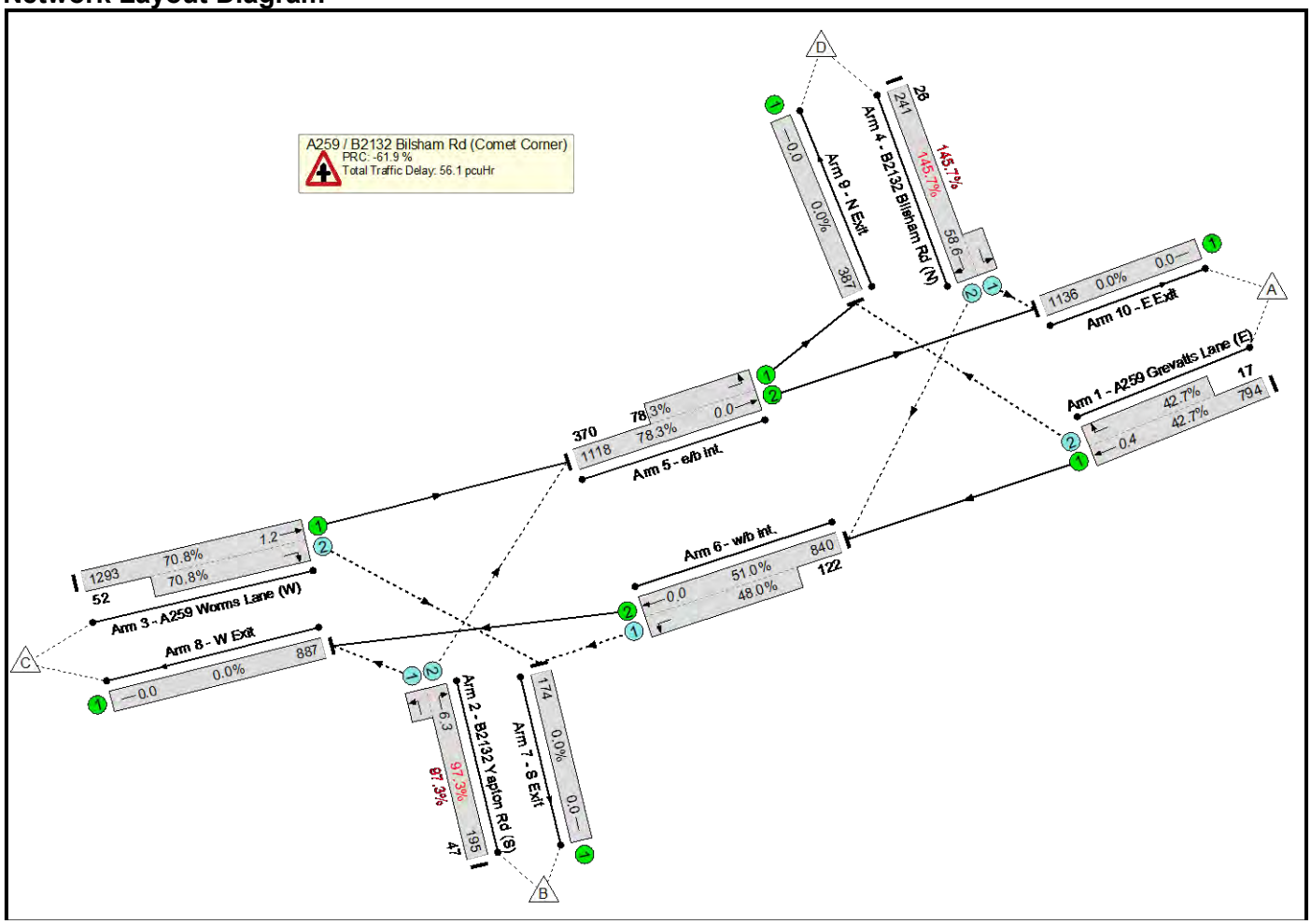
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**994**	**0**	**0**	**0.0**	**6.2**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**994**	**0**	**0**	**0.0**	**6.2**	**0.0**	**6.2**	**-**	**-**	**-**	**-**
1/1+1/2	767	767	9	0	0	0.0	0.3	-	0.3 (0.3+0.0)	1.6 (1.6:1.6)	0.0	0.3	0.3
2/2+2/1	237	237	474	0	0	0.0	2.4	-	2.4 (1.9+0.5)	36.2 (36.2:36.2)	0.0	2.4	2.4
3/1+3/2	1276	1276	52	0	0	0.0	1.0	-	1.0 (1.0+0.0)	2.9 (2.9:2.9)	0.0	1.0	1.0
4/2+4/1	167	167	334	0	0	0.0	2.5	-	2.5 (2.4+0.1)	54.0 (54.0:54.0)	0.0	2.5	2.5
5/2+5/1	1414	1414	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	918	918	125	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 5.3 Total Delay Over All Lanes(pcuHr): 6.24

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**145.7%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**145.7%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	811	1900:1900	1860+40	42.7 : 42.7%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	242	1900:1900	200+48	97.3 : 97.3%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1345	1900:1900	1827+73	70.8 : 70.8%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	267	1900:1900	165+18	145.7 : 145.7%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1488	1900:1900	1428+472	78.3 : 78.3%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1035	1900:1900	1647+253	51.0 : 48.0%
7/1	S Exit	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1144	Inf	Inf	0.0%

Full Input Data And Results

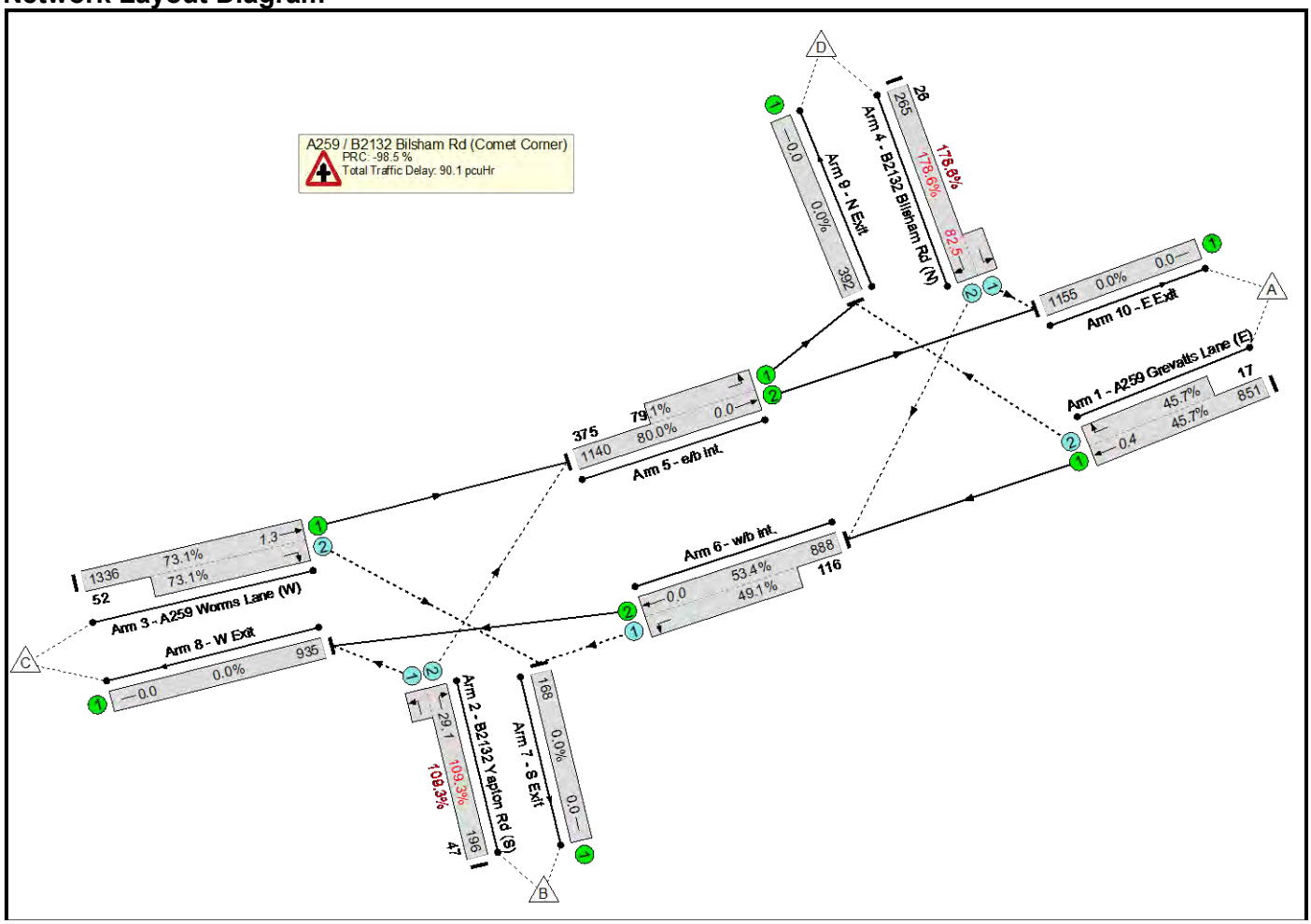
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**1041**	**0**	**0**	**4.9**	**51.2**	**0.0**	**56.1**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**1041**	**0**	**0**	**4.9**	**51.2**	**0.0**	**56.1**	**-**	**-**	**-**	**-**
1/1+1/2	811	811	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4
2/2+2/1	242	242	484	0	0	0.0	6.3	-	6.3 (5.0+1.2)	93.1 (93.1:93.1)	0.0	6.3	6.3
3/1+3/2	1345	1345	52	0	0	0.0	1.2	-	1.2 (1.2+0.0)	3.2 (3.2:3.2)	0.0	1.2	1.2
4/2+4/1	267	183	367	0	0	4.9	43.4	-	48.3 (43.8+4.4)	650.7 (655.0:610.8)	15.2	43.4	58.6
5/2+5/1	1488	1488	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	962	962	122	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -61.9 Total Delay Over All Lanes(pcuHr): 56.10

Full Input Data And Results

Scenario 3: '3' (FG3: '2021 AM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**178.6%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**178.6%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	868	1900:1900	1863+37	45.7 : 45.7%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	243	1900:1900	179+43	109.3 : 109.3%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1388	1900:1900	1829+71	73.1 : 73.1%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	291	1900:1900	148+15	178.6 : 178.6%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1532	1900:1900	1426+474	80.0 : 79.1%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1116	1900:1900	1663+237	53.4 : 49.1%
7/1	S Exit	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1176	Inf	Inf	0.0%

Full Input Data And Results

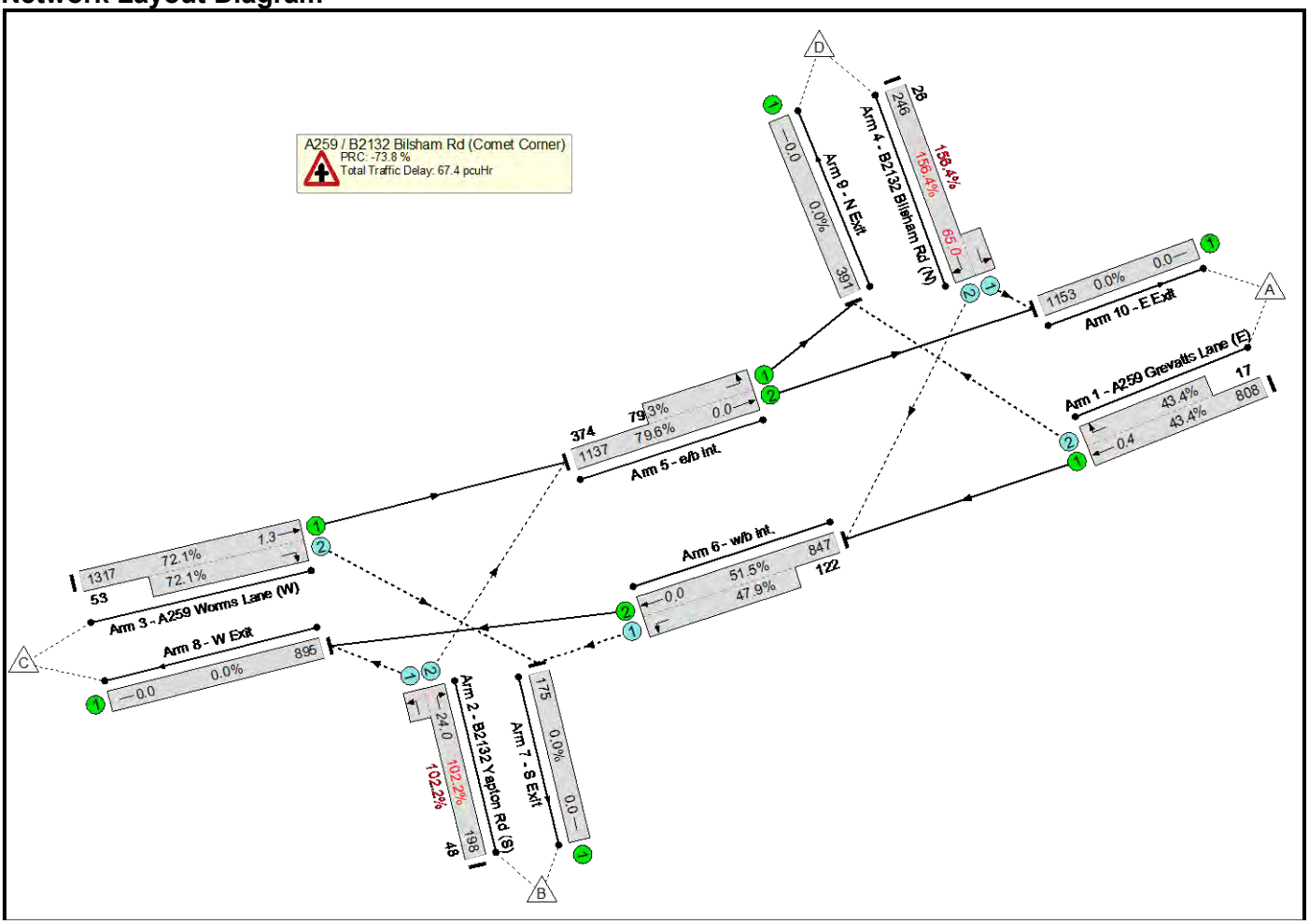
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**964**	**0**	**0**	**8.7**	**81.5**	**0.0**	**90.1**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**964**	**0**	**0**	**8.7**	**81.5**	**0.0**	**90.1**	**-**	**-**	**-**	**-**
1/1+1/2	868	868	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4
2/2+2/1	243	226	453	0	0	1.0	14.6	-	15.6 (12.8+2.8)	231.1 (234.7:215.6)	14.6	14.6	29.1
3/1+3/2	1388	1388	52	0	0	0.0	1.3	-	1.3 (1.3+0.1)	3.5 (3.5:3.5)	0.0	1.3	1.3
4/2+4/1	291	163	326	0	0	7.6	65.2	-	72.8 (66.5+6.2)	900.4 (904.0:863.6)	17.3	65.2	82.5
5/2+5/1	1515	1515	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1005	1005	116	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -98.5 Total Delay Over All Lanes(pcuHr): 90.15

Full Input Data And Results

Scenario 4: '4' (FG4: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**156.4%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**156.4%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	825	1900:1900	1861+39	43.4 : 43.4%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	246	1900:1900	194+47	102.2 : 102.2%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1370	1900:1900	1826+74	72.1 : 72.1%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	272	1900:1900	157+17	156.4 : 156.4%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1515	1900:1900	1428+472	79.6 : 79.3%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1054	1900:1900	1646+254	51.5 : 47.9%
7/1	S Exit	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	961	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%

Full Input Data And Results

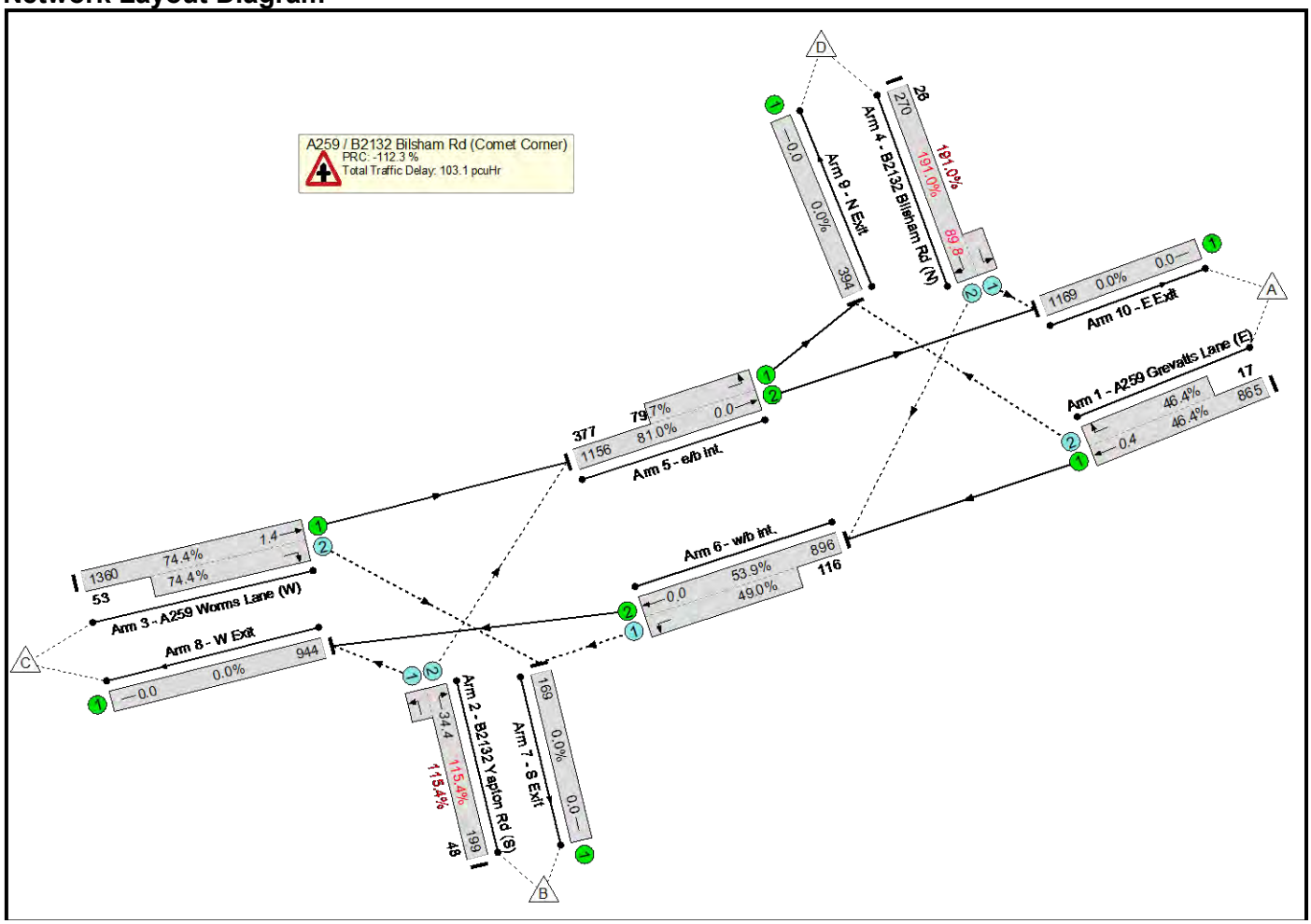
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**1023**	**0**	**0**	**6.0**	**61.4**	**0.0**	**67.4**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**1023**	**0**	**0**	**6.0**	**61.4**	**0.0**	**67.4**	**-**	**-**	**-**	**-**
1/1+1/2	825	825	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.7 (1.7:1.7)	0.0	0.4	0.4
2/2+2/1	246	242	483	0	0	0.3	9.3	-	9.6 (7.7+1.8)	139.9 (140.8:136.0)	14.7	9.3	24.0
3/1+3/2	1370	1370	53	0	0	0.0	1.3	-	1.3 (1.2+0.0)	3.4 (3.4:3.4)	0.0	1.3	1.3
4/2+4/1	272	174	348	0	0	5.8	50.4	-	56.2 (51.1+5.1)	743.3 (747.5:704.0)	14.6	50.4	65.0
5/2+5/1	1511	1511	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	969	969	122	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -73.8 Total Delay Over All Lanes(pcuHr): 67.39

Full Input Data And Results

Scenario 5: '5' (FG5: '2031 AM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**191.0%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**191.0%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	882	1900:1900	1863+37	46.4 : 46.4%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	247	1900:1900	172+42	115.4 : 115.4%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1413	1900:1900	1829+71	74.4 : 74.4%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	296	1900:1900	141+14	191.0 : 191.0%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1559	1900:1900	1427+473	81.0 : 79.7%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1135	1900:1900	1662+238	53.9 : 49.0%
7/1	S Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1197	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**937**	**0**	**0**	**10.1**	**93.0**	**0.0**	**103.1**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**937**	**0**	**0**	**10.1**	**93.0**	**0.0**	**103.1**	**-**	**-**	**-**	**-**
1/1+1/2	882	882	17	0	0	0.0	0.4	-	0.4 (0.4+0.0)	1.8 (1.8:1.8)	0.0	0.4	0.4
2/2+2/1	247	220	441	0	0	1.6	19.6	-	21.3 (17.4+3.8)	309.8 (315.6:285.8)	14.8	19.6	34.4
3/1+3/2	1413	1413	53	0	0	0.0	1.4	-	1.4 (1.4+0.1)	3.7 (3.7:3.7)	0.0	1.4	1.4
4/2+4/1	296	155	310	0	0	8.4	71.6	-	80.0 (73.2+6.8)	972.8 (976.3:936.6)	18.2	71.6	89.8
5/2+5/1	1532	1532	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1012	1012	116	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1169	1169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): -112.3

Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 103.12

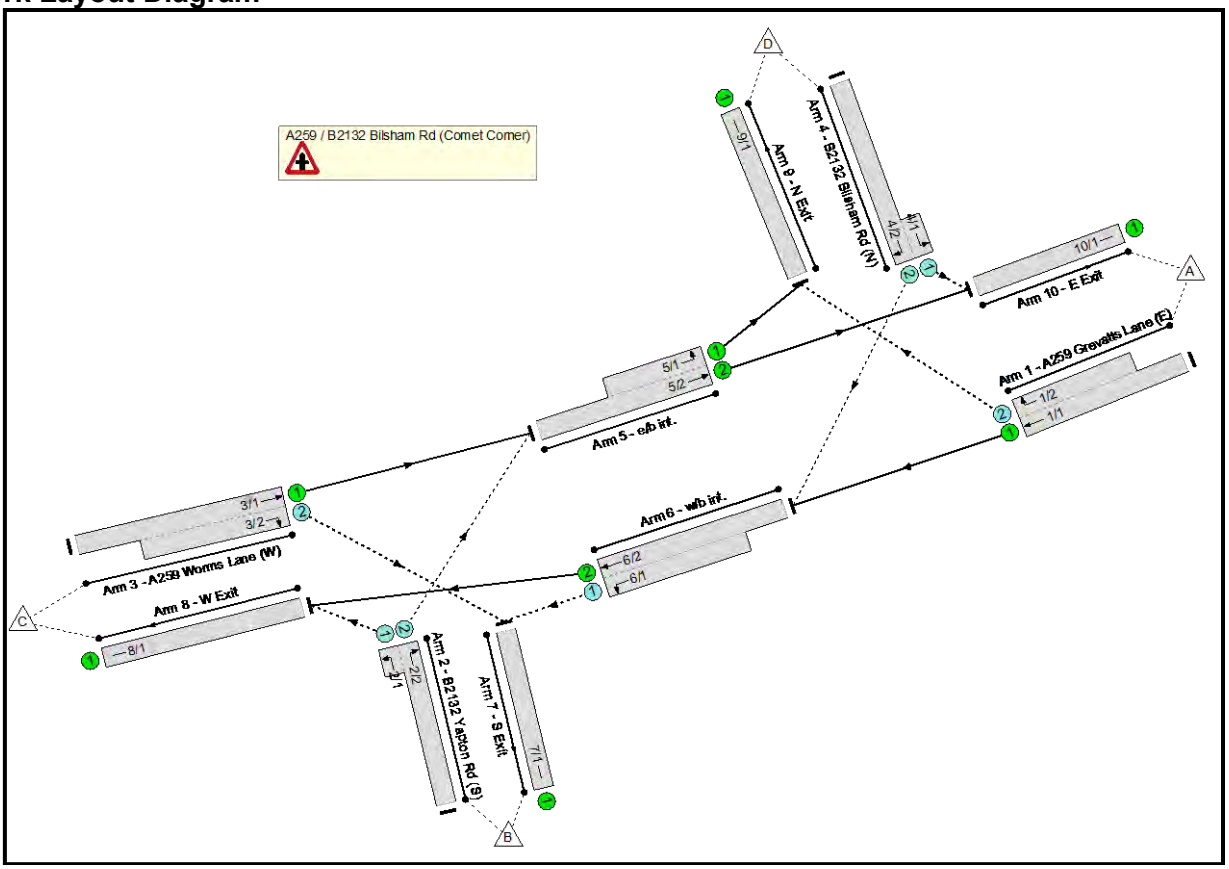
Cycle Time (s): 90

Full Input Data And Results

User and Project Details

Project:	**ITB13091 Ford**
Title:	**A259 / B2132 Bilsham Rd (Comet Corner)**
Location:	
Additional detail:	
File name:	A259_B2132 Bilsham Rd Stagger PM Calibrated v2.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Give-Way Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A259 Grevatts Lane (E))	9/1 (Right)	754	0	5/2	0.28	All	-	-	-	-	-
				5/1	0.28	All					
2/1 (B2132 Yapton Rd (S))	8/1 (Left)	648	0	6/2	0.24	All	-	-	-	-	-
2/2 (B2132 Yapton Rd (S))	5/2 (Right)	680	0	6/2	0.28	All	-	-	-	-	-
				3/2	0.41	All					
				3/1	0.18	All					
3/2 (A259 Worms Lane (W))	7/1 (Right)	763	0	6/2	0.28	All	-	-	-	-	-
4/1 (B2132 Bilsham Rd (N))	10/1 (Left)	691	0	5/2	0.26	All	-	-	-	-	-
				5/1	0.10	All					
4/2 (B2132 Bilsham Rd (N))	6/2 (Right)	717	0	1/2	0.40	All	-	-	-	-	-
				5/1	0.11	All					
				5/2	0.28	All					
				1/1	0.18	All					
6/1 (w/b int.)	7/1 (Left)	648	0	3/2	0.41	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A259 Grevatts Lane (E))	U		2	3	60.0	User	1900	-	-	-	-	-
1/2 (A259 Grevatts Lane (E))	O		2	3	9.6	User	1900	-	-	-	-	-
2/1 (B2132 Yapton Rd (S))	O		2	3	2.1	User	1900	-	-	-	-	-
2/2 (B2132 Yapton Rd (S))	O		2	3	60.0	User	1900	-	-	-	-	-
3/1 (A259 Worms Lane (W))	U		2	3	60.0	User	1900	-	-	-	-	-
3/2 (A259 Worms Lane (W))	O		2	3	11.3	User	1900	-	-	-	-	-
4/1 (B2132 Bilsham Rd (N))	O		2	3	3.1	User	1900	-	-	-	-	-
4/2 (B2132 Bilsham Rd (N))	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (e/b int.)	U		2	3	7.8	User	1900	-	-	-	-	-
5/2 (e/b int.)	U		2	3	13.0	User	1900	-	-	-	-	-
6/1 (w/b int.)	O		2	3	11.3	User	1900	-	-	-	-	-
6/2 (w/b int.)	U		2	3	13.0	User	1900	-	-	-	-	-
7/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 PM Base'	17:00	18:00	01:00	
2: '2021 PM Base'	17:00	18:00	01:00	
3: '2021 PM With Dev'	17:00	18:00	01:00	
4: '2031 PM Base '	17:00	18:00	01:00	
5: '2031 PM With Dev'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	158	912	19	1089
	B	64	0	38	33	135
	C	1032	80	0	212	1324
	D	8	65	118	0	191
	Tot.	1104	303	1068	264	2739

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	1089(In) 1070(Out)
1/2 (short)	19
2/1 (short)	38
2/2 (with short)	135(In) 97(Out)
3/1 (with short)	1324(In) 1244(Out)
3/2 (short)	80
4/1 (short)	8
4/2 (with short)	191(In) 183(Out)
5/1 (short)	245
5/2 (with short)	1341(In) 1096(Out)
6/1 (short)	223
6/2 (with short)	1253(In) 1030(Out)
7/1	303
8/1	1068
9/1	264
10/1	1104

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2' (FG2: '2021 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	159	932	53	1144
	B	64	0	38	43	145
	C	1065	81	0	295	1441
	D	15	74	145	0	234
	Tot.	1144	314	1115	391	2964

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	1144(In) 1091(Out)
1/2 (short)	53
2/1 (short)	38
2/2 (with short)	145(In) 107(Out)
3/1 (with short)	1441(In) 1360(Out)
3/2 (short)	81
4/1 (short)	15
4/2 (with short)	234(In) 219(Out)
5/1 (short)	338
5/2 (with short)	1467(In) 1129(Out)
6/1 (short)	233
6/2 (with short)	1310(In) 1077(Out)
7/1	314
8/1	1115
9/1	391
10/1	1144

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2021 PM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	160	968	53	1181
	B	65	0	38	43	146
	C	1121	81	0	320	1522
	D	15	74	159	0	248
	Tot.	1201	315	1165	416	3097

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	1181(In) 1128(Out)
1/2 (short)	53
2/1 (short)	38
2/2 (with short)	146(In) 108(Out)
3/1 (with short)	1522(In) 1441(Out)
3/2 (short)	81
4/1 (short)	15
4/2 (with short)	248(In) 233(Out)
5/1 (short)	363
5/2 (with short)	1549(In) 1186(Out)
6/1 (short)	234
6/2 (with short)	1361(In) 1127(Out)
7/1	315
8/1	1165
9/1	416
10/1	1201

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2031 PM Base ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	161	947	54	1162
	B	66	0	39	44	149
	C	1082	82	0	299	1463
	D	15	76	146	0	237
	Tot.	1163	319	1132	397	3011

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	1162(In) 1108(Out)
1/2 (short)	54
2/1 (short)	39
2/2 (with short)	149(In) 110(Out)
3/1 (with short)	1463(In) 1381(Out)
3/2 (short)	82
4/1 (short)	15
4/2 (with short)	237(In) 222(Out)
5/1 (short)	343
5/2 (with short)	1491(In) 1148(Out)
6/1 (short)	237
6/2 (with short)	1330(In) 1093(Out)
7/1	319
8/1	1132
9/1	397
10/1	1163

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2031 PM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	983	54	1199
	B	67	0	39	44	150
	C	1138	82	0	324	1544
	D	15	76	160	0	251
	Tot.	1220	320	1182	422	3144

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (with short)	1199(In) 1145(Out)
1/2 (short)	54
2/1 (short)	39
2/2 (with short)	150(In) 111(Out)
3/1 (with short)	1544(In) 1462(Out)
3/2 (short)	82
4/1 (short)	15
4/2 (with short)	251(In) 236(Out)
5/1 (short)	368
5/2 (with short)	1573(In) 1205(Out)
6/1 (short)	238
6/2 (with short)	1381(In) 1143(Out)
7/1	320
8/1	1182
9/1	422
10/1	1220

Full Input Data And Results

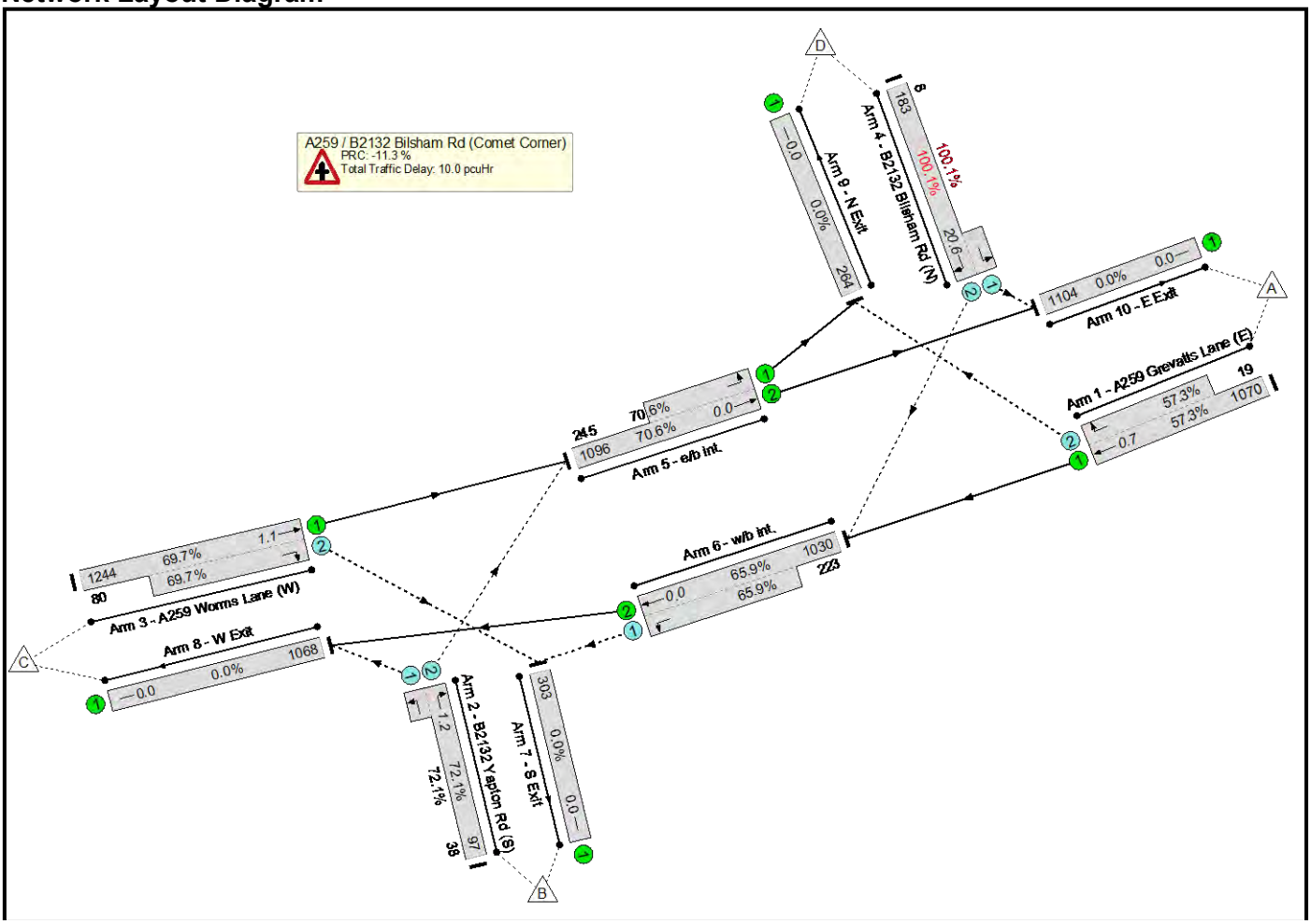
Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A259 Grevatts Lane (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (B2132 Yapton Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (B2132 Yapton Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A259 Worms Lane (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A259 Worms Lane (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (B2132 Bilsham Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (B2132 Bilsham Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (e/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (e/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '1' (FG1: '2018 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.1%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.1%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	1089	1900:1900	1867+33	57.3 : 57.3%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	135	1900:1900	135+53	72.1 : 72.1%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1324	1900:1900	1785+115	69.7 : 69.7%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	191	1900:1900	183+8	100.1 : 100.1%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1341	1900:1900	1553+347	70.6 : 70.6%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1253	1900:1900	1562+338	65.9 : 65.9%
7/1	S Exit	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%

Full Input Data And Results

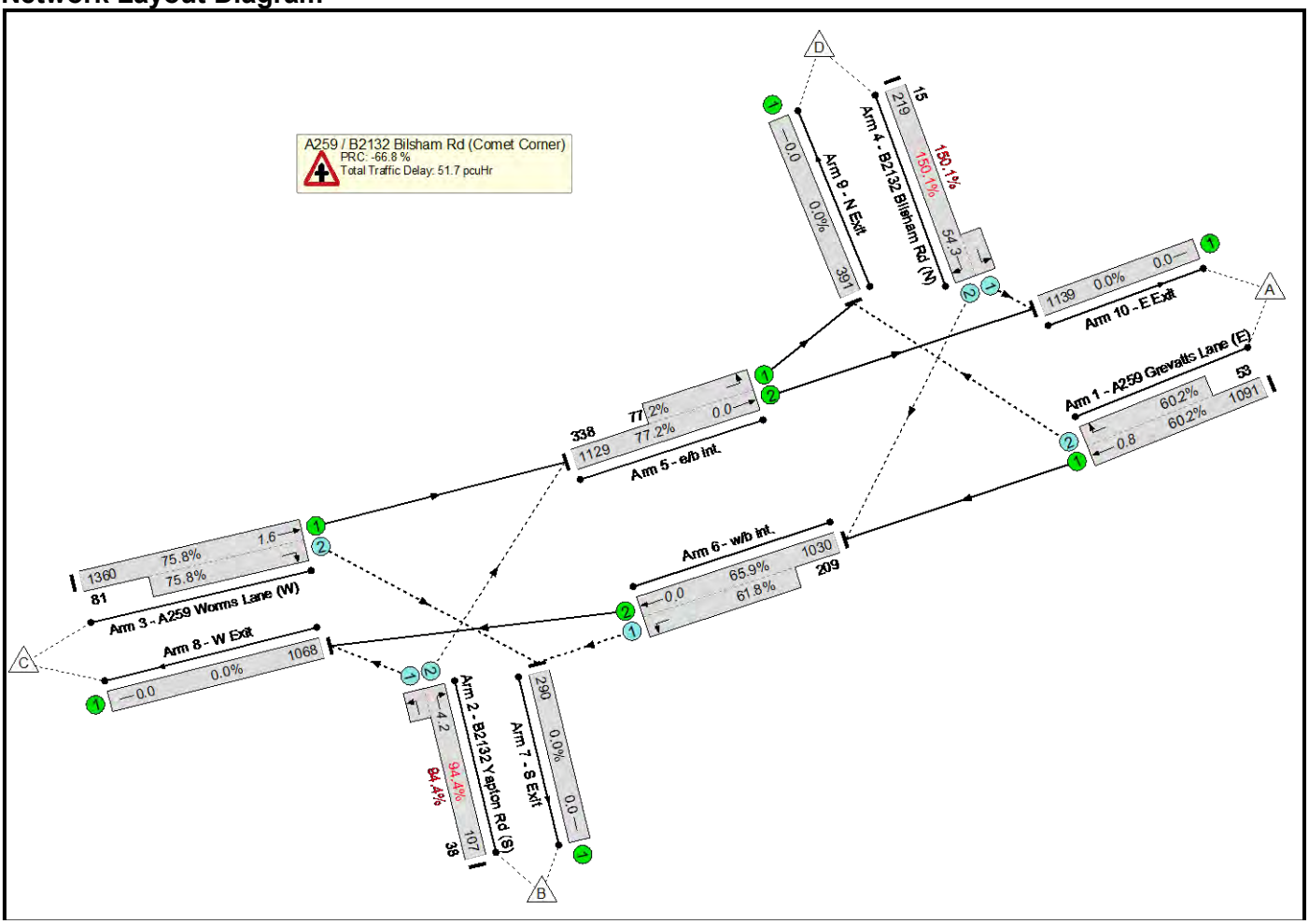
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**973**	**0**	**0**	**0.0**	**10.0**	**0.0**	**10.0**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**973**	**0**	**0**	**0.0**	**10.0**	**0.0**	**10.0**	**-**	**-**	**-**	**-**
1/1+1/2	1089	1089	19	0	0	0.0	0.7	-	0.7 (0.7+0.0)	2.2 (2.2:2.2)	0.0	0.7	0.7
2/2+2/1	135	135	270	0	0	0.0	1.2	-	1.2 (0.9+0.3)	32.8 (32.8:32.8)	0.0	1.2	1.2
3/1+3/2	1324	1324	80	0	0	0.0	1.1	-	1.1 (1.1+0.1)	3.1 (3.1:3.1)	0.0	1.1	1.1
4/2+4/1	191	191	381	0	0	0.0	7.0	-	7.0 (6.7+0.3)	131.9 (131.9:131.6)	13.6	7.0	20.6
5/2+5/1	1341	1341	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1253	1253	223	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -11.3 Total Delay Over All Lanes(pcuHr): 10.04

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**150.1%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**150.1%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	1144	1900:1900	1812+88	60.2 : 60.2%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	145	1900:1900	113+40	94.4 : 94.4%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1441	1900:1900	1793+107	75.8 : 75.8%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	234	1900:1900	146+10	150.1 : 150.1%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1467	1900:1900	1462+438	77.2 : 77.2%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1310	1900:1900	1562+338	65.9 : 61.8%
7/1	S Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1144	Inf	Inf	0.0%

Full Input Data And Results

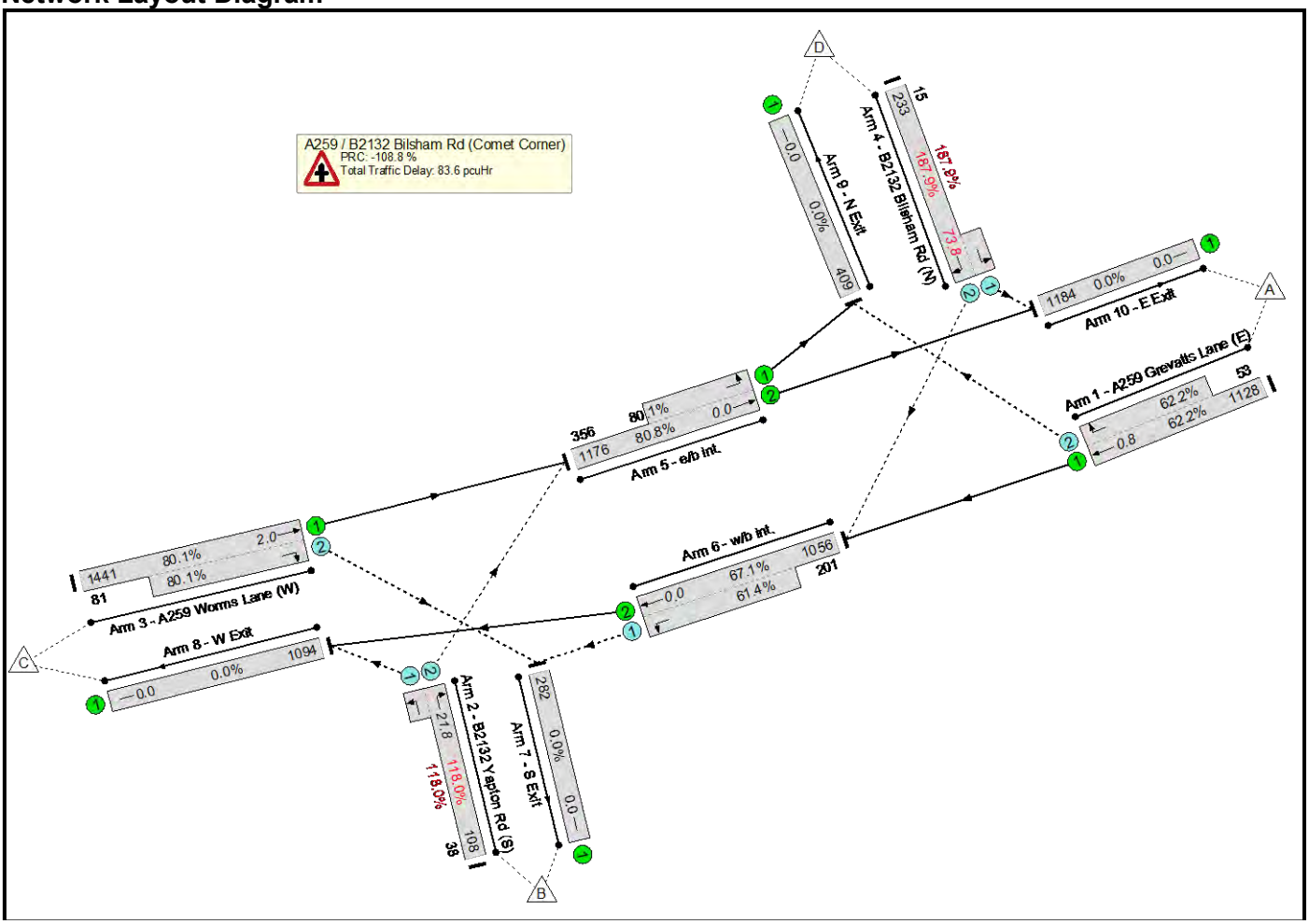
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**945**	**0**	**0**	**4.6**	**47.1**	**0.0**	**51.7**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**945**	**0**	**0**	**4.6**	**47.1**	**0.0**	**51.7**	**-**	**-**	**-**	**-**
1/1+1/2	1144	1144	53	0	0	0.0	0.8	-	0.8 (0.7+0.0)	2.4 (2.4:2.4)	0.0	0.8	0.8
2/2+2/1	145	145	290	0	0	0.0	4.2	-	4.2 (3.1+1.1)	105.1 (105.1:105.1)	0.0	4.2	4.2
3/1+3/2	1441	1441	81	0	0	0.0	1.6	-	1.6 (1.5+0.1)	3.9 (3.9:3.9)	0.0	1.6	1.6
4/2+4/1	234	156	312	0	0	4.6	40.5	-	45.1 (42.4+2.7)	694.4 (697.5:648.5)	13.8	40.5	54.3
5/2+5/1	1467	1467	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1238	1238	209	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -66.8 Total Delay Over All Lanes(pcuHr): 51.68

Full Input Data And Results

Scenario 3: '3' (FG3: '2021 PM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**187.9%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**187.9%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	1181	1900:1900	1815+85	62.2 : 62.2%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	146	1900:1900	92+32	118.0 : 118.0%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1522	1900:1900	1799+101	80.1 : 80.1%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	248	1900:1900	124+8	187.9 : 187.9%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1549	1900:1900	1455+445	80.8 : 80.1%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1361	1900:1900	1573+327	67.1 : 61.4%
7/1	S Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1201	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**858**	**0**	**0**	**8.0**	**75.6**	**0.0**	**83.6**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**858**	**0**	**0**	**8.0**	**75.6**	**0.0**	**83.6**	**-**	**-**	**-**	**-**
1/1+1/2	1181	1181	53	0	0	0.0	0.8	-	0.8 (0.8+0.0)	2.5 (2.5:2.5)	0.0	0.8	0.8
2/2+2/1	146	130	259	0	0	1.0	13.8	-	14.8 (11.2+3.6)	364.8 (373.7:339.6)	8.0	13.8	21.8
3/1+3/2	1522	1522	81	0	0	0.0	2.0	-	2.0 (1.9+0.1)	4.7 (4.7:4.7)	0.0	2.0	2.0
4/2+4/1	248	132	264	0	0	7.0	59.1	-	66.0 (62.2+3.8)	958.6 (961.4:915.1)	14.7	59.1	73.8
5/2+5/1	1533	1533	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1256	1256	201	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): -108.8

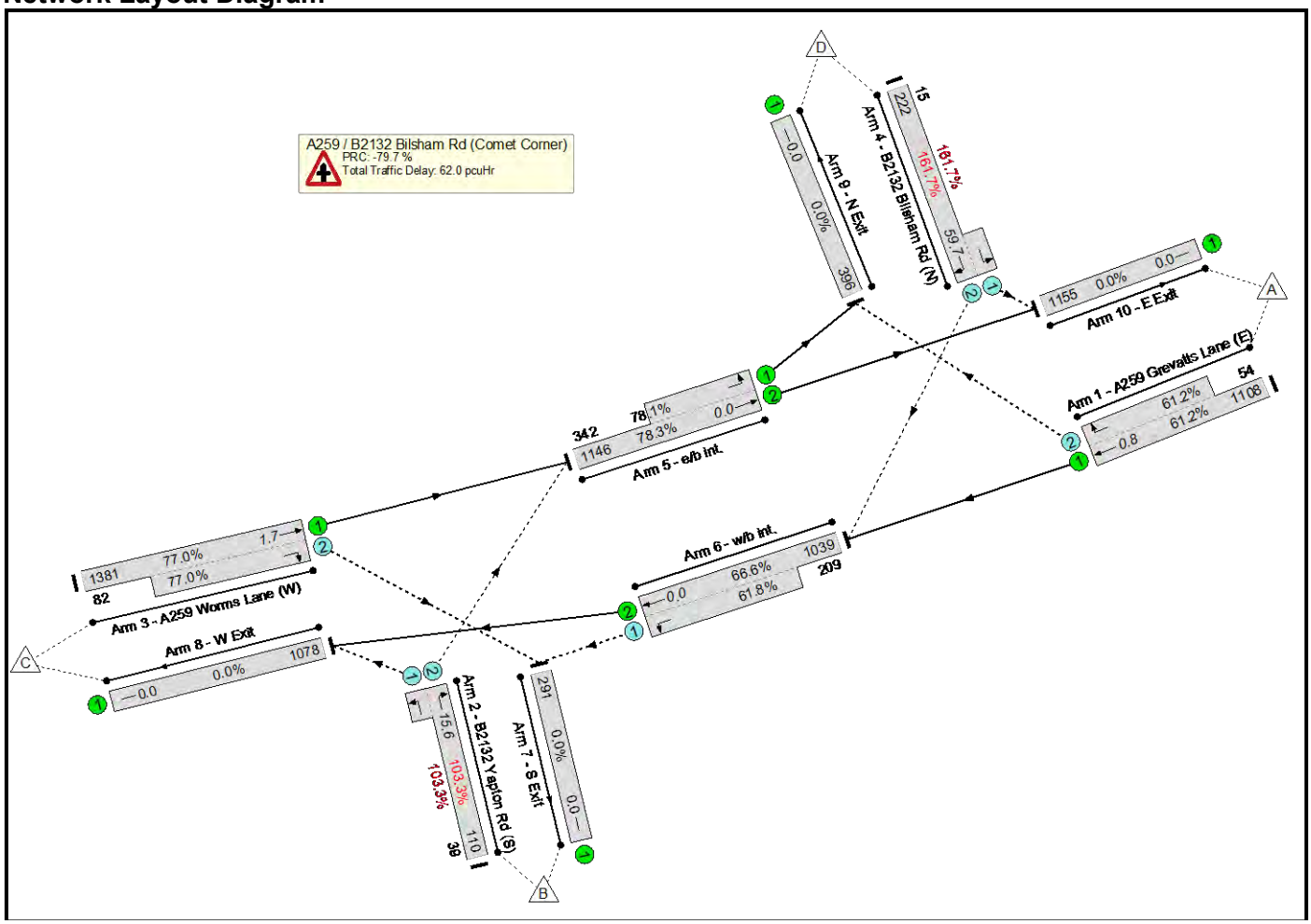
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 83.64

Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '4' (FG4: '2031 PM Base ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**161.7%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**161.7%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	1162	1900:1900	1812+88	61.2 : 61.2%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	149	1900:1900	106+38	103.3 : 103.3%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1463	1900:1900	1794+106	77.0 : 77.0%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	237	1900:1900	137+9	161.7 : 161.7%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1491	1900:1900	1463+437	78.3 : 78.1%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1330	1900:1900	1561+339	66.6 : 61.8%
7/1	S Exit	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1163	Inf	Inf	0.0%

Full Input Data And Results

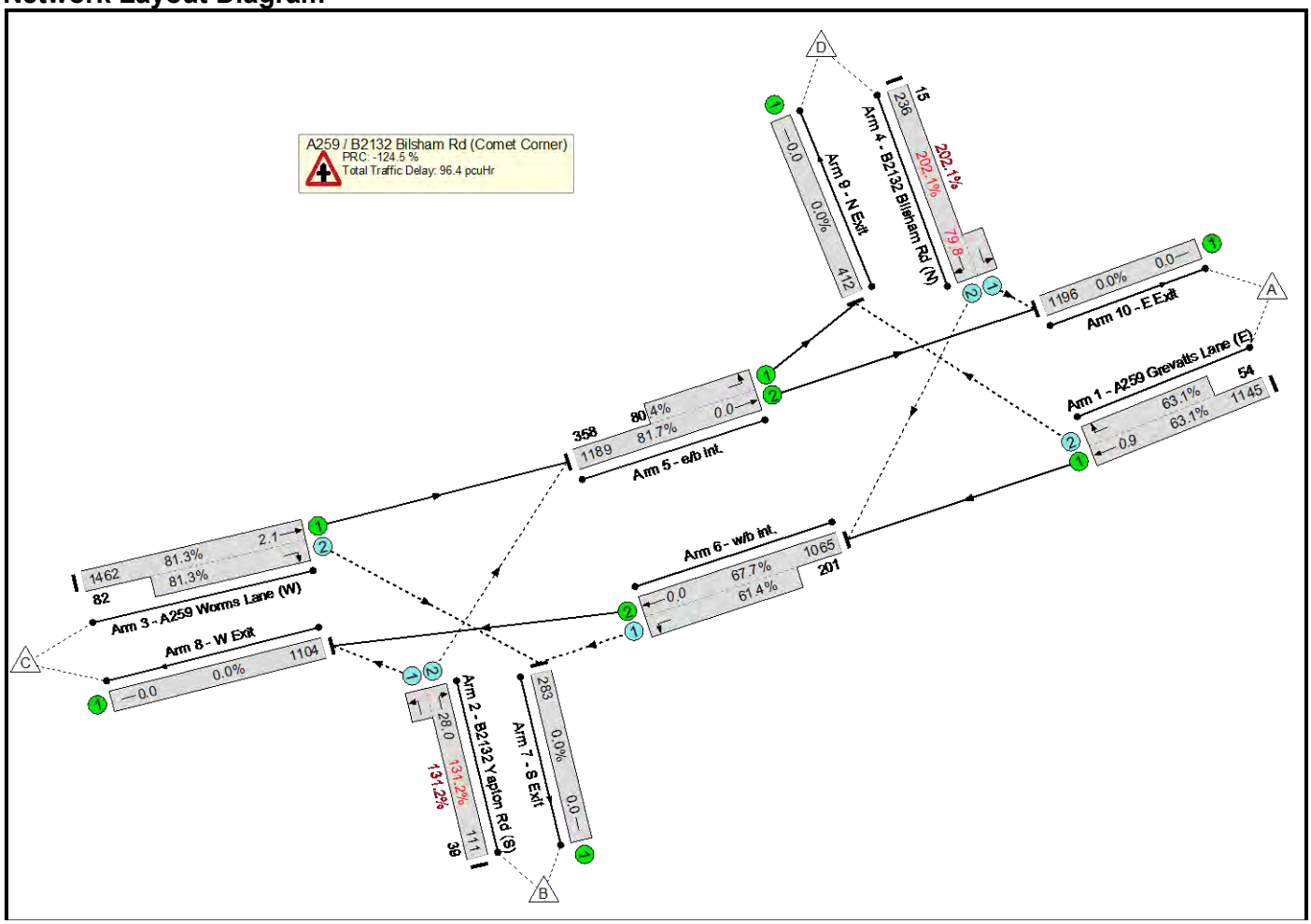
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**929**	**0**	**0**	**5.6**	**56.4**	**0.0**	**62.0**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**929**	**0**	**0**	**5.6**	**56.4**	**0.0**	**62.0**	**-**	**-**	**-**	**-**
1/1+1/2	1162	1162	54	0	0	0.0	0.8	-	0.8 (0.7+0.0)	2.4 (2.4:2.4)	0.0	0.8	0.8
2/2+2/1	149	145	291	0	0	0.2	7.4	-	7.6 (5.7+1.9)	184.7 (186.5:179.3)	8.2	7.4	15.6
3/1+3/2	1463	1463	82	0	0	0.0	1.7	-	1.7 (1.6+0.1)	4.1 (4.1:4.1)	0.0	1.7	1.7
4/2+4/1	237	147	293	0	0	5.4	46.5	-	51.9 (48.8+3.1)	787.9 (791.0:742.6)	13.2	46.5	59.7
5/2+5/1	1487	1487	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1248	1248	209	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1078	1078	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -79.7 Total Delay Over All Lanes(pcuHr): 61.96

Full Input Data And Results

Scenario 5: '5' (FG5: '2031 PM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**202.1%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**202.1%**
1/1+1/2	A259 Grevatts Lane (E) Ahead Right	U+O	N/A	N/A	-		-	-	-	1199	1900:1900	1814+86	63.1 : 63.1%
2/2+2/1	B2132 Yapton Rd (S) Right Left	O	N/A	N/A	-		-	-	-	150	1900:1900	85+30	131.2 : 131.2%
3/1+3/2	A259 Worms Lane (W) Ahead Right	U+O	N/A	N/A	-		-	-	-	1544	1900:1900	1799+101	81.3 : 81.3%
4/2+4/1	B2132 Bilsham Rd (N) Right Left	O	N/A	N/A	-		-	-	-	251	1900:1900	117+7	202.1 : 202.1%
5/2+5/1	e/b int. Left Ahead	U	N/A	N/A	-		-	-	-	1573	1900:1900	1455+445	81.7 : 80.4%
6/2+6/1	w/b int. Left Ahead	U+O	N/A	N/A	-		-	-	-	1381	1900:1900	1573+327	67.7 : 61.4%
7/1	S Exit	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**833**	**0**	**0**	**9.3**	**87.1**	**0.0**	**96.4**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**833**	**0**	**0**	**9.3**	**87.1**	**0.0**	**96.4**	**-**	**-**	**-**	**-**
1/1+1/2	1199	1199	54	0	0	0.0	0.9	-	0.9 (0.8+0.0)	2.6 (2.6:2.6)	0.0	0.9	0.9
2/2+2/1	150	124	247	0	0	1.6	19.7	-	21.4 (16.2+5.1)	512.9 (526.7:473.5)	8.3	19.7	28.0
3/1+3/2	1544	1544	82	0	0	0.0	2.1	-	2.1 (2.0+0.1)	5.0 (5.0:5.0)	0.0	2.1	2.1
4/2+4/1	251	124	248	0	0	7.6	64.4	-	72.0 (67.9+4.1)	1032.9 (1035.6:989.8)	15.4	64.4	79.8
5/2+5/1	1547	1547	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/2+6/1	1266	1266	201	0	0	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1196	1196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -124.5 Total Delay Over All Lanes(pcuHr): 96.38

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Ford Road - Ford Lane.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Picady\Ford Road - Ford Lane
Report generation date: 30/04/2019 16:23:44

»2018 Base, AM
»2018 Base, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Base							
Stream B-C	0.2	9.47	0.16	A	0.2	10.65	0.16	B
Stream B-A	0.7	15.71	0.42	C	1.5	20.89	0.61	C
Stream C-AB	0.1	7.65	0.07	A	0.1	7.48	0.10	A
	2021 Base							
Stream B-C	0.3	10.32	0.21	B	0.2	12.31	0.20	B
Stream B-A	0.8	17.60	0.46	C	1.9	24.50	0.66	C
Stream C-AB	0.1	7.86	0.08	A	0.1	7.63	0.12	A
	2021 with Development							
Stream B-C	0.7	18.63	0.41	C	0.6	23.06	0.37	C
Stream B-A	2.2	32.36	0.70	D	3.6	43.57	0.80	E
Stream C-AB	0.1	8.20	0.11	A	0.3	8.53	0.20	A
	2031 Base							
Stream B-C	0.3	10.58	0.21	B	0.3	12.91	0.21	B
Stream B-A	0.9	18.07	0.47	C	2.0	25.93	0.68	D
Stream C-AB	0.1	7.94	0.08	A	0.1	7.68	0.12	A
	2031 with Development							
Stream B-C	0.7	19.87	0.43	C	0.7	26.44	0.41	D
Stream B-A	2.3	34.28	0.71	D	4.0	47.96	0.82	E
Stream C-AB	0.1	8.27	0.11	A	0.3	8.58	0.21	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	23/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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	Relationship type	Relationship
D1	2018 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2021	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2024	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2024	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D8	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D9	Com Dev ST	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev ST	PM	ONE HOUR	16:45	18:15	15			
D11	2021 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D3+D7
D12	2021 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D4+D8
D13	2024 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7
D14	2024 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10
D17	2024 + CD ST	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7+D9
D18	2024 + CD ST	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8+D10
D19	Dev	AM	ONE HOUR	07:45	09:15	15			
D20	Dev	PM	ONE HOUR	16:45	18:15	15			
D21	2021 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D11+D19
D22	2021 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D12+D20
D23	2024 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D13+D19
D24	2024 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D14+D20
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20
D27	2024 + CD ST + D	AM	ONE HOUR	07:45	09:15	15		Simple	D17+D19
D28	2024 + CD ST + D	PM	ONE HOUR	16:45	18:15	15		Simple	D18+D20
D29	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D30	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29 + D19
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D30 + D20

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2021 AM		1.0103
G2	2018-2021 PM		1.0071
G3	2018-2024 AM		1.0235
G4	2018-2024 PM		1.0191

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2018 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ford Road		Major
B	Ford Lane		Minor
C	Station Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Station Road	6.60		✓	2.50	100.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ford Lane	One lane plus flare	10.00	10.00	6.93	5.36	4.33		1.00	45	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	590	0.105	0.265	0.167	0.378
1	B-C	672	0.100	0.254	-	-
1	C-B	653	0.246	0.246	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018 Base	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 - Ford Road		ONE HOUR	✓	469	100.000
B - Ford Lane		ONE HOUR	✓	216	100.000
C - Station Road		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	197	272
	B - Ford Lane	148	0	68
	C - Station Road	208	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	3	5
	B - Ford Lane	9	0	4
	C - Station Road	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	9.47	0.2	A	62	94
B-A	0.42	15.71	0.7	C	136	204
C-AB	0.07	7.65	0.1	A	28	41
C-A					191	286
A-B					181	271
A-C					250	374

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	532	0.096	51	0.0	0.1	7.474	A
B-A	111	28	441	0.253	110	0.0	0.3	10.828	B
C-AB	23	6	544	0.042	22	0.0	0.0	6.901	A
C-A	157	39			157				
A-B	148	37			148				
A-C	205	51			205				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	503	0.122	61	0.1	0.1	8.143	A
B-A	133	33	421	0.316	133	0.3	0.5	12.464	B
C-AB	27	7	527	0.051	27	0.0	0.1	7.199	A
C-A	187	47			187				
A-B	177	44			177				
A-C	245	61			245				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	456	0.164	75	0.1	0.2	9.433	A
B-A	163	41	392	0.416	162	0.5	0.7	15.586	C
C-AB	33	8	503	0.066	33	0.1	0.1	7.652	A
C-A	229	57			229				
A-B	217	54			217				
A-C	299	75			299				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	455	0.165	75	0.2	0.2	9.468	A
B-A	163	41	392	0.416	163	0.7	0.7	15.710	C
C-AB	33	8	503	0.066	33	0.1	0.1	7.652	A
C-A	229	57			229				
A-B	217	54			217				
A-C	299	75			299				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	502	0.122	61	0.2	0.1	8.176	A
B-A	133	33	421	0.316	134	0.7	0.5	12.584	B
C-AB	27	7	527	0.051	27	0.1	0.1	7.201	A
C-A	187	47			187				
A-B	177	44			177				
A-C	245	61			245				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	531	0.096	51	0.1	0.1	7.511	A
B-A	111	28	441	0.253	112	0.5	0.3	10.949	B
C-AB	23	6	544	0.042	23	0.1	0.0	6.905	A
C-A	157	39			157				
A-B	148	37			148				
A-C	205	51			205				

2018 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		6.67	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)	Run automatically
D2	2018 Base	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 - Ford Road		ONE HOUR	✓	263	100.000
B - Ford Lane		ONE HOUR	✓	299	100.000
C - Station Road		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	85	178
	B - Ford Lane	241	0	58
	C - Station Road	293	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	5	3
	B - Ford Lane	3	0	0
	C - Station Road	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	10.65	0.2	B	53	80
B-A	0.61	20.89	1.5	C	221	332
C-AB	0.10	7.48	0.1	A	45	67
C-A					269	403
A-B					78	117
A-C					163	245

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	534	0.082	43	0.0	0.1	7.335	A
B-A	181	45	484	0.375	179	0.0	0.6	11.732	B
C-AB	37	9	556	0.066	37	0.0	0.1	6.922	A
C-A	221	55			221				
A-B	64	16			64				
A-C	134	34			134				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	489	0.107	52	0.1	0.1	8.245	A
B-A	217	54	464	0.466	216	0.6	0.9	14.400	B
C-AB	44	11	547	0.080	44	0.1	0.1	7.151	A
C-A	263	66			263				
A-B	76	19			76				
A-C	160	40			160				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	405	0.157	64	0.1	0.2	10.530	B
B-A	265	66	437	0.607	263	0.9	1.5	20.355	C
C-AB	54	13	535	0.101	54	0.1	0.1	7.482	A
C-A	323	81			323				
A-B	94	23			94				
A-C	196	49			196				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	402	0.159	64	0.2	0.2	10.648	B
B-A	265	66	437	0.607	265	1.5	1.5	20.886	C
C-AB	54	13	535	0.101	54	0.1	0.1	7.485	A
C-A	323	81			323				
A-B	94	23			94				
A-C	196	49			196				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	485	0.108	52	0.2	0.1	8.329	A
B-A	217	54	464	0.467	219	1.5	0.9	14.814	B
C-AB	44	11	547	0.080	44	0.1	0.1	7.156	A
C-A	263	66			263				
A-B	76	19			76				
A-C	160	40			160				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	11	531	0.082	44	0.1	0.1	7.393	A
B-A	181	45	484	0.375	183	0.9	0.6	12.005	B
C-AB	37	9	556	0.066	37	0.1	0.1	6.932	A
C-A	221	55			221				
A-B	64	16			64				
A-C	134	34			134				

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		4.05	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	Relationship type	Relationship
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9

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 - Ford Road		ONE HOUR	✓	501	100.000
B - Ford Lane		ONE HOUR	✓	242	100.000
C - Station Road		ONE HOUR	✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	216	285
	B - Ford Lane	160	0	83
	C - Station Road	214	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	5
	B - Ford Lane	8	0	4
	C - Station Road	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	10.32	0.3	B	76	114
B-A	0.46	17.60	0.8	C	146	220
C-AB	0.08	7.86	0.1	A	33	50
C-A					197	295
A-B					198	297
A-C					261	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	531	0.117	62	0.0	0.1	7.671	A
B-A	120	30	434	0.277	119	0.0	0.4	11.369	B
C-AB	27	7	541	0.051	27	0.0	0.1	7.001	A
C-A	161	40			161				
A-B	163	41			163				
A-C	214	54			214				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	19	497	0.150	74	0.1	0.2	8.508	A
B-A	143	36	412	0.348	143	0.4	0.5	13.356	B
C-AB	33	8	523	0.062	33	0.1	0.1	7.342	A
C-A	193	48			193				
A-B	194	49			194				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	441	0.206	91	0.2	0.3	10.260	B
B-A	176	44	380	0.462	174	0.5	0.8	17.397	C
C-AB	40	10	498	0.080	40	0.1	0.1	7.863	A
C-A	236	59			236				
A-B	238	59			238				
A-C	314	78			314				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	440	0.207	91	0.3	0.3	10.318	B
B-A	176	44	380	0.462	176	0.8	0.8	17.597	C
C-AB	40	10	498	0.080	40	0.1	0.1	7.865	A
C-A	236	59			236				
A-B	238	59			238				
A-C	314	78			314				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	19	496	0.150	75	0.3	0.2	8.561	A
B-A	143	36	412	0.348	145	0.8	0.5	13.535	B
C-AB	33	8	523	0.062	33	0.1	0.1	7.348	A
C-A	193	48			193				
A-B	194	49			194				
A-C	256	64			256				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	529	0.118	62	0.2	0.1	7.720	A
B-A	120	30	434	0.277	121	0.5	0.4	11.521	B
C-AB	27	7	541	0.051	27	0.1	0.1	7.008	A
C-A	161	40			161				
A-B	163	41			163				
A-C	214	54			214				

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		7.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10

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 - Ford Road		ONE HOUR	✓	282	100.000
B - Ford Lane		ONE HOUR	✓	324	100.000
C - Station Road		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	98	184
	B - Ford Lane	258	0	66
	C - Station Road	304	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	4	3
	B - Ford Lane	3	0	0
	C - Station Road	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	12.31	0.2	B	61	91
B-A	0.66	24.50	1.9	C	236	355
C-AB	0.12	7.63	0.1	A	54	82
C-A					279	419
A-B					90	134
A-C					169	254

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	523	0.096	50	0.0	0.1	7.605	A
B-A	194	49	481	0.403	191	0.0	0.7	12.316	B
C-AB	45	11	560	0.080	44	0.0	0.1	6.972	A
C-A	229	57			229				
A-B	73	18			73				
A-C	139	35			139				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	470	0.127	60	0.1	0.1	8.771	A
B-A	232	58	460	0.504	230	0.7	1.0	15.581	C
C-AB	53	13	551	0.097	53	0.1	0.1	7.240	A
C-A	273	68			273				
A-B	88	22			88				
A-C	166	41			166				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	371	0.197	73	0.1	0.2	12.061	B
B-A	284	71	430	0.660	280	1.0	1.8	23.560	C
C-AB	65	16	537	0.122	65	0.1	0.1	7.630	A
C-A	335	84			335				
A-B	107	27			107				
A-C	203	51			203				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73	18	365	0.200	73	0.2	0.2	12.310	B
B-A	284	71	430	0.660	283	1.8	1.9	24.502	C
C-AB	65	16	537	0.122	65	0.1	0.1	7.632	A
C-A	335	84			335				
A-B	107	27			107				
A-C	203	51			203				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	465	0.129	60	0.2	0.1	8.909	A
B-A	232	58	460	0.504	235	1.9	1.0	16.224	C
C-AB	53	13	551	0.097	53	0.1	0.1	7.246	A
C-A	273	68			273				
A-B	88	22			88				
A-C	166	41			166				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	12	519	0.096	50	0.1	0.1	7.681	A
B-A	194	49	481	0.403	195	1.0	0.7	12.672	B
C-AB	45	11	560	0.080	45	0.1	0.1	6.982	A
C-A	229	57			229				
A-B	73	18			73				
A-C	139	35			139				

2021 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		8.89	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	Relationship type	Relationship
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19

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 - Ford Road		ONE HOUR	✓	527	100.000
B - Ford Lane		ONE HOUR	✓	352	100.000
C - Station Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	242	285
	B - Ford Lane	232	0	121
	C - Station Road	219	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	5
	B - Ford Lane	6	0	3
	C - Station Road	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	18.63	0.7	C	111	166
B-A	0.70	32.36	2.2	D	212	319
C-AB	0.11	8.20	0.1	A	46	69
C-A					201	302
A-B					222	333
A-C					261	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	498	0.182	90	0.0	0.2	8.805	A
B-A	174	44	434	0.401	172	0.0	0.7	13.579	B
C-AB	38	9	540	0.070	38	0.0	0.1	7.153	A
C-A	165	41			165				
A-B	182	46			182				
A-C	214	54			214				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	441	0.246	108	0.2	0.3	10.813	B
B-A	208	52	407	0.511	207	0.7	1.0	17.810	C
C-AB	45	11	521	0.087	45	0.1	0.1	7.562	A
C-A	197	49			197				
A-B	218	54			218				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	333	0.399	132	0.3	0.6	17.739	C
B-A	255	64	365	0.698	251	1.0	2.1	30.249	D
C-AB	55	14	495	0.112	55	0.1	0.1	8.193	A
C-A	241	60			241				
A-B	266	67			266				
A-C	314	78			314				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	133	33	326	0.408	133	0.6	0.7	18.625	C
B-A	255	64	365	0.699	254	2.1	2.2	32.359	D
C-AB	55	14	495	0.112	55	0.1	0.1	8.197	A
C-A	241	60			241				
A-B	266	67			266				
A-C	314	78			314				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	109	27	433	0.250	110	0.7	0.3	11.173	B
B-A	208	52	407	0.511	213	2.2	1.1	18.915	C
C-AB	45	11	521	0.087	45	0.1	0.1	7.569	A
C-A	197	49			197				
A-B	218	54			218				
A-C	256	64			256				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	91	23	494	0.184	91	0.3	0.2	8.947	A
B-A	174	44	434	0.402	176	1.1	0.7	14.028	B
C-AB	38	9	540	0.070	38	0.1	0.1	7.167	A
C-A	165	41			165				
A-B	182	46			182				
A-C	214	54			214				

2021 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		13.56	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	Relationship type	Relationship
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20

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 - Ford Road		ONE HOUR	✓	360	100.000
B - Ford Lane		ONE HOUR	✓	374	100.000
C - Station Road		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	171	189
	B - Ford Lane	290	0	84
	C - Station Road	304	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	3
	B - Ford Lane	2	0	0
	C - Station Road	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.37	23.06	0.6	C	77	116
B-A	0.80	43.57	3.6	E	266	399
C-AB	0.20	8.53	0.3	A	90	135
C-A					279	419
A-B					157	235
A-C					174	261

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	491	0.129	63	0.0	0.1	8.402	A
B-A	218	55	462	0.472	215	0.0	0.9	14.336	B
C-AB	74	19	561	0.132	73	0.0	0.2	7.375	A
C-A	229	57			229				
A-B	128	32			128				
A-C	142	36			142				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	416	0.182	76	0.1	0.2	10.571	B
B-A	260	65	437	0.596	258	0.9	1.4	19.934	C
C-AB	88	22	548	0.161	88	0.2	0.2	7.825	A
C-A	273	68			273				
A-B	153	38			153				
A-C	170	43			170				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	265	0.351	92	0.2	0.5	20.616	C
B-A	319	80	398	0.801	311	1.4	3.3	38.252	E
C-AB	108	27	530	0.204	108	0.2	0.3	8.516	A
C-A	335	84			335				
A-B	188	47			188				
A-C	208	52			208				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	248	0.374	93	0.5	0.6	23.063	C
B-A	319	80	398	0.802	318	3.3	3.6	43.572	E
C-AB	108	27	530	0.204	108	0.3	0.3	8.526	A
C-A	335	84			335				
A-B	188	47			188				
A-C	208	52			208				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	400	0.190	77	0.6	0.2	11.195	B
B-A	260	65	436	0.597	269	3.6	1.6	22.449	C
C-AB	88	22	548	0.161	89	0.3	0.2	7.838	A
C-A	273	68			273				
A-B	153	38			153				
A-C	170	43			170				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	484	0.131	64	0.2	0.2	8.565	A
B-A	218	55	462	0.472	221	1.6	0.9	15.063	C
C-AB	74	19	561	0.132	74	0.2	0.2	7.397	A
C-A	229	57			229				
A-B	128	32			128				
A-C	142	36			142				

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		4.14	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
D29	2031 Base	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 - Ford Road		ONE HOUR	✓	510	100.000
B - Ford Lane		ONE HOUR	✓	246	100.000
C - Station Road		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	220	290
	B - Ford Lane	162	0	84
	C - Station Road	218	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	5
	B - Ford Lane	8	0	4
	C - Station Road	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	10.58	0.3	B	77	116
B-A	0.47	18.07	0.9	C	149	223
C-AB	0.08	7.94	0.1	A	34	51
C-A					200	300
A-B					202	303
A-C					266	399

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	526	0.120	63	0.0	0.1	7.754	A
B-A	122	30	433	0.282	120	0.0	0.4	11.479	B
C-AB	28	7	538	0.052	28	0.0	0.1	7.046	A
C-A	164	41			164				
A-B	166	41			166				
A-C	218	55			218				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	492	0.153	75	0.1	0.2	8.634	A
B-A	146	36	410	0.355	145	0.4	0.5	13.552	B
C-AB	33	8	520	0.064	33	0.1	0.1	7.398	A
C-A	196	49			196				
A-B	198	49			198				
A-C	261	65			261				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	434	0.213	92	0.2	0.3	10.509	B
B-A	178	45	377	0.473	177	0.5	0.9	17.842	C
C-AB	41	10	494	0.082	41	0.1	0.1	7.936	A
C-A	240	60			240				
A-B	242	61			242				
A-C	319	80			319				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	433	0.214	92	0.3	0.3	10.575	B
B-A	178	45	377	0.473	178	0.9	0.9	18.067	C
C-AB	41	10	494	0.082	41	0.1	0.1	7.937	A
C-A	240	60			240				
A-B	242	61			242				
A-C	319	80			319				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	490	0.154	76	0.3	0.2	8.691	A
B-A	146	36	410	0.355	147	0.9	0.6	13.746	B
C-AB	33	8	520	0.064	33	0.1	0.1	7.400	A
C-A	196	49			196				
A-B	198	49			198				
A-C	261	65			261				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	525	0.120	63	0.2	0.1	7.803	A
B-A	122	30	433	0.282	123	0.6	0.4	11.641	B
C-AB	28	7	538	0.052	28	0.1	0.1	7.053	A
C-A	164	41			164				
A-B	166	41			166				
A-C	218	55			218				

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		8.27	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
D30	2031 Base	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 - Ford Road		ONE HOUR	✓	286	100.000
B - Ford Lane		ONE HOUR	✓	329	100.000
C - Station Road		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	99	187
	B - Ford Lane	262	0	67
	C - Station Road	309	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	4	3
	B - Ford Lane	3	0	0
	C - Station Road	1	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.21	12.91	0.3	B	61	92
B-A	0.68	25.93	2.0	D	240	361
C-AB	0.12	7.68	0.1	A	55	83
C-A					284	425
A-B					91	136
A-C					172	257

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	518	0.097	50	0.0	0.1	7.678	A
B-A	197	49	478	0.412	195	0.0	0.7	12.564	B
C-AB	45	11	559	0.081	45	0.0	0.1	7.003	A
C-A	233	58			233				
A-B	75	19			75				
A-C	141	35			141				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	463	0.130	60	0.1	0.1	8.923	A
B-A	236	59	457	0.515	234	0.7	1.0	16.047	C
C-AB	54	13	549	0.098	54	0.1	0.1	7.277	A
C-A	278	69			278				
A-B	89	22			89				
A-C	168	42			168				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	359	0.206	73	0.1	0.3	12.595	B
B-A	288	72	426	0.677	285	1.0	1.9	24.795	C
C-AB	66	17	535	0.124	66	0.1	0.1	7.676	A
C-A	340	85			340				
A-B	109	27			109				
A-C	206	51			206				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	18	353	0.209	74	0.3	0.3	12.905	B
B-A	288	72	426	0.677	288	1.9	2.0	25.934	D
C-AB	66	17	535	0.124	66	0.1	0.1	7.679	A
C-A	340	85			340				
A-B	109	27			109				
A-C	206	51			206				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	457	0.132	61	0.3	0.2	9.088	A
B-A	236	59	457	0.515	239	2.0	1.1	16.793	C
C-AB	54	13	549	0.098	54	0.1	0.1	7.280	A
C-A	278	69			278				
A-B	89	22			89				
A-C	168	42			168				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	13	515	0.098	51	0.2	0.1	7.761	A
B-A	197	49	478	0.412	199	1.1	0.7	12.952	B
C-AB	45	11	559	0.081	45	0.1	0.1	7.014	A
C-A	233	58			233				
A-B	75	19			75				
A-C	141	35			141				

2031 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		9.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29 + D19

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 - Ford Road		ONE HOUR	✓	536	100.000
B - Ford Lane		ONE HOUR	✓	356	100.000
C - Station Road		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	246	290
	B - Ford Lane	234	0	122
	C - Station Road	223	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	5
	B - Ford Lane	6	0	3
	C - Station Road	6	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.43	19.87	0.7	C	112	168
B-A	0.71	34.28	2.3	D	215	322
C-AB	0.11	8.27	0.1	A	47	70
C-A					205	307
A-B					226	339
A-C					266	399

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	494	0.186	91	0.0	0.2	8.919	A
B-A	176	44	433	0.407	173	0.0	0.7	13.760	B
C-AB	38	10	538	0.071	38	0.0	0.1	7.197	A
C-A	168	42			168				
A-B	185	46			185				
A-C	218	55			218				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	435	0.252	109	0.2	0.3	11.050	B
B-A	210	53	405	0.519	209	0.7	1.0	18.215	C
C-AB	46	11	518	0.088	46	0.1	0.1	7.617	A
C-A	200	50			200				
A-B	221	55			221				
A-C	261	65			261				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	323	0.415	133	0.3	0.7	18.766	C
B-A	258	64	362	0.712	253	1.0	2.2	31.759	D
C-AB	56	14	491	0.114	56	0.1	0.1	8.266	A
C-A	246	61			246				
A-B	271	68			271				
A-C	319	80			319				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	315	0.426	134	0.7	0.7	19.874	C
B-A	258	64	361	0.714	257	2.2	2.3	34.282	D
C-AB	56	14	491	0.114	56	0.1	0.1	8.271	A
C-A	246	61			246				
A-B	271	68			271				
A-C	319	80			319				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	427	0.257	111	0.7	0.4	11.469	B
B-A	210	53	404	0.520	215	2.3	1.1	19.477	C
C-AB	46	11	518	0.088	46	0.1	0.1	7.624	A
C-A	200	50			200				
A-B	221	55			221				
A-C	261	65			261				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	490	0.188	92	0.4	0.2	9.074	A
B-A	176	44	432	0.407	178	1.1	0.7	14.237	B
C-AB	38	10	538	0.071	38	0.1	0.1	7.208	A
C-A	168	42			168				
A-B	185	46			185				
A-C	218	55			218				

2031 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ford Road / Ford Lane	T-Junction	Two-way		14.96	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	Relationship type	Relationship
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D30 + D20

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 - Ford Road		ONE HOUR	✓	364	100.000
B - Ford Lane		ONE HOUR	✓	379	100.000
C - Station Road		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	172	192
	B - Ford Lane	294	0	85
	C - Station Road	309	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ford Road	B - Ford Lane	C - Station Road
From	A - Ford Road	0	2	3
	B - Ford Lane	3	0	0
	C - Station Road	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.41	26.44	0.7	D	78	117
B-A	0.82	47.96	4.0	E	270	405
C-AB	0.21	8.58	0.3	A	91	136
C-A					284	425
A-B					158	237
A-C					176	264

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	486	0.132	63	0.0	0.2	8.508	A
B-A	221	55	460	0.481	218	0.0	0.9	14.663	B
C-AB	75	19	559	0.133	74	0.0	0.2	7.405	A
C-A	233	58			233				
A-B	129	32			129				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	407	0.188	76	0.2	0.2	10.858	B
B-A	264	66	434	0.609	262	0.9	1.5	20.678	C
C-AB	89	22	547	0.163	89	0.2	0.2	7.863	A
C-A	278	69			278				
A-B	155	39			155				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	248	0.377	92	0.2	0.6	22.830	C
B-A	324	81	395	0.820	315	1.5	3.7	41.166	E
C-AB	109	27	529	0.206	109	0.2	0.3	8.567	A
C-A	340	85			340				
A-B	189	47			189				
A-C	211	53			211				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	229	0.409	93	0.6	0.7	26.437	D
B-A	324	81	394	0.822	322	3.7	4.0	47.963	E
C-AB	109	27	529	0.206	109	0.3	0.3	8.577	A
C-A	340	85			340				
A-B	189	47			189				
A-C	211	53			211				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	389	0.197	78	0.7	0.2	11.643	B
B-A	264	66	433	0.610	274	4.0	1.7	23.788	C
C-AB	89	22	547	0.163	89	0.3	0.2	7.876	A
C-A	278	69			278				
A-B	155	39			155				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	479	0.134	64	0.2	0.2	8.693	A
B-A	221	55	460	0.482	224	1.7	1.0	15.471	C
C-AB	75	19	559	0.133	75	0.2	0.2	7.428	A
C-A	233	58			233				
A-B	129	32			129				
A-C	145	36			145				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: North End Road - Ford Lane - Maypole Lane.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Picady\North End Road - Ford Lane - Maypole Lane
Report generation date: 30/04/2019 16:18:26

»2018, AM
»2018, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
Stream B-ACD	1.8	24.96	0.66	C	0.9	15.43	0.47	C
Stream A-BCD	0.0	5.32	0.01	A	0.0	4.17	0.01	A
Stream D-ABC	0.0	8.99	0.02	A	0.0	11.85	0.05	B
Stream C-ABD	0.3	5.98	0.19	A	0.1	6.85	0.07	A
	2021 Base							
Stream B-ACD	3.3	40.07	0.79	E	1.2	19.13	0.55	C
Stream A-BCD	0.0	5.27	0.01	A	0.0	4.06	0.01	A
Stream D-ABC	0.0	9.47	0.02	A	0.0	12.42	0.05	B
Stream C-ABD	0.4	5.76	0.21	A	0.2	6.82	0.11	A
	2021 with Development							
Stream B-ACD	14.2	124.28	1.00	F	2.4	30.51	0.72	D
Stream A-BCD	0.0	5.31	0.01	A	0.0	4.07	0.01	A
Stream D-ABC	0.0	9.79	0.02	A	0.1	13.39	0.05	B
Stream C-ABD	0.7	6.58	0.32	A	0.5	8.58	0.30	A
	2031 Base							
Stream B-ACD	3.7	43.02	0.80	E	1.3	19.68	0.56	C
Stream A-BCD	0.0	5.26	0.01	A	0.0	4.04	0.01	A
Stream D-ABC	0.0	9.51	0.02	A	0.0	12.48	0.05	B
Stream C-ABD	0.4	5.76	0.22	A	0.2	6.85	0.11	A
	2031 with Development							
Stream B-ACD	16.3	138.87	1.02	F	2.5	31.97	0.73	D
Stream A-BCD	0.0	5.31	0.01	A	0.0	4.05	0.01	A
Stream D-ABC	0.0	9.84	0.02	A	0.1	13.46	0.05	B
Stream C-ABD	0.7	6.60	0.32	A	0.6	8.65	0.31	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	(untitled)
Location	
Site number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D7	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2024 Base ST	AM	ONE HOUR	07:45	09:15	15			
D10	2024 Base ST	PM	ONE HOUR	16:45	18:15	15			
D11	Development	AM	ONE HOUR	07:45	09:15	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D15	2024 with Development	AM	ONE HOUR	07:45	09:15	15		Simple	D5 + D11
D16	2024 with Development	PM	ONE HOUR	16:45	18:15	15		Simple	D6 + D12
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+ D11
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12
D19	2024 with Development ST	AM	ONE HOUR	07:45	09:15	15		Simple	D9+ D11
D20	2024 with Development ST	PM	ONE HOUR	16:45	18:15	15		Simple	D10 + D12
D21	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D22	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

Analysis Set Details

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

2018, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		8.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North End Road N		Major
B	Ford Lane		Minor
C	North End Road S		Major
D	Maypole Lane		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 - North End Road N	7.45			100.0	✓	0.00
C - North End Road S	7.45			150.0	✓	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 - Ford Lane	One lane	3.94	29	30
D - Maypole Lane	One lane	2.52	24	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	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
1	A-D	632	-	-	-	-	-	-	0.229	0.328	0.229	-	-	-
1	B-A	549	0.094	0.237	0.237	-	-	-	0.149	0.338	-	0.237	0.237	0.118
1	B-C	703	0.101	0.255	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	549	0.094	0.237	0.237	-	-	-	0.149	0.338	0.149	-	-	-
1	B-D, offside lane	549	0.094	0.237	0.237	-	-	-	0.149	0.338	0.149	-	-	-
1	C-B	661	0.240	0.240	0.343	-	-	-	-	-	-	-	-	-
1	D-A	605	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	471	0.128	0.128	0.290	-	-	-	0.203	0.203	0.080	-	-	-
1	D-B, offside lane	471	0.128	0.128	0.290	-	-	-	0.203	0.203	0.080	-	-	-
1	D-C	471	-	0.128	0.290	0.102	0.203	0.203	0.203	0.203	0.080	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 - North End Road N		ONE HOUR	✓	235	100.000
B - Ford Lane		ONE HOUR	✓	248	100.000
C - North End Road S		ONE HOUR	✓	311	100.000
D - Maypole Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	148	82	5
	B - Ford Lane	226	0	22	0
	C - North End Road S	227	82	0	2
	D - Maypole Lane	4	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	10	0
	B - Ford Lane	8	0	5	0
	C - North End Road S	4	4	0	0
	D - Maypole Lane	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.66	24.96	1.8	C	228	341
A-BCD	0.01	5.32	0.0	A	7	10
A-B					134	202
A-C					75	112
D-ABC	0.02	8.99	0.0	A	6	8
C-ABD	0.19	5.98	0.3	A	108	161
C-D					2	2
C-A					176	264

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	187	47	449	0.415	184	0.0	0.7	13.428	B
A-BCD	5	1	684	0.007	5	0.0	0.0	5.301	A
A-B	111	28			111				
A-C	61	15			61				
D-ABC	5	1	431	0.010	4	0.0	0.0	8.441	A
C-ABD	82	20	705	0.116	81	0.0	0.2	5.768	A
C-D	1	0.33			1				
C-A	151	38			151				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	223	56	436	0.512	222	0.7	1.0	16.730	C
A-BCD	6	2	695	0.009	6	0.0	0.0	5.217	A
A-B	132	33			132				
A-C	73	18			73				
D-ABC	5	1	421	0.013	5	0.0	0.0	8.660	A
C-ABD	103	26	719	0.144	103	0.2	0.2	5.847	A
C-D	2	0.38			2				
C-A	175	44			175				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	273	68	416	0.656	270	1.0	1.8	24.063	C
A-BCD	9	2	712	0.012	9	0.0	0.0	5.106	A
A-B	161	40			161				
A-C	89	22			89				
D-ABC	7	2	407	0.016	7	0.0	0.0	8.985	A
C-ABD	137	34	740	0.186	137	0.2	0.3	5.974	A
C-D	2	0.45			2				
C-A	203	51			203				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	273	68	416	0.656	273	1.8	1.8	24.959	C
A-BCD	9	2	712	0.012	9	0.0	0.0	5.118	A
A-B	161	40			161				
A-C	89	22			89				
D-ABC	7	2	407	0.016	7	0.0	0.0	8.988	A
C-ABD	137	34	740	0.186	137	0.3	0.3	5.979	A
C-D	2	0.45			2				
C-A	203	51			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	223	56	435	0.512	226	1.8	1.1	17.425	C
A-BCD	6	2	695	0.009	6	0.0	0.0	5.239	A
A-B	132	33			132				
A-C	73	18			73				
D-ABC	5	1	421	0.013	5	0.0	0.0	8.665	A
C-ABD	104	26	720	0.144	104	0.3	0.2	5.858	A
C-D	2	0.38			2				
C-A	174	44			174				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	187	47	449	0.416	188	1.1	0.7	13.872	B
A-BCD	5	1	684	0.007	5	0.0	0.0	5.316	A
A-B	111	28			111				
A-C	61	15			61				
D-ABC	5	1	431	0.010	5	0.0	0.0	8.447	A
C-ABD	82	20	705	0.116	82	0.2	0.2	5.787	A
C-D	1	0.33			1				
C-A	151	38			151				

2018, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		3.74	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
D2	2018	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 - North End Road N		ONE HOUR	✓	541	100.000
B - Ford Lane		ONE HOUR	✓	186	100.000
C - North End Road S		ONE HOUR	✓	140	100.000
D - Maypole Lane		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	213	326	2
	B - Ford Lane	124	0	61	1
	C - North End Road S	105	29	0	6
	D - Maypole Lane	4	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	7	3	0
	B - Ford Lane	2	0	5	0
	C - North End Road S	3	7	0	0
	D - Maypole Lane	50	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.47	15.43	0.9	C	171	256
A-BCD	0.01	4.17	0.0	A	4	6
A-B					195	292
A-C					298	447
D-ABC	0.05	11.85	0.0	B	12	18
C-ABD	0.07	6.85	0.1	A	33	49
C-D					5	8
C-A					91	136

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	482	0.291	138	0.0	0.4	10.437	B
A-BCD	3	0.71	868	0.003	3	0.0	0.0	4.161	A
A-B	160	40			160				
A-C	245	61			245				
D-ABC	10	2	342	0.029	10	0.0	0.0	10.840	B
C-ABD	26	6	581	0.044	25	0.0	0.1	6.481	A
C-D	4	1			4				
C-A	76	19			76				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	463	0.361	167	0.4	0.6	12.105	B
A-BCD	4	0.96	915	0.004	4	0.0	0.0	3.946	A
A-B	191	48			191				
A-C	292	73			292				
D-ABC	12	3	332	0.035	12	0.0	0.0	11.245	B
C-ABD	32	8	575	0.055	32	0.1	0.1	6.633	A
C-D	5	1			5				
C-A	89	22			89				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	438	0.468	204	0.6	0.9	15.282	C
A-BCD	6	1	981	0.006	6	0.0	0.0	3.684	A
A-B	233	58			233				
A-C	357	89			357				
D-ABC	14	4	318	0.045	14	0.0	0.0	11.848	B
C-ABD	41	10	567	0.072	41	0.1	0.1	6.850	A
C-D	6	2			6				
C-A	107	27			107				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	438	0.468	205	0.9	0.9	15.432	C
A-BCD	6	1	981	0.006	6	0.0	0.0	3.692	A
A-B	233	58			233				
A-C	357	89			357				
D-ABC	14	4	318	0.045	14	0.0	0.0	11.855	B
C-ABD	41	10	567	0.072	41	0.1	0.1	6.847	A
C-D	6	2			6				
C-A	107	27			107				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	463	0.361	168	0.9	0.6	12.255	B
A-BCD	4	0.96	915	0.004	4	0.0	0.0	3.959	A
A-B	191	48			191				
A-C	292	73			292				
D-ABC	12	3	332	0.035	12	0.0	0.0	11.254	B
C-ABD	32	8	575	0.055	32	0.1	0.1	6.627	A
C-D	5	1			5				
C-A	89	22			89				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	482	0.291	141	0.6	0.4	10.577	B
A-BCD	3	0.71	868	0.003	3	0.0	0.0	4.170	A
A-B	160	40			160				
A-C	245	61			245				
D-ABC	10	2	341	0.029	10	0.0	0.0	10.855	B
C-ABD	26	6	581	0.044	26	0.1	0.1	6.482	A
C-D	4	1			4				
C-A	76	19			76				

2021 Base, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		13.13	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
D7	2021 Base	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 - North End Road N		ONE HOUR	✓	273	100.000
B - Ford Lane		ONE HOUR	✓	289	100.000
C - North End Road S		ONE HOUR	✓	395	100.000
D - Maypole Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	161	107	5
	B - Ford Lane	254	0	35	0
	C - North End Road S	305	88	0	2
	D - Maypole Lane	4	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	7	0
	B - Ford Lane	7	0	3	0
	C - North End Road S	3	3	0	0
	D - Maypole Lane	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.79	40.07	3.3	E	265	398
A-BCD	0.01	5.27	0.0	A	7	11
A-B					146	219
A-C					97	146
D-ABC	0.02	9.47	0.0	A	6	8
C-ABD	0.21	5.76	0.4	A	130	195
C-D					2	2
C-A					231	347

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	218	54	445	0.489	214	0.0	0.9	15.360	C
A-BCD	5	1	691	0.008	5	0.0	0.0	5.253	A
A-B	120	30			120				
A-C	80	20			80				
D-ABC	5	1	418	0.011	4	0.0	0.0	8.714	A
C-ABD	96	24	743	0.129	95	0.0	0.2	5.552	A
C-D	1	0.33			1				
C-A	200	50			200				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	260	65	428	0.607	258	0.9	1.5	20.851	C
A-BCD	7	2	704	0.010	7	0.0	0.0	5.157	A
A-B	143	36			143				
A-C	95	24			95				
D-ABC	5	1	405	0.013	5	0.0	0.0	9.013	A
C-ABD	124	31	765	0.162	124	0.2	0.3	5.618	A
C-D	2	0.38			2				
C-A	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	318	80	405	0.786	312	1.5	3.1	36.130	E
A-BCD	9	2	724	0.013	9	0.0	0.0	5.031	A
A-B	175	44			175				
A-C	116	29			116				
D-ABC	7	2	387	0.017	7	0.0	0.0	9.465	A
C-ABD	169	42	795	0.213	169	0.3	0.4	5.751	A
C-D	2	0.43			2				
C-A	264	66			264				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	318	80	405	0.786	317	3.1	3.3	40.070	E
A-BCD	9	2	723	0.013	9	0.0	0.0	5.041	A
A-B	175	44			175				
A-C	116	29			116				
D-ABC	7	2	387	0.017	7	0.0	0.0	9.471	A
C-ABD	169	42	796	0.213	169	0.4	0.4	5.760	A
C-D	2	0.43			2				
C-A	264	66			264				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	260	65	428	0.607	267	3.3	1.6	23.178	C
A-BCD	7	2	703	0.010	7	0.0	0.0	5.181	A
A-B	143	36			143				
A-C	95	24			95				
D-ABC	5	1	404	0.013	5	0.0	0.0	9.024	A
C-ABD	124	31	765	0.163	125	0.4	0.3	5.634	A
C-D	2	0.38			2				
C-A	229	57			229				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	218	54	444	0.490	220	1.6	1.0	16.226	C
A-BCD	5	1	690	0.008	5	0.0	0.0	5.268	A
A-B	120	30			120				
A-C	80	20			80				
D-ABC	5	1	417	0.011	5	0.0	0.0	8.723	A
C-ABD	96	24	744	0.130	97	0.3	0.2	5.574	A
C-D	1	0.33			1				
C-A	200	50			200				

2021 Base, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		4.50	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)	Run automatically
D8	2021 Base	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 - North End Road N		ONE HOUR	✓	601	100.000
B - Ford Lane		ONE HOUR	✓	210	100.000
C - North End Road S		ONE HOUR	✓	189	100.000
D - Maypole Lane		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	242	357	2
	B - Ford Lane	140	0	69	1
	C - North End Road S	142	41	0	6
	D - Maypole Lane	4	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	3	0
	B - Ford Lane	2	0	4	0
	C - North End Road S	2	5	0	0
	D - Maypole Lane	50	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.55	19.13	1.2	C	193	289
A-BCD	0.01	4.06	0.0	A	5	7
A-B					221	331
A-C					326	489
D-ABC	0.05	12.42	0.0	B	12	18
C-ABD	0.11	6.82	0.2	A	49	74
C-D					5	8
C-A					119	179

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	470	0.337	156	0.0	0.5	11.415	B
A-BCD	3	0.76	891	0.003	3	0.0	0.0	4.055	A
A-B	182	45			182				
A-C	268	67			268				
D-ABC	10	2	332	0.029	10	0.0	0.0	11.148	B
C-ABD	38	9	600	0.063	38	0.0	0.1	6.398	A
C-D	4	1			4				
C-A	100	25			100				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	448	0.421	188	0.5	0.7	13.774	B
A-BCD	4	1	943	0.004	4	0.0	0.0	3.828	A
A-B	217	54			217				
A-C	320	80			320				
D-ABC	12	3	321	0.036	12	0.0	0.0	11.648	B
C-ABD	48	12	596	0.080	47	0.1	0.1	6.567	A
C-D	5	1			5				
C-A	117	29			117				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	231	58	419	0.552	229	0.7	1.2	18.788	C
A-BCD	6	2	1017	0.006	6	0.0	0.0	3.556	A
A-B	265	66			265				
A-C	391	98			391				
D-ABC	14	4	304	0.047	14	0.0	0.0	12.415	B
C-ABD	62	16	591	0.106	62	0.1	0.2	6.813	A
C-D	6	1			6				
C-A	140	35			140				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	231	58	419	0.552	231	1.2	1.2	19.133	C
A-BCD	6	2	1017	0.006	6	0.0	0.0	3.561	A
A-B	265	66			265				
A-C	391	98			391				
D-ABC	14	4	304	0.047	14	0.0	0.0	12.425	B
C-ABD	63	16	591	0.106	63	0.2	0.2	6.815	A
C-D	6	1			6				
C-A	140	35			140				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	189	47	448	0.421	191	1.2	0.7	14.069	B
A-BCD	4	1	943	0.004	4	0.0	0.0	3.843	A
A-B	217	54			217				
A-C	320	80			320				
D-ABC	12	3	320	0.036	12	0.0	0.0	11.666	B
C-ABD	48	12	596	0.080	48	0.2	0.1	6.566	A
C-D	5	1			5				
C-A	117	29			117				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	158	40	469	0.337	159	0.7	0.5	11.631	B
A-BCD	3	0.76	891	0.003	3	0.0	0.0	4.062	A
A-B	182	45			182				
A-C	268	67			268				
D-ABC	10	2	332	0.029	10	0.0	0.0	11.169	B
C-ABD	38	9	600	0.063	38	0.1	0.1	6.403	A
C-D	4	1			4				
C-A	100	25			100				

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		44.24	E

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	Relationship type	Relationship
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+ D11

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 - North End Road N		ONE HOUR	✓	282	100.000
B - Ford Lane		ONE HOUR	✓	383	100.000
C - North End Road S		ONE HOUR	✓	444	100.000
D - Maypole Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	168	109	5
	B - Ford Lane	271	0	112	0
	C - North End Road S	311	131	0	2
	D - Maypole Lane	4	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	7	0
	B - Ford Lane	7	0	1	0
	C - North End Road S	3	2	0	0
	D - Maypole Lane	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	1.00	124.28	14.2	F	351	527
A-BCD	0.01	5.31	0.0	A	7	11
A-B					152	229
A-C					99	148
D-ABC	0.02	9.79	0.0	A	6	8
C-ABD	0.32	6.58	0.7	A	195	292
C-D					1	2
C-A					211	317

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	288	72	467	0.618	282	0.0	1.5	18.926	C
A-BCD	5	1	685	0.008	5	0.0	0.0	5.296	A
A-B	125	31			125				
A-C	81	20			81				
D-ABC	5	1	411	0.011	4	0.0	0.0	8.858	A
C-ABD	144	36	750	0.192	143	0.0	0.3	5.921	A
C-D	1	0.30			1				
C-A	189	47			189				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	344	86	448	0.768	339	1.5	2.9	31.288	D
A-BCD	7	2	697	0.010	7	0.0	0.0	5.206	A
A-B	150	37			150				
A-C	97	24			97				
D-ABC	5	1	396	0.014	5	0.0	0.0	9.211	A
C-ABD	186	46	772	0.241	185	0.3	0.4	6.145	A
C-D	1	0.34			1				
C-A	212	53			212				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	422	105	423	0.997	393	2.9	10.2	79.951	F
A-BCD	10	2	716	0.013	10	0.0	0.0	5.083	A
A-B	182	46			182				
A-C	118	30			118				
D-ABC	7	2	375	0.018	7	0.0	0.0	9.758	A
C-ABD	254	63	803	0.316	253	0.4	0.7	6.557	A
C-D	2	0.38			2				
C-A	234	58			234				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	422	105	423	0.998	406	10.2	14.2	124.280	F
A-BCD	10	2	716	0.013	10	0.0	0.0	5.094	A
A-B	182	46			182				
A-C	118	30			118				
D-ABC	7	2	374	0.018	7	0.0	0.0	9.791	A
C-ABD	254	64	803	0.317	254	0.7	0.7	6.582	A
C-D	1	0.37			1				
C-A	233	58			233				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	344	86	448	0.768	385	14.2	4.0	69.538	F
A-BCD	7	2	697	0.010	7	0.0	0.0	5.231	A
A-B	150	37			150				
A-C	97	24			97				
D-ABC	5	1	394	0.014	5	0.0	0.0	9.258	A
C-ABD	186	47	772	0.241	187	0.7	0.5	6.179	A
C-D	1	0.34			1				
C-A	211	53			211				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	288	72	466	0.618	297	4.0	1.7	22.279	C
A-BCD	5	1	684	0.008	5	0.0	0.0	5.313	A
A-B	125	31			125				
A-C	81	20			81				
D-ABC	5	1	410	0.011	5	0.0	0.0	8.878	A
C-ABD	144	36	750	0.192	145	0.5	0.3	5.961	A
C-D	1	0.30			1				
C-A	189	47			189				

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		8.21	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	Relationship type	Relationship
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12

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 - North End Road N		ONE HOUR	✓	625	100.000
B - Ford Lane		ONE HOUR	✓	269	100.000
C - North End Road S		ONE HOUR	✓	270	100.000
D - Maypole Lane		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	259	364	2
	B - Ford Lane	149	0	119	1
	C - North End Road S	145	119	0	6
	D - Maypole Lane	4	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	3	0
	B - Ford Lane	2	0	2	0
	C - North End Road S	2	2	0	0
	D - Maypole Lane	50	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.72	30.51	2.4	D	247	370
A-BCD	0.01	4.07	0.0	A	5	7
A-B					236	355
A-C					332	498
D-ABC	0.05	13.39	0.1	B	12	18
C-ABD	0.30	8.58	0.5	A	143	215
C-D					4	6
C-A					100	151

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	203	51	472	0.429	200	0.0	0.7	13.065	B
A-BCD	3	0.80	888	0.004	3	0.0	0.0	4.066	A
A-B	194	49			194				
A-C	273	68			273				
D-ABC	10	2	319	0.031	10	0.0	0.0	11.615	B
C-ABD	110	27	613	0.179	109	0.0	0.3	7.128	A
C-D	4	0.93			4				
C-A	90	22			90				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	242	60	447	0.541	240	0.7	1.1	17.237	C
A-BCD	4	1	942	0.005	4	0.0	0.0	3.836	A
A-B	232	58			232				
A-C	326	81			326				
D-ABC	12	3	304	0.038	12	0.0	0.0	12.294	B
C-ABD	138	34	608	0.227	138	0.3	0.4	7.652	A
C-D	4	1			4				
C-A	101	25			101				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	296	74	413	0.718	292	1.1	2.3	28.624	D
A-BCD	7	2	1017	0.007	7	0.0	0.0	3.557	A
A-B	283	71			283				
A-C	398	100			398				
D-ABC	14	4	284	0.050	14	0.0	0.1	13.359	B
C-ABD	181	45	602	0.302	181	0.4	0.5	8.553	A
C-D	5	1			5				
C-A	111	28			111				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	296	74	413	0.718	296	2.3	2.4	30.508	D
A-BCD	7	2	1017	0.007	7	0.0	0.0	3.565	A
A-B	283	71			283				
A-C	398	100			398				
D-ABC	14	4	283	0.051	14	0.1	0.1	13.392	B
C-ABD	182	45	602	0.302	182	0.5	0.5	8.582	A
C-D	5	1			5				
C-A	111	28			111				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	242	60	447	0.541	247	2.4	1.2	18.341	C
A-BCD	4	1	941	0.005	4	0.0	0.0	3.849	A
A-B	232	58			232				
A-C	326	81			326				
D-ABC	12	3	304	0.038	12	0.1	0.0	12.331	B
C-ABD	138	35	608	0.227	139	0.5	0.4	7.687	A
C-D	4	1			4				
C-A	100	25			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	203	51	472	0.429	204	1.2	0.8	13.540	B
A-BCD	3	0.80	888	0.004	3	0.0	0.0	4.074	A
A-B	194	49			194				
A-C	273	68			273				
D-ABC	10	2	319	0.031	10	0.0	0.0	11.656	B
C-ABD	110	28	614	0.180	111	0.4	0.3	7.168	A
C-D	4	0.92			4				
C-A	89	22			89				

2031 Base, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		14.05	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
D21	2031 Base	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 - North End Road N		ONE HOUR	✓	276	100.000
B - Ford Lane		ONE HOUR	✓	295	100.000
C - North End Road S		ONE HOUR	✓	401	100.000
D - Maypole Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	163	108	5
	B - Ford Lane	259	0	36	0
	C - North End Road S	310	89	0	2
	D - Maypole Lane	4	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	8	0
	B - Ford Lane	7	0	3	0
	C - North End Road S	3	3	0	0
	D - Maypole Lane	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.80	43.02	3.7	E	271	406
A-BCD	0.01	5.26	0.0	A	7	11
A-B					148	222
A-C					98	147
D-ABC	0.02	9.51	0.0	A	6	8
C-ABD	0.22	5.76	0.4	A	132	199
C-D					2	2
C-A					234	351

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	222	56	445	0.499	218	0.0	1.0	15.603	C
A-BCD	5	1	691	0.008	5	0.0	0.0	5.250	A
A-B	122	30			122				
A-C	81	20			81				
D-ABC	5	1	417	0.011	4	0.0	0.0	8.735	A
C-ABD	98	24	745	0.131	97	0.0	0.2	5.550	A
C-D	1	0.33			1				
C-A	203	51			203				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	265	66	428	0.619	263	1.0	1.5	21.449	C
A-BCD	7	2	704	0.010	7	0.0	0.0	5.154	A
A-B	145	36			145				
A-C	96	24			96				
D-ABC	5	1	404	0.013	5	0.0	0.0	9.040	A
C-ABD	126	32	767	0.165	126	0.2	0.3	5.621	A
C-D	2	0.38			2				
C-A	233	58			233				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	325	81	405	0.802	317	1.5	3.4	38.219	E
A-BCD	9	2	724	0.013	9	0.0	0.0	5.026	A
A-B	177	44			177				
A-C	117	29			117				
D-ABC	7	2	385	0.017	7	0.0	0.0	9.503	A
C-ABD	173	43	798	0.216	172	0.3	0.4	5.754	A
C-D	2	0.43			2				
C-A	267	67			267				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	325	81	405	0.802	324	3.4	3.7	43.017	E
A-BCD	9	2	724	0.013	9	0.0	0.0	5.036	A
A-B	177	44			177				
A-C	117	29			117				
D-ABC	7	2	385	0.017	7	0.0	0.0	9.510	A
C-ABD	173	43	799	0.216	173	0.4	0.4	5.764	A
C-D	2	0.43			2				
C-A	267	67			267				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	265	66	428	0.619	273	3.7	1.7	24.203	C
A-BCD	7	2	704	0.010	7	0.0	0.0	5.178	A
A-B	145	36			145				
A-C	96	24			96				
D-ABC	5	1	403	0.013	5	0.0	0.0	9.052	A
C-ABD	127	32	768	0.165	127	0.4	0.3	5.635	A
C-D	1	0.37			1				
C-A	232	58			232				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	222	56	445	0.499	225	1.7	1.0	16.549	C
A-BCD	5	1	690	0.008	5	0.0	0.0	5.263	A
A-B	122	30			122				
A-C	81	20			81				
D-ABC	5	1	416	0.011	5	0.0	0.0	8.744	A
C-ABD	98	25	746	0.132	99	0.3	0.2	5.569	A
C-D	1	0.33			1				
C-A	202	51			202				

2031 Base, 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	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		4.62	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)	Run automatically
D22	2031 Base	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 - North End Road N		ONE HOUR	✓	610	100.000
B - Ford Lane		ONE HOUR	✓	213	100.000
C - North End Road S		ONE HOUR	✓	191	100.000
D - Maypole Lane		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	245	363	2
	B - Ford Lane	142	0	70	1
	C - North End Road S	143	42	0	6
	D - Maypole Lane	4	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	3	0
	B - Ford Lane	2	0	4	0
	C - North End Road S	2	5	0	0
	D - Maypole Lane	50	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.56	19.68	1.3	C	195	293
A-BCD	0.01	4.04	0.0	A	5	7
A-B					224	336
A-C					331	497
D-ABC	0.05	12.48	0.0	B	12	18
C-ABD	0.11	6.85	0.2	A	51	76
C-D					5	8
C-A					120	179

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	160	40	468	0.342	158	0.0	0.5	11.537	B
A-BCD	3	0.77	895	0.003	3	0.0	0.0	4.035	A
A-B	184	46			184				
A-C	272	68			272				
D-ABC	10	2	332	0.030	10	0.0	0.0	11.175	B
C-ABD	39	10	599	0.065	39	0.0	0.1	6.418	A
C-D	4	1			4				
C-A	101	25			101				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	191	48	447	0.428	191	0.5	0.7	13.994	B
A-BCD	4	1	948	0.004	4	0.0	0.0	3.807	A
A-B	219	55			219				
A-C	325	81			325				
D-ABC	12	3	320	0.037	12	0.0	0.0	11.684	B
C-ABD	49	12	595	0.082	49	0.1	0.1	6.595	A
C-D	5	1			5				
C-A	118	29			118				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	235	59	417	0.562	233	0.7	1.2	19.290	C
A-BCD	6	2	1023	0.006	6	0.0	0.0	3.534	A
A-B	268	67			268				
A-C	397	99			397				
D-ABC	14	4	303	0.047	14	0.0	0.0	12.466	B
C-ABD	64	16	590	0.109	64	0.1	0.2	6.849	A
C-D	6	1			6				
C-A	140	35			140				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	235	59	417	0.562	234	1.2	1.3	19.677	C
A-BCD	6	2	1023	0.006	6	0.0	0.0	3.538	A
A-B	268	67			268				
A-C	397	99			397				
D-ABC	14	4	303	0.047	14	0.0	0.0	12.476	B
C-ABD	64	16	590	0.109	64	0.2	0.2	6.849	A
C-D	6	1			6				
C-A	140	35			140				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	191	48	447	0.429	193	1.3	0.8	14.315	B
A-BCD	4	1	948	0.004	4	0.0	0.0	3.819	A
A-B	219	55			219				
A-C	325	81			325				
D-ABC	12	3	319	0.037	12	0.0	0.0	11.702	B
C-ABD	49	12	595	0.082	49	0.2	0.1	6.590	A
C-D	5	1			5				
C-A	118	29			118				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	160	40	468	0.342	161	0.8	0.5	11.766	B
A-BCD	3	0.77	895	0.003	3	0.0	0.0	4.041	A
A-B	184	46			184				
A-C	272	68			272				
D-ABC	10	2	331	0.030	10	0.0	0.0	11.194	B
C-ABD	39	10	599	0.065	39	0.1	0.1	6.424	A
C-D	4	1			4				
C-A	101	25			101				

2031 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		49.28	E

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	Relationship type	Relationship
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11

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 - North End Road N		ONE HOUR	✓	285	100.000
B - Ford Lane		ONE HOUR	✓	389	100.000
C - North End Road S		ONE HOUR	✓	450	100.000
D - Maypole Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	170	110	5
	B - Ford Lane	276	0	113	0
	C - North End Road S	316	132	0	2
	D - Maypole Lane	4	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	6	8	0
	B - Ford Lane	6	0	1	0
	C - North End Road S	3	2	0	0
	D - Maypole Lane	25	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	1.02	138.87	16.3	F	357	535
A-BCD	0.01	5.31	0.0	A	7	11
A-B					154	231
A-C					100	150
D-ABC	0.02	9.84	0.0	A	6	8
C-ABD	0.32	6.60	0.7	A	198	297
C-D					1	2
C-A					214	321

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	293	73	467	0.627	287	0.0	1.6	19.360	C
A-BCD	5	1	685	0.008	5	0.0	0.0	5.294	A
A-B	127	32			127				
A-C	82	21			82				
D-ABC	5	1	410	0.011	4	0.0	0.0	8.880	A
C-ABD	146	36	752	0.194	144	0.0	0.3	5.931	A
C-D	1	0.30			1				
C-A	192	48			192				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	350	87	448	0.781	344	1.6	3.1	32.710	D
A-BCD	7	2	698	0.010	7	0.0	0.0	5.202	A
A-B	151	38			151				
A-C	98	24			98				
D-ABC	5	1	395	0.014	5	0.0	0.0	9.241	A
C-ABD	189	47	774	0.244	188	0.3	0.5	6.148	A
C-D	1	0.34			1				
C-A	214	54			214				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	428	107	422	1.015	395	3.1	11.3	86.218	F
A-BCD	10	2	717	0.013	10	0.0	0.0	5.078	A
A-B	185	46			185				
A-C	119	30			119				
D-ABC	7	2	374	0.018	7	0.0	0.0	9.801	A
C-ABD	258	65	805	0.320	257	0.5	0.7	6.574	A
C-D	1	0.37			1				
C-A	236	59			236				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	428	107	422	1.016	408	11.3	16.3	138.865	F
A-BCD	10	2	717	0.014	10	0.0	0.0	5.089	A
A-B	185	46			185				
A-C	119	30			119				
D-ABC	7	2	372	0.018	7	0.0	0.0	9.839	A
C-ABD	259	65	806	0.321	258	0.7	0.7	6.597	A
C-D	1	0.37			1				
C-A	235	59			235				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	350	87	448	0.781	397	16.3	4.4	83.910	F
A-BCD	7	2	698	0.010	7	0.0	0.0	5.228	A
A-B	151	38			151				
A-C	98	24			98				
D-ABC	5	1	393	0.014	5	0.0	0.0	9.297	A
C-ABD	189	47	775	0.244	190	0.7	0.5	6.185	A
C-D	1	0.34			1				
C-A	214	54			214				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	293	73	466	0.628	303	4.4	1.8	23.339	C
A-BCD	5	1	685	0.008	5	0.0	0.0	5.308	A
A-B	127	32			127				
A-C	82	21			82				
D-ABC	5	1	409	0.011	5	0.0	0.0	8.900	A
C-ABD	146	37	752	0.195	147	0.5	0.3	5.960	A
C-D	1	0.30			1				
C-A	191	48			191				

2031 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North End Road / Ford Lane / Maypole Lane	Crossroads	Two-way		8.55	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	Relationship type	Relationship
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

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 - North End Road N		ONE HOUR	✓	634	100.000
B - Ford Lane		ONE HOUR	✓	272	100.000
C - North End Road S		ONE HOUR	✓	272	100.000
D - Maypole Lane		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	262	370	2
	B - Ford Lane	151	0	120	1
	C - North End Road S	146	120	0	6
	D - Maypole Lane	4	2	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North End Road N	B - Ford Lane	C - North End Road S	D - Maypole Lane
From	A - North End Road N	0	5	3	0
	B - Ford Lane	2	0	2	0
	C - North End Road S	2	2	0	0
	D - Maypole Lane	50	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.73	31.97	2.5	D	250	374
A-BCD	0.01	4.05	0.0	A	5	7
A-B					239	359
A-C					338	507
D-ABC	0.05	13.46	0.1	B	12	18
C-ABD	0.31	8.65	0.6	A	145	217
C-D					4	6
C-A					101	151

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	471	0.435	202	0.0	0.7	13.239	B
A-BCD	3	0.81	893	0.004	3	0.0	0.0	4.045	A
A-B	197	49			197				
A-C	278	69			278				
D-ABC	10	2	319	0.031	10	0.0	0.0	11.645	B
C-ABD	111	28	612	0.181	110	0.0	0.3	7.157	A
C-D	4	0.92			4				
C-A	90	22			90				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	245	61	446	0.549	243	0.7	1.2	17.605	C
A-BCD	5	1	947	0.005	4	0.0	0.0	3.814	A
A-B	234	59			234				
A-C	331	83			331				
D-ABC	12	3	303	0.039	12	0.0	0.0	12.335	B
C-ABD	139	35	607	0.230	139	0.3	0.4	7.694	A
C-D	4	1			4				
C-A	101	25			101				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	299	75	410	0.730	294	1.2	2.4	29.801	D
A-BCD	7	2	1024	0.007	7	0.0	0.0	3.534	A
A-B	287	72			287				
A-C	405	101			405				
D-ABC	14	4	282	0.051	14	0.0	0.1	13.421	B
C-ABD	184	46	601	0.306	183	0.4	0.6	8.620	A
C-D	5	1			5				
C-A	111	28			111				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	299	75	410	0.730	299	2.4	2.5	31.972	D
A-BCD	7	2	1024	0.007	7	0.0	0.0	3.539	A
A-B	287	72			287				
A-C	405	101			405				
D-ABC	14	4	282	0.051	14	0.1	0.1	13.455	B
C-ABD	184	46	601	0.306	184	0.6	0.6	8.650	A
C-D	5	1			5				
C-A	111	28			111				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	245	61	445	0.549	250	2.5	1.3	18.840	C
A-BCD	5	1	947	0.005	5	0.0	0.0	3.826	A
A-B	234	59			234				
A-C	331	83			331				
D-ABC	12	3	303	0.039	12	0.1	0.0	12.374	B
C-ABD	140	35	607	0.230	140	0.6	0.4	7.732	A
C-D	4	1			4				
C-A	101	25			101				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	470	0.435	207	1.3	0.8	13.746	B
A-BCD	3	0.81	893	0.004	3	0.0	0.0	4.055	A
A-B	197	49			197				
A-C	278	69			278				
D-ABC	10	2	318	0.031	10	0.0	0.0	11.686	B
C-ABD	111	28	613	0.182	112	0.4	0.3	7.198	A
C-D	4	0.92			4				
C-A	90	22			90				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: North End Road Mini.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\North End Road Mini Roundabout
Report generation date: 30/04/2019 16:59:02

»2018, AM
»2018, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
1 - North End Road	0.3	8.15	0.23	A	3.1	26.63	0.77	D
2 - B2233 East	6.3	25.98	0.88	D	0.7	5.77	0.41	A
3 - B2233 West	0.9	9.62	0.48	A	0.9	7.85	0.47	A
	2021 Base							
1 - North End Road	0.5	9.52	0.35	A	5.8	45.38	0.87	E
2 - B2233 East	10.4	41.16	0.93	E	0.9	6.61	0.47	A
3 - B2233 West	1.6	13.26	0.62	B	1.2	9.24	0.55	A
	2021 with Development							
1 - North End Road	1.0	12.37	0.50	B	22.8	143.51	1.04	F
2 - B2233 East	37.4	118.98	1.04	F	1.3	7.97	0.56	A
3 - B2233 West	2.1	15.98	0.69	C	2.1	13.68	0.69	B
	2031 Base							
1 - North End Road	0.5	9.66	0.36	A	6.4	49.32	0.89	E
2 - B2233 East	12.3	47.64	0.95	E	0.9	6.68	0.48	A
3 - B2233 West	1.7	13.66	0.63	B	1.2	9.40	0.56	A
	2031 with Development							
1 - North End Road	1.0	12.62	0.51	B	25.7	158.21	1.06	F
2 - B2233 East	44.2	136.37	1.06	F	1.3	8.07	0.57	A
3 - B2233 West	2.2	16.40	0.69	C	2.2	14.06	0.69	B

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	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D7	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2024 Base ST	AM	ONE HOUR	07:45	09:15	15			
D10	2024 Base ST	PM	ONE HOUR	16:45	18:15	15			
D11	Development	AM	ONE HOUR	07:45	09:15	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D15	2024 + Development	AM	ONE HOUR	07:45	09:15	15		Simple	D5 + D11
D16	2024 + Development	PM	ONE HOUR	16:45	18:15	15		Simple	D6 + D12
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12
D19	2024 + Development ST	AM	ONE HOUR	07:45	09:15	15		Simple	D9 + D11
D20	2024 + Development ST	PM	ONE HOUR	16:45	18:15	15		Simple	D10 + D12
D21	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D22	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.10	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	North End Road	
2	B2233 East	
3	B2233 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - North End Road	2.20	2.20	5.27	2.9	9.57	6.90	0.0	✓
2 - B2233 East	3.75	3.75	4.50	8.5	15.35	15.28	0.0	✓
3 - B2233 West	3.50	3.50	3.91	0.3	11.26	9.34	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - North End Road	0.476	780
2 - B2233 East	0.558	1102
3 - B2233 West	0.503	965

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 (%)
1 - North End Road		ONE HOUR	✓	123	100.000
2 - B2233 East		ONE HOUR	✓	841	100.000
3 - B2233 West		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	89	34
	2 - B2233 East	380	0	461
	3 - B2233 West	40	275	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	7	15
	2 - B2233 East	3	0	1
	3 - B2233 West	3	4	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)
1 - North End Road	0.23	8.15	0.3	A	113	169
2 - B2233 East	0.88	25.98	6.3	D	772	1158
3 - B2233 West	0.48	9.62	0.9	A	289	434

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
1 - North End Road	93	23	206	621	0.149	92	313	0.0	0.2	6.794	A
2 - B2233 East	633	158	25	1066	0.594	627	272	0.0	1.4	8.110	A
3 - B2233 West	237	59	283	788	0.301	235	369	0.0	0.4	6.500	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
1 - North End Road	111	28	247	603	0.184	110	376	0.2	0.2	7.310	A
2 - B2233 East	756	189	31	1063	0.712	752	327	1.4	2.4	11.455	B
3 - B2233 West	283	71	340	760	0.373	283	443	0.4	0.6	7.535	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
1 - North End Road	135	34	302	578	0.234	135	456	0.2	0.3	8.129	A
2 - B2233 East	926	231	37	1058	0.875	912	399	2.4	5.8	22.680	C
3 - B2233 West	347	87	412	724	0.479	346	537	0.6	0.9	9.491	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
1 - North End Road	135	34	303	577	0.235	135	462	0.3	0.3	8.149	A
2 - B2233 East	926	231	37	1058	0.875	924	401	5.8	6.3	25.977	D
3 - B2233 West	347	87	418	721	0.481	347	544	0.9	0.9	9.619	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
1 - North End Road	111	28	248	602	0.184	111	384	0.3	0.2	7.339	A
2 - B2233 East	756	189	31	1063	0.712	771	329	6.3	2.6	12.928	B
3 - B2233 West	283	71	348	755	0.375	284	453	0.9	0.6	7.666	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
1 - North End Road	93	23	208	620	0.149	93	318	0.2	0.2	6.830	A
2 - B2233 East	633	158	26	1066	0.594	637	275	2.6	1.5	8.489	A
3 - B2233 West	237	59	288	785	0.302	238	375	0.6	0.4	6.584	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.64	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2018	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 (%)
1 - North End Road		ONE HOUR	✓	397	100.000
2 - B2233 East		ONE HOUR	✓	388	100.000
3 - B2233 West		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	359	38
	2 - B2233 East	124	0	264
	3 - B2233 West	25	348	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	4	3
	2 - B2233 East	4	0	2
	3 - B2233 West	0	3	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)
1 - North End Road	0.77	26.63	3.1	D	364	546
2 - B2233 East	0.41	5.77	0.7	A	356	534
3 - B2233 West	0.47	7.85	0.9	A	342	513

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
1 - North End Road	299	75	260	628	0.476	295	112	0.0	0.9	10.712	B
2 - B2233 East	292	73	28	1058	0.276	291	527	0.0	0.4	4.679	A
3 - B2233 West	281	70	93	891	0.315	279	226	0.0	0.5	5.860	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
1 - North End Road	357	89	312	604	0.591	355	134	0.9	1.4	14.356	B
2 - B2233 East	349	87	34	1055	0.331	348	633	0.4	0.5	5.091	A
3 - B2233 West	335	84	111	882	0.380	335	271	0.5	0.6	6.570	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
1 - North End Road	437	109	382	571	0.766	431	164	1.4	2.9	24.727	C
2 - B2233 East	427	107	41	1051	0.406	426	772	0.5	0.7	5.757	A
3 - B2233 West	411	103	136	869	0.472	410	331	0.6	0.9	7.811	A

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
1 - North End Road	437	109	383	570	0.767	436	164	2.9	3.1	26.629	D
2 - B2233 East	427	107	42	1051	0.407	427	778	0.7	0.7	5.773	A
3 - B2233 West	411	103	137	869	0.472	411	332	0.9	0.9	7.848	A

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
1 - North End Road	357	89	314	603	0.592	363	134	3.1	1.5	15.403	C
2 - B2233 East	349	87	35	1055	0.331	350	642	0.7	0.5	5.110	A
3 - B2233 West	335	84	112	882	0.380	336	273	0.9	0.6	6.611	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
1 - North End Road	299	75	263	627	0.477	301	112	1.5	0.9	11.126	B
2 - B2233 East	292	73	29	1058	0.276	293	535	0.5	0.4	4.706	A
3 - B2233 West	281	70	93	891	0.315	281	228	0.6	0.5	5.912	A

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	29.35	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2021 Base	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 (%)
1 - North End Road		ONE HOUR	✓	184	100.000
2 - B2233 East		ONE HOUR	✓	881	100.000
3 - B2233 West		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	122	62
	2 - B2233 East	397	0	484
	3 - B2233 West	103	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	5	8
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	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)
1 - North End Road	0.35	9.52	0.5	A	169	253
2 - B2233 East	0.93	41.16	10.4	E	808	1213
3 - B2233 West	0.62	13.26	1.6	B	372	557

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
1 - North End Road	139	35	225	631	0.220	137	373	0.0	0.3	7.283	A
2 - B2233 East	663	166	46	1054	0.629	657	317	0.0	1.7	8.909	A
3 - B2233 West	305	76	296	786	0.388	302	407	0.0	0.6	7.405	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
1 - North End Road	165	41	271	610	0.271	165	447	0.3	0.4	8.092	A
2 - B2233 East	792	198	56	1049	0.755	787	380	1.7	2.9	13.477	B
3 - B2233 West	364	91	355	757	0.481	363	488	0.6	0.9	9.111	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
1 - North End Road	203	51	331	582	0.348	202	539	0.4	0.5	9.466	A
2 - B2233 East	970	243	68	1042	0.931	946	464	2.9	8.9	31.686	D
3 - B2233 West	446	111	426	721	0.619	443	588	0.9	1.6	12.844	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
1 - North End Road	203	51	332	581	0.349	203	548	0.5	0.5	9.519	A
2 - B2233 East	970	243	68	1041	0.931	964	467	8.9	10.4	41.156	E
3 - B2233 West	446	111	434	717	0.622	446	598	1.6	1.6	13.258	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
1 - North End Road	165	41	273	608	0.272	166	463	0.5	0.4	8.151	A
2 - B2233 East	792	198	56	1049	0.755	820	384	10.4	3.3	17.438	C
3 - B2233 West	364	91	370	749	0.486	367	507	1.6	1.0	9.471	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
1 - North End Road	139	35	228	629	0.220	139	380	0.4	0.3	7.345	A
2 - B2233 East	663	166	47	1054	0.629	669	320	3.3	1.7	9.502	A
3 - B2233 West	305	76	302	783	0.389	306	415	1.0	0.6	7.562	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.73	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2021 Base	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 (%)
1 - North End Road		ONE HOUR	✓	451	100.000
2 - B2233 East		ONE HOUR	✓	443	100.000
3 - B2233 West		ONE HOUR	✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	377	74
	2 - B2233 East	155	0	288
	3 - B2233 West	61	368	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	3	0	2
	3 - B2233 West	0	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)
1 - North End Road	0.87	45.38	5.8	E	414	621
2 - B2233 East	0.47	6.61	0.9	A	407	610
3 - B2233 West	0.55	9.24	1.2	A	394	590

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
1 - North End Road	340	85	275	630	0.539	335	162	0.0	1.1	12.037	B
2 - B2233 East	334	83	55	1047	0.319	332	555	0.0	0.5	5.020	A
3 - B2233 West	323	81	116	890	0.363	321	271	0.0	0.6	6.309	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
1 - North End Road	405	101	330	604	0.672	402	194	1.1	1.9	17.575	C
2 - B2233 East	398	100	66	1041	0.383	398	666	0.5	0.6	5.593	A
3 - B2233 West	386	96	139	878	0.439	385	325	0.6	0.8	7.290	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
1 - North End Road	497	124	404	569	0.873	484	237	1.9	5.2	37.408	E
2 - B2233 East	488	122	79	1033	0.472	487	808	0.6	0.9	6.571	A
3 - B2233 West	472	118	170	862	0.548	471	396	0.8	1.2	9.160	A

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
1 - North End Road	497	124	405	568	0.874	494	238	5.2	5.8	45.377	E
2 - B2233 East	488	122	81	1032	0.472	488	818	0.9	0.9	6.608	A
3 - B2233 West	472	118	171	862	0.548	472	398	1.2	1.2	9.238	A

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
1 - North End Road	405	101	332	603	0.673	420	195	5.8	2.2	21.062	C
2 - B2233 East	398	100	69	1039	0.383	399	683	0.9	0.6	5.637	A
3 - B2233 West	386	96	140	878	0.439	387	329	1.2	0.8	7.368	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
1 - North End Road	340	85	278	628	0.540	343	163	2.2	1.2	12.791	B
2 - B2233 East	334	83	56	1046	0.319	334	565	0.6	0.5	5.060	A
3 - B2233 West	323	81	117	889	0.363	324	274	0.8	0.6	6.377	A

2021 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	74.55	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11

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 (%)
1 - North End Road		ONE HOUR	✓	264	100.000
2 - B2233 East		ONE HOUR	✓	972	100.000
3 - B2233 West		ONE HOUR	✓	445	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	172	92
	2 - B2233 East	426	0	546
	3 - B2233 West	124	321	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	4	5
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	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)
1 - North End Road	0.50	12.37	1.0	B	242	363
2 - B2233 East	1.04	118.98	37.4	F	892	1338
3 - B2233 West	0.69	15.98	2.1	C	408	613

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
1 - North End Road	199	50	240	635	0.313	197	409	0.0	0.4	8.181	A
2 - B2233 East	732	183	69	1044	0.701	723	368	0.0	2.2	10.922	B
3 - B2233 West	335	84	317	778	0.430	332	475	0.0	0.7	8.015	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
1 - North End Road	237	59	287	613	0.387	237	490	0.4	0.6	9.558	A
2 - B2233 East	874	218	82	1036	0.843	864	442	2.2	4.7	19.801	C
3 - B2233 West	400	100	379	747	0.535	399	568	0.7	1.1	10.274	B

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
1 - North End Road	291	73	351	583	0.499	289	572	0.6	1.0	12.215	B
2 - B2233 East	1070	268	101	1025	1.044	995	539	4.7	23.5	64.378	F
3 - B2233 West	490	122	436	718	0.682	486	660	1.1	2.0	15.264	C

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
1 - North End Road	291	73	353	581	0.500	291	581	1.0	1.0	12.374	B
2 - B2233 East	1070	268	101	1025	1.044	1015	543	23.5	37.4	118.975	F
3 - B2233 West	490	122	445	714	0.686	490	671	2.0	2.1	15.984	C

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
1 - North End Road	237	59	291	611	0.389	239	548	1.0	0.6	9.707	A
2 - B2233 East	874	218	83	1036	0.844	994	446	37.4	7.3	82.084	F
3 - B2233 West	400	100	436	719	0.557	403	642	2.1	1.3	11.534	B

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
1 - North End Road	199	50	243	634	0.314	199	423	0.6	0.5	8.309	A
2 - B2233 East	732	183	70	1044	0.701	751	373	7.3	2.4	13.048	B
3 - B2233 West	335	84	329	772	0.434	337	491	1.3	0.8	8.312	A

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	54.50	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12

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 (%)
1 - North End Road		ONE HOUR	✓	508	100.000
2 - B2233 East		ONE HOUR	✓	521	100.000
3 - B2233 West		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	411	97
	2 - B2233 East	207	0	314
	3 - B2233 West	90	431	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	2	0	2
	3 - B2233 West	0	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)
1 - North End Road	1.04	143.51	22.8	F	466	699
2 - B2233 East	0.56	7.97	1.3	A	478	717
3 - B2233 West	0.69	13.68	2.1	B	478	717

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
1 - North End Road	382	96	322	610	0.627	376	222	0.0	1.6	15.011	C
2 - B2233 East	392	98	72	1041	0.377	390	626	0.0	0.6	5.507	A
3 - B2233 West	392	98	155	873	0.449	389	307	0.0	0.8	7.390	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
1 - North End Road	457	114	386	579	0.788	450	266	1.6	3.3	26.465	D
2 - B2233 East	468	117	86	1033	0.453	467	750	0.6	0.8	6.350	A
3 - B2233 West	468	117	186	857	0.546	467	368	0.8	1.2	9.174	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
1 - North End Road	559	140	472	539	1.037	513	326	3.3	14.8	82.071	F
2 - B2233 East	574	143	98	1027	0.559	572	887	0.8	1.2	7.885	A
3 - B2233 West	574	143	227	836	0.686	570	443	1.2	2.1	13.329	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
1 - North End Road	559	140	474	538	1.040	527	327	14.8	22.8	143.507	F
2 - B2233 East	574	143	101	1025	0.560	574	901	1.2	1.3	7.967	A
3 - B2233 West	574	143	228	836	0.686	573	446	2.1	2.1	13.683	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
1 - North End Road	457	114	390	577	0.791	529	268	22.8	4.7	86.514	F
2 - B2233 East	468	117	101	1025	0.457	470	818	1.3	0.9	6.503	A
3 - B2233 West	468	117	187	857	0.547	472	384	2.1	1.2	9.440	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
1 - North End Road	382	96	326	608	0.629	394	224	4.7	1.8	17.689	C
2 - B2233 East	392	98	75	1039	0.377	393	645	0.9	0.6	5.579	A
3 - B2233 West	392	98	156	872	0.450	394	312	1.2	0.8	7.550	A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	33.35	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D21	2031 Base	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 (%)
1 - North End Road		ONE HOUR	✓	187	100.000
2 - B2233 East		ONE HOUR	✓	897	100.000
3 - B2233 West		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	124	63
	2 - B2233 East	404	0	493
	3 - B2233 West	104	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	5	8
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	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)
1 - North End Road	0.36	9.66	0.5	A	172	257
2 - B2233 East	0.95	47.64	12.3	E	823	1235
3 - B2233 West	0.63	13.66	1.7	B	377	566

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
1 - North End Road	141	35	229	629	0.224	140	379	0.0	0.3	7.339	A
2 - B2233 East	675	169	47	1056	0.640	668	322	0.0	1.7	9.145	A
3 - B2233 West	309	77	301	786	0.394	307	414	0.0	0.6	7.483	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
1 - North End Road	168	42	275	608	0.277	168	454	0.3	0.4	8.175	A
2 - B2233 East	806	202	57	1050	0.768	801	386	1.7	3.1	14.132	B
3 - B2233 West	369	92	361	756	0.489	368	497	0.6	0.9	9.236	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
1 - North End Road	206	51	336	579	0.355	205	546	0.4	0.5	9.603	A
2 - B2233 East	988	247	69	1042	0.947	959	472	3.1	10.2	34.964	D
3 - B2233 West	453	113	432	720	0.629	450	596	0.9	1.6	13.193	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
1 - North End Road	206	51	338	579	0.356	206	556	0.5	0.5	9.658	A
2 - B2233 East	988	247	69	1042	0.948	979	474	10.2	12.3	47.637	E
3 - B2233 West	453	113	441	715	0.633	452	608	1.6	1.7	13.663	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
1 - North End Road	168	42	278	606	0.277	169	473	0.5	0.4	8.239	A
2 - B2233 East	806	202	57	1050	0.768	841	390	12.3	3.6	19.663	C
3 - B2233 West	369	92	379	746	0.495	372	519	1.7	1.0	9.686	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
1 - North End Road	141	35	232	628	0.224	141	386	0.4	0.3	7.406	A
2 - B2233 East	675	169	48	1055	0.640	682	326	3.6	1.8	9.822	A
3 - B2233 West	309	77	307	782	0.395	311	423	1.0	0.7	7.653	A

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	22.14	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D22	2031 Base	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 (%)
1 - North End Road		ONE HOUR	✓	457	100.000
2 - B2233 East		ONE HOUR	✓	449	100.000
3 - B2233 West		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	382	75
	2 - B2233 East	157	0	292
	3 - B2233 West	62	374	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	3	0	2
	3 - B2233 West	0	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)
1 - North End Road	0.89	49.32	6.4	E	419	629
2 - B2233 East	0.48	6.68	0.9	A	412	618
3 - B2233 West	0.56	9.40	1.2	A	400	600

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
1 - North End Road	344	86	280	629	0.547	339	164	0.0	1.2	12.225	B
2 - B2233 East	338	85	56	1048	0.323	336	563	0.0	0.5	5.047	A
3 - B2233 West	328	82	118	891	0.368	326	274	0.0	0.6	6.346	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
1 - North End Road	411	103	335	603	0.681	407	197	1.2	2.0	18.084	C
2 - B2233 East	404	101	67	1041	0.388	403	676	0.5	0.6	5.633	A
3 - B2233 West	392	98	141	879	0.446	391	329	0.6	0.8	7.363	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
1 - North End Road	503	126	410	568	0.886	489	240	2.0	5.6	39.757	E
2 - B2233 East	494	124	80	1034	0.478	493	819	0.6	0.9	6.643	A
3 - B2233 West	480	120	172	863	0.556	478	401	0.8	1.2	9.315	A

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
1 - North End Road	503	126	412	567	0.887	500	241	5.6	6.4	49.324	E
2 - B2233 East	494	124	82	1033	0.479	494	830	0.9	0.9	6.682	A
3 - B2233 West	480	120	173	863	0.556	480	404	1.2	1.2	9.401	A

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
1 - North End Road	411	103	338	602	0.682	427	197	6.4	2.3	22.273	C
2 - B2233 East	404	101	70	1040	0.388	405	695	0.9	0.6	5.679	A
3 - B2233 West	392	98	142	879	0.446	394	333	1.2	0.8	7.448	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
1 - North End Road	344	86	282	628	0.548	348	165	2.3	1.2	13.043	B
2 - B2233 East	338	85	57	1047	0.323	339	573	0.6	0.5	5.088	A
3 - B2233 West	328	82	118	891	0.369	329	277	0.8	0.6	6.424	A

2031 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	84.79	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11

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 (%)
1 - North End Road		ONE HOUR	✓	267	100.000
2 - B2233 East		ONE HOUR	✓	988	100.000
3 - B2233 West		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	174	93
	2 - B2233 East	433	0	555
	3 - B2233 West	125	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	4	5
	2 - B2233 East	3	0	1
	3 - B2233 West	1	4	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)
1 - North End Road	0.51	12.62	1.0	B	245	368
2 - B2233 East	1.06	136.37	44.2	F	907	1360
3 - B2233 West	0.69	16.40	2.2	C	414	621

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
1 - North End Road	201	50	243	634	0.317	199	415	0.0	0.5	8.253	A
2 - B2233 East	744	186	69	1045	0.712	734	373	0.0	2.4	11.274	B
3 - B2233 West	340	85	322	777	0.437	336	482	0.0	0.8	8.110	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
1 - North End Road	240	60	292	611	0.393	239	496	0.5	0.6	9.676	A
2 - B2233 East	888	222	83	1037	0.857	877	448	2.4	5.2	21.123	C
3 - B2233 West	405	101	384	746	0.543	404	576	0.8	1.2	10.469	B

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
1 - North End Road	294	73	356	580	0.507	293	575	0.6	1.0	12.447	B
2 - B2233 East	1088	272	102	1026	1.060	1001	547	5.2	26.9	70.939	F
3 - B2233 West	497	124	439	719	0.691	493	664	1.2	2.1	15.657	C

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
1 - North End Road	294	73	359	579	0.508	294	584	1.0	1.0	12.618	B
2 - B2233 East	1088	272	102	1026	1.060	1018	550	26.9	44.2	136.374	F
3 - B2233 West	497	124	446	715	0.695	496	675	2.1	2.2	16.403	C

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
1 - North End Road	240	60	296	609	0.394	241	557	1.0	0.7	9.836	A
2 - B2233 East	888	222	84	1036	0.857	1013	453	44.2	12.9	107.168	F
3 - B2233 West	405	101	444	716	0.566	409	653	2.2	1.3	11.850	B

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
1 - North End Road	201	50	247	632	0.318	202	439	0.7	0.5	8.387	A
2 - B2233 East	744	186	70	1044	0.712	785	378	12.9	2.6	15.888	C
3 - B2233 West	340	85	344	766	0.443	342	511	1.3	0.8	8.521	A

2031 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	59.46	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

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 (%)
1 - North End Road		ONE HOUR	✓	514	100.000
2 - B2233 East		ONE HOUR	✓	527	100.000
3 - B2233 West		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	416	98
	2 - B2233 East	209	0	318
	3 - B2233 West	91	437	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - North End Road	2 - B2233 East	3 - B2233 West
From	1 - North End Road	0	3	1
	2 - B2233 East	2	0	2
	3 - B2233 West	0	1	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)
1 - North End Road	1.06	158.21	25.7	F	472	707
2 - B2233 East	0.57	8.07	1.3	A	484	725
3 - B2233 West	0.69	14.06	2.2	B	485	727

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
1 - North End Road	387	97	326	609	0.635	380	224	0.0	1.7	15.311	C
2 - B2233 East	397	99	73	1042	0.381	394	634	0.0	0.6	5.539	A
3 - B2233 West	398	99	156	874	0.455	394	310	0.0	0.8	7.454	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
1 - North End Road	462	116	392	579	0.799	455	269	1.7	3.5	27.565	D
2 - B2233 East	474	118	87	1034	0.458	473	760	0.6	0.8	6.405	A
3 - B2233 West	475	119	188	858	0.553	473	372	0.8	1.2	9.309	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
1 - North End Road	566	141	478	538	1.052	515	329	3.5	16.2	87.848	F
2 - B2233 East	580	145	98	1028	0.565	578	895	0.8	1.3	7.983	A
3 - B2233 West	581	145	229	837	0.695	577	447	1.2	2.2	13.672	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
1 - North End Road	566	141	481	536	1.055	528	330	16.2	25.7	158.209	F
2 - B2233 East	580	145	101	1026	0.565	580	908	1.3	1.3	8.068	A
3 - B2233 West	581	145	230	837	0.695	581	451	2.2	2.2	14.063	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
1 - North End Road	462	116	396	576	0.802	543	271	25.7	5.4	104.476	F
2 - B2233 East	474	118	104	1025	0.462	475	836	1.3	0.9	6.574	A
3 - B2233 West	475	119	189	858	0.553	478	390	2.2	1.3	9.588	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
1 - North End Road	387	97	330	607	0.637	401	227	5.4	1.8	18.561	C
2 - B2233 East	397	99	77	1040	0.382	398	655	0.9	0.6	5.617	A
3 - B2233 West	398	99	158	873	0.455	399	317	1.3	0.8	7.621	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Bilsham Road Mini.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\Bilsham Road Mini Roundabout
Report generation date: 30/04/2019 16:55:34

»2018, AM
»2018, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
1 - B2233 East	1.6	11.53	0.62	B	0.9	9.43	0.48	A
2 - Bilsham Road	23.6	141.52	1.04	F	0.8	10.21	0.44	B
3 - B2233 West	0.8	6.92	0.45	A	3.4	16.37	0.78	C
	2021 Base							
1 - B2233 East	2.2	14.40	0.69	B	1.2	11.03	0.56	B
2 - Bilsham Road	46.9	259.92	1.15	F	1.0	12.09	0.50	B
3 - B2233 West	1.1	7.70	0.52	A	5.0	22.84	0.84	C
	2021 with Development							
1 - B2233 East	3.8	22.01	0.80	C	1.5	12.49	0.60	B
2 - Bilsham Road	71.9	450.60	1.26	F	1.3	14.01	0.56	B
3 - B2233 West	1.3	8.45	0.56	A	10.8	45.00	0.94	E
	2031 Base							
1 - B2233 East	2.3	14.81	0.70	B	1.3	11.31	0.57	B
2 - Bilsham Road	54.2	301.25	1.17	F	1.0	12.29	0.51	B
3 - B2233 West	1.1	7.80	0.52	A	5.4	24.47	0.86	C
	2031 with Development							
1 - B2233 East	4.0	23.02	0.81	C	1.6	12.84	0.61	B
2 - Bilsham Road	80.0	513.18	1.29	F	1.3	14.29	0.57	B
3 - B2233 West	1.3	8.56	0.57	A	12.2	49.99	0.95	E

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	(untitled)
Location	
Site number	
Date	03/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D6	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D7	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D8	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D9	2024 Base ST	AM	ONE HOUR	07:45	09:15	15			
D10	2024 Base ST	PM	ONE HOUR	16:45	18:15	15			
D11	Development	AM	ONE HOUR	07:45	09:15	15			
D12	Development	PM	ONE HOUR	16:45	18:15	15			
D15	2024 with Development	AM	ONE HOUR	07:45	09:15	15		Simple	D5 +D11
D16	2024 with Development	PM	ONE HOUR	16:45	18:15	15		Simple	D6 + D12
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12
D19	2024 with Development ST	AM	ONE HOUR	07:45	09:15	15		Simple	D9 + D11
D20	2024 with Development ST	PM	ONE HOUR	16:45	18:15	15		Simple	D10 + D12
D21	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D22	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

Analysis Set Details

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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	59.76	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B2233 East	
2	Bilsham Road	
3	B2233 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B2233 East	2.94	2.94	3.64	0.8	8.96	5.21	0.0	
2 - Bilsham Road	2.85	2.85	5.23	2.4	9.04	5.97	0.0	✓
3 - B2233 West	3.26	3.26	3.26	0.0	17.53	17.46	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2233 East	0.595	922
2 - Bilsham Road	0.495	791
3 - B2233 West	0.685	1075

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 (%)
1 - B2233 East		ONE HOUR	✓	461	100.000
2 - Bilsham Road		ONE HOUR	✓	532	100.000
3 - B2233 West		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	76	385
	2 - Bilsham Road	123	0	409
	3 - B2233 West	277	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	4	3	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)
1 - B2233 East	0.62	11.53	1.6	B	423	635
2 - Bilsham Road	1.04	141.52	23.6	F	488	732
3 - B2233 West	0.45	6.92	0.8	A	359	538

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
1 - B2233 East	347	87	85	843	0.412	344	298	0.0	0.7	7.178	A
2 - Bilsham Road	401	100	288	631	0.634	394	142	0.0	1.7	14.779	B
3 - B2233 West	294	74	91	975	0.302	293	590	0.0	0.4	5.262	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
1 - B2233 East	414	104	102	833	0.497	413	358	0.7	1.0	8.551	A
2 - Bilsham Road	478	120	345	603	0.794	471	170	1.7	3.4	26.095	D
3 - B2233 West	352	88	109	963	0.365	351	708	0.4	0.6	5.875	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
1 - B2233 East	508	127	125	819	0.619	505	429	1.0	1.6	11.362	B
2 - Bilsham Road	586	146	422	564	1.038	538	209	3.4	15.3	80.800	F
3 - B2233 West	431	108	124	953	0.452	430	836	0.6	0.8	6.868	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
1 - B2233 East	508	127	126	819	0.619	507	433	1.6	1.6	11.533	B
2 - Bilsham Road	586	146	424	563	1.040	553	209	15.3	23.6	141.515	F
3 - B2233 West	431	108	128	950	0.453	430	849	0.8	0.8	6.922	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
1 - B2233 East	414	104	103	833	0.498	417	377	1.6	1.0	8.701	A
2 - Bilsham Road	478	120	348	601	0.796	553	171	23.6	4.9	86.354	F
3 - B2233 West	352	88	128	950	0.370	352	773	0.8	0.6	6.030	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
1 - B2233 East	347	87	86	843	0.412	348	304	1.0	0.7	7.299	A
2 - Bilsham Road	401	100	291	630	0.636	413	143	4.9	1.8	17.448	C
3 - B2233 West	294	74	95	972	0.303	295	608	0.6	0.4	5.321	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.39	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2018	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 (%)
1 - B2233 East		ONE HOUR	✓	322	100.000
2 - Bilsham Road		ONE HOUR	✓	248	100.000
3 - B2233 West		ONE HOUR	✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	66	256
	2 - Bilsham Road	77	0	171
	3 - B2233 West	456	243	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	8	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	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)
1 - B2233 East	0.48	9.43	0.9	A	295	443
2 - Bilsham Road	0.44	10.21	0.8	B	228	341
3 - B2233 West	0.78	16.37	3.4	C	641	962

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
1 - B2233 East	242	61	181	787	0.308	241	398	0.0	0.4	6.572	A
2 - Bilsham Road	187	47	191	670	0.279	185	231	0.0	0.4	7.407	A
3 - B2233 West	526	132	57	1007	0.523	522	319	0.0	1.1	7.359	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
1 - B2233 East	289	72	218	765	0.378	289	477	0.4	0.6	7.543	A
2 - Bilsham Road	223	56	230	651	0.342	222	277	0.4	0.5	8.388	A
3 - B2233 West	628	157	69	999	0.629	626	383	1.1	1.7	9.535	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
1 - B2233 East	355	89	265	737	0.481	353	582	0.6	0.9	9.343	A
2 - Bilsham Road	273	68	281	626	0.436	272	338	0.5	0.8	10.140	B
3 - B2233 West	770	192	84	988	0.779	763	468	1.7	3.3	15.558	C

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
1 - B2233 East	355	89	267	736	0.482	354	587	0.9	0.9	9.430	A
2 - Bilsham Road	273	68	282	626	0.436	273	340	0.8	0.8	10.207	B
3 - B2233 West	770	192	85	988	0.779	769	470	3.3	3.4	16.369	C

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
1 - B2233 East	289	72	221	764	0.379	291	484	0.9	0.6	7.631	A
2 - Bilsham Road	223	56	231	650	0.343	224	280	0.8	0.5	8.459	A
3 - B2233 West	628	157	70	999	0.629	635	385	3.4	1.7	10.075	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
1 - B2233 East	242	61	184	785	0.309	243	403	0.6	0.5	6.650	A
2 - Bilsham Road	187	47	193	669	0.279	187	234	0.5	0.4	7.486	A
3 - B2233 West	526	132	58	1007	0.523	529	322	1.7	1.1	7.574	A

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	101.95	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2021 Base	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 (%)
1 - B2233 East		ONE HOUR	✓	512	100.000
2 - Bilsham Road		ONE HOUR	✓	558	100.000
3 - B2233 West		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	78	434
	2 - Bilsham Road	127	0	431
	3 - B2233 West	326	125	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	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)
1 - B2233 East	0.69	14.40	2.2	B	470	705
2 - Bilsham Road	1.15	259.92	46.9	F	512	768
3 - B2233 West	0.52	7.70	1.1	A	414	621

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
1 - B2233 East	385	96	94	839	0.459	382	338	0.0	0.8	7.824	A
2 - Bilsham Road	420	105	324	613	0.685	412	152	0.0	2.0	17.258	C
3 - B2233 West	340	85	94	983	0.346	337	642	0.0	0.5	5.561	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
1 - B2233 East	460	115	112	828	0.556	459	404	0.8	1.2	9.707	A
2 - Bilsham Road	502	125	389	581	0.864	490	182	2.0	5.0	35.716	E
3 - B2233 West	405	101	112	971	0.418	405	767	0.5	0.7	6.353	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
1 - B2233 East	564	141	137	813	0.693	560	478	1.2	2.2	14.007	B
2 - Bilsham Road	614	154	475	538	1.142	527	223	5.0	26.8	127.615	F
3 - B2233 West	497	124	120	965	0.515	495	882	0.7	1.0	7.642	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
1 - B2233 East	564	141	138	813	0.693	564	480	2.2	2.2	14.396	B
2 - Bilsham Road	614	154	478	536	1.146	534	223	26.8	46.9	259.919	F
3 - B2233 West	497	124	122	964	0.515	497	890	1.0	1.1	7.702	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
1 - B2233 East	460	115	113	828	0.556	464	423	2.2	1.3	9.995	A
2 - Bilsham Road	502	125	393	578	0.867	566	183	46.9	30.7	248.364	F
3 - B2233 West	405	101	129	959	0.423	407	831	1.1	0.7	6.534	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
1 - B2233 East	385	96	94	839	0.460	387	367	1.3	0.9	8.006	A
2 - Bilsham Road	420	105	328	611	0.687	533	153	30.7	2.5	79.587	F
3 - B2233 West	340	85	121	964	0.352	340	740	0.7	0.5	5.781	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.57	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2021 Base	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 (%)
1 - B2233 East		ONE HOUR	✓	371	100.000
2 - Bilsham Road		ONE HOUR	✓	275	100.000
3 - B2233 West		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	68	303
	2 - Bilsham Road	85	0	190
	3 - B2233 West	503	249	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	7	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	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)
1 - B2233 East	0.56	11.03	1.2	B	340	511
2 - Bilsham Road	0.50	12.09	1.0	B	252	379
3 - B2233 West	0.84	22.84	5.0	C	690	1035

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
1 - B2233 East	279	70	186	786	0.355	277	439	0.0	0.5	7.039	A
2 - Bilsham Road	207	52	226	653	0.317	205	237	0.0	0.5	8.012	A
3 - B2233 West	566	142	63	1003	0.565	561	368	0.0	1.3	8.063	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
1 - B2233 East	334	83	223	765	0.436	333	526	0.5	0.8	8.315	A
2 - Bilsham Road	247	62	272	631	0.392	247	284	0.5	0.6	9.354	A
3 - B2233 West	676	169	76	994	0.680	673	442	1.3	2.1	11.111	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
1 - B2233 East	408	102	271	736	0.555	407	640	0.8	1.2	10.856	B
2 - Bilsham Road	303	76	332	601	0.504	301	345	0.6	1.0	11.949	B
3 - B2233 West	828	207	93	982	0.843	817	540	2.1	4.7	20.638	C

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
1 - B2233 East	408	102	274	735	0.556	408	647	1.2	1.2	11.030	B
2 - Bilsham Road	303	76	334	600	0.504	303	349	1.0	1.0	12.086	B
3 - B2233 West	828	207	94	982	0.844	827	543	4.7	5.0	22.837	C

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
1 - B2233 East	334	83	228	762	0.438	335	537	1.2	0.8	8.474	A
2 - Bilsham Road	247	62	274	630	0.393	249	289	1.0	0.7	9.483	A
3 - B2233 West	676	169	77	993	0.681	687	446	5.0	2.2	12.162	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
1 - B2233 East	279	70	189	785	0.356	280	445	0.8	0.6	7.150	A
2 - Bilsham Road	207	52	229	651	0.318	208	240	0.7	0.5	8.126	A
3 - B2233 West	566	142	64	1002	0.565	570	372	2.2	1.3	8.392	A

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	165.51	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D17	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7 + D11

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 (%)
1 - B2233 East		ONE HOUR	✓	581	100.000
2 - Bilsham Road		ONE HOUR	✓	570	100.000
3 - B2233 West		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	78	503
	2 - Bilsham Road	127	0	443
	3 - B2233 West	348	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	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)
1 - B2233 East	0.80	22.01	3.8	C	533	800
2 - Bilsham Road	1.26	450.60	71.9	F	523	785
3 - B2233 West	0.56	8.45	1.3	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
1 - B2233 East	437	109	111	832	0.526	433	354	0.0	1.1	8.938	A
2 - Bilsham Road	429	107	375	589	0.729	419	170	0.0	2.5	20.227	C
3 - B2233 West	374	94	93	985	0.380	372	701	0.0	0.6	5.845	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
1 - B2233 East	522	131	134	819	0.638	520	422	1.1	1.7	11.948	B
2 - Bilsham Road	512	128	450	551	0.930	493	203	2.5	7.4	49.904	E
3 - B2233 West	447	112	110	974	0.459	446	833	0.6	0.8	6.801	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
1 - B2233 East	640	160	164	801	0.799	632	493	1.7	3.6	20.449	C
2 - Bilsham Road	628	157	547	503	1.248	498	248	7.4	39.7	188.870	F
3 - B2233 West	547	137	111	973	0.562	546	934	0.8	1.3	8.380	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
1 - B2233 East	640	160	164	801	0.799	639	494	3.6	3.8	22.014	C
2 - Bilsham Road	628	157	553	500	1.256	499	250	39.7	71.9	405.571	F
3 - B2233 West	547	137	111	973	0.562	547	941	1.3	1.3	8.446	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
1 - B2233 East	522	131	134	818	0.638	530	434	3.8	1.8	12.810	B
2 - Bilsham Road	512	128	459	547	0.937	539	206	71.9	65.1	450.603	F
3 - B2233 West	447	112	120	967	0.462	448	878	1.3	0.9	6.960	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
1 - B2233 East	437	109	112	831	0.526	440	391	1.8	1.1	9.274	A
2 - Bilsham Road	429	107	381	586	0.733	577	172	65.1	28.2	295.718	F
3 - B2233 West	374	94	128	961	0.389	375	829	0.9	0.6	6.150	A

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	30.45	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D18	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8 + D12

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 (%)
1 - B2233 East		ONE HOUR	✓	400	100.000
2 - Bilsham Road		ONE HOUR	✓	300	100.000
3 - B2233 West		ONE HOUR	✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	68	332
	2 - Bilsham Road	85	0	215
	3 - B2233 West	574	263	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	7	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	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)
1 - B2233 East	0.60	12.49	1.5	B	367	551
2 - Bilsham Road	0.56	14.01	1.3	B	275	413
3 - B2233 West	0.94	45.00	10.8	E	768	1152

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
1 - B2233 East	301	75	196	782	0.385	299	491	0.0	0.6	7.409	A
2 - Bilsham Road	226	56	248	644	0.351	224	247	0.0	0.5	8.519	A
3 - B2233 West	630	158	63	1005	0.627	624	408	0.0	1.6	9.280	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
1 - B2233 East	360	90	235	759	0.474	359	589	0.6	0.9	8.959	A
2 - Bilsham Road	270	67	298	620	0.435	269	296	0.5	0.8	10.222	B
3 - B2233 West	752	188	76	996	0.755	747	490	1.6	2.9	14.162	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
1 - B2233 East	440	110	282	732	0.602	438	708	0.9	1.5	12.169	B
2 - Bilsham Road	330	83	364	588	0.562	328	356	0.8	1.2	13.769	B
3 - B2233 West	922	230	93	984	0.936	897	599	2.9	9.1	33.967	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
1 - B2233 East	440	110	287	728	0.605	440	721	1.5	1.5	12.490	B
2 - Bilsham Road	330	83	365	587	0.563	330	362	1.2	1.3	14.011	B
3 - B2233 West	922	230	94	984	0.936	915	602	9.1	10.8	44.996	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
1 - B2233 East	360	90	246	753	0.478	362	613	1.5	0.9	9.264	A
2 - Bilsham Road	270	67	300	619	0.436	272	307	1.3	0.8	10.429	B
3 - B2233 West	752	188	77	996	0.756	782	495	10.8	3.3	18.862	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
1 - B2233 East	301	75	200	780	0.386	302	501	0.9	0.6	7.559	A
2 - Bilsham Road	226	56	251	643	0.351	227	251	0.8	0.5	8.675	A
3 - B2233 West	630	158	64	1005	0.627	636	413	3.3	1.7	9.934	A

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	117.63	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D21	2031 Base	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 (%)
1 - B2233 East		ONE HOUR	✓	520	100.000
2 - Bilsham Road		ONE HOUR	✓	569	100.000
3 - B2233 West		ONE HOUR	✓	458	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	79	441
	2 - Bilsham Road	130	0	439
	3 - B2233 West	331	127	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	3
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	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)
1 - B2233 East	0.70	14.81	2.3	B	477	716
2 - Bilsham Road	1.17	301.25	54.2	F	522	783
3 - B2233 West	0.52	7.80	1.1	A	420	630

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
1 - B2233 East	391	98	95	841	0.465	388	344	0.0	0.9	7.889	A
2 - Bilsham Road	428	107	329	611	0.701	420	154	0.0	2.2	18.035	C
3 - B2233 West	345	86	96	983	0.351	343	653	0.0	0.5	5.601	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
1 - B2233 East	467	117	114	830	0.563	466	411	0.9	1.3	9.841	A
2 - Bilsham Road	512	128	395	579	0.884	498	185	2.2	5.6	39.159	E
3 - B2233 West	412	103	114	971	0.424	411	779	0.5	0.7	6.415	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
1 - B2233 East	573	143	139	815	0.703	569	484	1.3	2.2	14.380	B
2 - Bilsham Road	626	157	482	535	1.171	527	226	5.6	30.6	142.404	F
3 - B2233 West	504	126	120	967	0.522	503	888	0.7	1.1	7.737	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
1 - B2233 East	573	143	140	815	0.703	572	486	2.2	2.3	14.813	B
2 - Bilsham Road	626	157	485	534	1.174	532	227	30.6	54.2	296.302	F
3 - B2233 West	504	126	122	966	0.522	504	896	1.1	1.1	7.796	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
1 - B2233 East	467	117	115	830	0.563	471	428	2.3	1.3	10.158	B
2 - Bilsham Road	512	128	400	576	0.888	566	186	54.2	40.6	301.254	F
3 - B2233 West	412	103	129	961	0.429	413	836	1.1	0.8	6.591	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
1 - B2233 East	391	98	96	841	0.466	393	382	1.3	0.9	8.077	A
2 - Bilsham Road	428	107	333	609	0.703	579	156	40.6	3.1	132.334	F
3 - B2233 West	345	86	132	959	0.360	346	780	0.8	0.6	5.878	A

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.56	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D22	2031 Base	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 (%)
1 - B2233 East		ONE HOUR	✓	377	100.000
2 - Bilsham Road		ONE HOUR	✓	279	100.000
3 - B2233 West		ONE HOUR	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	70	307
	2 - Bilsham Road	86	0	193
	3 - B2233 West	511	253	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	7	2
	2 - Bilsham Road	5	0	3
	3 - B2233 West	3	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)
1 - B2233 East	0.57	11.31	1.3	B	346	519
2 - Bilsham Road	0.51	12.29	1.0	B	256	384
3 - B2233 West	0.86	24.47	5.4	C	701	1052

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
1 - B2233 East	284	71	189	786	0.361	282	445	0.0	0.6	7.108	A
2 - Bilsham Road	210	53	229	653	0.322	208	241	0.0	0.5	8.060	A
3 - B2233 West	575	144	64	1005	0.572	570	373	0.0	1.3	8.183	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
1 - B2233 East	339	85	226	764	0.444	338	534	0.6	0.8	8.439	A
2 - Bilsham Road	251	63	275	631	0.398	250	289	0.5	0.6	9.447	A
3 - B2233 West	687	172	77	996	0.690	684	448	1.3	2.1	11.403	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
1 - B2233 East	415	104	275	735	0.565	413	649	0.8	1.3	11.113	B
2 - Bilsham Road	307	77	336	601	0.511	306	351	0.6	1.0	12.145	B
3 - B2233 West	841	210	94	984	0.855	829	548	2.1	5.1	21.805	C

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
1 - B2233 East	415	104	278	733	0.566	415	656	1.3	1.3	11.307	B
2 - Bilsham Road	307	77	338	600	0.512	307	355	1.0	1.0	12.287	B
3 - B2233 West	841	210	95	983	0.855	840	550	5.1	5.4	24.472	C

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
1 - B2233 East	339	85	232	761	0.446	341	545	1.3	0.8	8.613	A
2 - Bilsham Road	251	63	278	629	0.398	252	295	1.0	0.7	9.579	A
3 - B2233 West	687	172	78	995	0.690	699	452	5.4	2.3	12.634	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
1 - B2233 East	284	71	192	784	0.362	285	452	0.8	0.6	7.223	A
2 - Bilsham Road	210	53	232	652	0.322	211	245	0.7	0.5	8.180	A
3 - B2233 West	575	144	65	1004	0.573	579	378	2.3	1.4	8.539	A

2031 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	188.28	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D23	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D21 + D11

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 (%)
1 - B2233 East		ONE HOUR	✓	589	100.000
2 - Bilsham Road		ONE HOUR	✓	581	100.000
3 - B2233 West		ONE HOUR	✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	79	510
	2 - Bilsham Road	130	0	451
	3 - B2233 West	353	151	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	4	2
	2 - Bilsham Road	2	0	2
	3 - B2233 West	3	1	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)
1 - B2233 East	0.81	23.02	4.0	C	540	811
2 - Bilsham Road	1.29	513.18	80.0	F	533	800
3 - B2233 West	0.57	8.56	1.3	A	462	694

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
1 - B2233 East	443	111	113	833	0.532	439	360	0.0	1.1	9.015	A
2 - Bilsham Road	437	109	380	587	0.745	427	172	0.0	2.7	21.265	C
3 - B2233 West	379	95	95	986	0.385	377	711	0.0	0.6	5.889	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
1 - B2233 East	529	132	135	820	0.646	527	428	1.1	1.8	12.166	B
2 - Bilsham Road	522	131	456	549	0.951	499	206	2.7	8.5	55.344	F
3 - B2233 West	453	113	112	975	0.465	452	844	0.6	0.9	6.874	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
1 - B2233 East	648	162	166	802	0.808	640	499	1.8	3.8	21.229	C
2 - Bilsham Road	640	160	555	500	1.279	497	252	8.5	44.2	209.339	F
3 - B2233 West	555	139	111	975	0.569	553	940	0.9	1.3	8.494	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
1 - B2233 East	648	162	166	802	0.809	648	500	3.8	4.0	23.025	C
2 - Bilsham Road	640	160	561	497	1.287	497	253	44.2	80.0	450.549	F
3 - B2233 West	555	139	111	975	0.569	555	946	1.3	1.3	8.561	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
1 - B2233 East	529	132	136	820	0.646	538	439	4.0	1.9	13.124	B
2 - Bilsham Road	522	131	466	544	0.959	538	208	80.0	76.2	513.183	F
3 - B2233 West	453	113	120	969	0.468	455	883	1.3	0.9	7.026	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
1 - B2233 East	443	111	114	833	0.532	446	395	1.9	1.2	9.384	A
2 - Bilsham Road	437	109	386	584	0.749	576	174	76.2	41.5	370.525	F
3 - B2233 West	379	95	129	963	0.394	380	834	0.9	0.7	6.187	A

2031 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	33.30	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D24	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D22 + D12

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 (%)
1 - B2233 East		ONE HOUR	✓	406	100.000
2 - Bilsham Road		ONE HOUR	✓	304	100.000
3 - B2233 West		ONE HOUR	✓	849	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	70	336
	2 - Bilsham Road	86	0	218
	3 - B2233 West	582	267	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - B2233 East	2 - Bilsham Road	3 - B2233 West
From	1 - B2233 East	0	7	2
	2 - Bilsham Road	5	0	2
	3 - B2233 West	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)
1 - B2233 East	0.61	12.84	1.6	B	373	559
2 - Bilsham Road	0.57	14.29	1.3	B	279	418
3 - B2233 West	0.95	49.99	12.2	E	779	1169

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
1 - B2233 East	306	76	199	781	0.391	303	498	0.0	0.6	7.488	A
2 - Bilsham Road	229	57	251	644	0.355	227	251	0.0	0.5	8.575	A
3 - B2233 West	639	160	64	1007	0.635	632	413	0.0	1.7	9.444	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
1 - B2233 East	365	91	238	758	0.481	364	597	0.6	0.9	9.103	A
2 - Bilsham Road	273	68	301	620	0.441	272	301	0.5	0.8	10.333	B
3 - B2233 West	763	191	77	998	0.765	758	496	1.7	3.0	14.642	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
1 - B2233 East	447	112	285	731	0.612	445	716	0.9	1.5	12.478	B
2 - Bilsham Road	335	84	368	587	0.570	333	362	0.8	1.3	14.027	B
3 - B2233 West	935	234	94	986	0.948	907	606	3.0	10.1	36.436	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
1 - B2233 East	447	112	291	727	0.615	447	730	1.5	1.6	12.838	B
2 - Bilsham Road	335	84	370	586	0.571	335	368	1.3	1.3	14.289	B
3 - B2233 West	935	234	95	986	0.948	926	610	10.1	12.2	49.991	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
1 - B2233 East	365	91	251	751	0.486	367	625	1.6	1.0	9.448	A
2 - Bilsham Road	273	68	304	618	0.442	275	314	1.3	0.8	10.553	B
3 - B2233 West	763	191	78	998	0.765	798	501	12.2	3.5	20.629	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
1 - B2233 East	306	76	203	779	0.392	307	508	1.0	0.7	7.645	A
2 - Bilsham Road	229	57	254	643	0.356	230	256	0.8	0.6	8.737	A
3 - B2233 West	639	160	65	1007	0.635	646	419	3.5	1.8	10.165	B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Yapton Road - Rollaston Park.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Picady\Yapton Road-Rollaston Park
Report generation date: 30/04/2019 16:12:07

»2018, AM
»2018, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
Stream B-AC	0.4	10.49	0.27	B	0.3	8.81	0.23	A
Stream C-AB	0.1	7.90	0.10	A	0.2	7.76	0.19	A
	2021 Base							
Stream B-AC	0.4	11.01	0.29	B	0.3	9.19	0.24	A
Stream C-AB	0.1	8.06	0.11	A	0.2	7.96	0.19	A
	2021 with Development							
Stream B-AC	0.4	11.56	0.30	B	0.3	9.85	0.25	A
Stream C-AB	0.1	8.16	0.11	A	0.3	8.33	0.20	A
	2031 Base							
Stream B-AC	0.4	11.20	0.29	B	0.3	9.28	0.24	A
Stream C-AB	0.1	8.11	0.11	A	0.2	8.01	0.20	A
	2031 with Development							
Stream B-AC	0.4	11.77	0.31	B	0.3	9.95	0.26	A
Stream C-AB	0.1	8.21	0.11	A	0.3	8.39	0.20	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	12/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2021	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2024	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2024	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D8	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D9	Com Dev ST	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev ST	PM	ONE HOUR	16:45	18:15	15			
D11	2021 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D3+D7
D12	2021 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D4+D8
D13	2024 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7
D14	2024 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10
D17	2024 + CD ST	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7+D9
D18	2024 + CD ST	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8+D10
D19	Dev	AM	ONE HOUR	07:45	09:15	15			
D20	Dev	PM	ONE HOUR	16:45	18:15	15			
D21	2021 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D11+D19
D22	2021 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D12+D20
D23	2024 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D13+D19
D24	2024 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D14+D20
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20
D27	2024 + CD ST + D	AM	ONE HOUR	07:45	09:15	15		Simple	D17+D19
D28	2024 + CD ST + D	PM	ONE HOUR	16:45	18:15	15		Simple	D18+D20
D29	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D30	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29+D19
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D30+D20

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2021 AM		1.0103
G2	2018-2021 PM		1.0071
G3	2018-2024 AM		1.0235
G4	2018-2024 PM		1.0191

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		2.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Yapton Road N		Major
B	Rollaston Park		Minor
C	Yapton Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Yapton Road S	7.01		✓	2.75	150.0	✓	6.00

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 - Rollaston Park	One lane	4.44	65	87

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	620	0.108	0.273	0.172	0.390
1	B-C	777	0.114	0.288	-	-
1	C-B	700	0.259	0.259	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 - Yapton Road N		ONE HOUR	✓	400	100.000
B - Rollaston Park		ONE HOUR	✓	118	100.000
C - Yapton Road S		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	38	362
	B - Rollaston Park	63	0	55
	C - Yapton Road S	243	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	0	4
	B - Rollaston Park	5	0	15
	C - Yapton Road S	4	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	10.49	0.4	B	108	162
C-AB	0.10	7.90	0.1	A	44	66
C-A					223	334
A-B					35	52
A-C					332	498

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	524	0.170	88	0.0	0.2	8.250	A
C-AB	36	9	541	0.067	36	0.0	0.1	7.126	A
C-A	183	46			183				
A-B	29	7			29				
A-C	273	68			273				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	27	503	0.211	106	0.2	0.3	9.069	A
C-AB	43	11	527	0.082	43	0.1	0.1	7.436	A
C-A	218	55			218				
A-B	34	9			34				
A-C	325	81			325				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	32	473	0.275	129	0.3	0.4	10.462	B
C-AB	53	13	508	0.104	53	0.1	0.1	7.901	A
C-A	268	67			268				
A-B	42	10			42				
A-C	399	100			399				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	130	32	473	0.275	130	0.4	0.4	10.489	B
C-AB	53	13	508	0.104	53	0.1	0.1	7.904	A
C-A	268	67			268				
A-B	42	10			42				
A-C	399	100			399				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	106	27	502	0.211	106	0.4	0.3	9.102	A
C-AB	43	11	527	0.082	43	0.1	0.1	7.442	A
C-A	218	55			218				
A-B	34	9			34				
A-C	325	81			325				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	524	0.170	89	0.3	0.2	8.293	A
C-AB	36	9	541	0.067	36	0.1	0.1	7.133	A
C-A	183	46			183				
A-B	29	7			29				
A-C	273	68			273				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.92	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)	Run automatically
D2	2018	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 - Yapton Road N		ONE HOUR	✓	413	100.000
B - Rollaston Park		ONE HOUR	✓	111	100.000
C - Yapton Road S		ONE HOUR	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	70	343
	B - Rollaston Park	37	0	74
	C - Yapton Road S	272	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	6	4
	B - Rollaston Park	3	0	3
	C - Yapton Road S	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	8.81	0.3	A	102	153
C-AB	0.19	7.76	0.2	A	90	135
C-A					250	374
A-B					64	96
A-C					315	472

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	586	0.143	83	0.0	0.2	7.152	A
C-AB	74	18	610	0.121	73	0.0	0.1	6.697	A
C-A	205	51			205				
A-B	53	13			53				
A-C	258	65			258				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	563	0.177	100	0.2	0.2	7.768	A
C-AB	88	22	594	0.148	88	0.1	0.2	7.111	A
C-A	245	61			245				
A-B	63	16			63				
A-C	308	77			308				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	531	0.230	122	0.2	0.3	8.797	A
C-AB	108	27	572	0.189	108	0.2	0.2	7.753	A
C-A	299	75			299				
A-B	77	19			77				
A-C	378	94			378				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	122	31	531	0.230	122	0.3	0.3	8.812	A
C-AB	108	27	572	0.189	108	0.2	0.2	7.761	A
C-A	299	75			299				
A-B	77	19			77				
A-C	378	94			378				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	563	0.177	100	0.3	0.2	7.787	A
C-AB	88	22	594	0.148	88	0.2	0.2	7.123	A
C-A	245	61			245				
A-B	63	16			63				
A-C	308	77			308				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	585	0.143	84	0.2	0.2	7.177	A
C-AB	74	18	610	0.121	74	0.2	0.1	6.717	A
C-A	205	51			205				
A-B	53	13			53				
A-C	258	65			258				

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		2.04	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	Relationship type	Relationship
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9

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 - Yapton Road N		ONE HOUR	✓	433	100.000
B - Rollaston Park		ONE HOUR	✓	119	100.000
C - Yapton Road S		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	38	395
	B - Rollaston Park	64	0	56
	C - Yapton Road S	284	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	0	3
	B - Rollaston Park	5	0	15
	C - Yapton Road S	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	11.01	0.4	B	109	164
C-AB	0.11	8.06	0.1	A	44	67
C-A					260	390
A-B					35	53
A-C					362	543

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	514	0.175	89	0.0	0.2	8.463	A
C-AB	37	9	535	0.068	36	0.0	0.1	7.212	A
C-A	213	53			213				
A-B	29	7			29				
A-C	297	74			297				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	490	0.219	107	0.2	0.3	9.378	A
C-AB	44	11	520	0.084	44	0.1	0.1	7.549	A
C-A	255	64			255				
A-B	35	9			35				
A-C	355	89			355				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	458	0.287	131	0.3	0.4	10.980	B
C-AB	53	13	500	0.107	53	0.1	0.1	8.057	A
C-A	312	78			312				
A-B	42	11			42				
A-C	435	109			435				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	458	0.287	131	0.4	0.4	11.014	B
C-AB	53	13	500	0.107	53	0.1	0.1	8.060	A
C-A	312	78			312				
A-B	42	11			42				
A-C	435	109			435				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	490	0.219	108	0.4	0.3	9.415	A
C-AB	44	11	520	0.084	44	0.1	0.1	7.555	A
C-A	255	64			255				
A-B	35	9			35				
A-C	355	89			355				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	514	0.175	90	0.3	0.2	8.507	A
C-AB	37	9	535	0.068	37	0.1	0.1	7.220	A
C-A	213	53			213				
A-B	29	7			29				
A-C	297	74			297				

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10

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 - Yapton Road N		ONE HOUR	✓	452	100.000
B - Rollaston Park		ONE HOUR	✓	112	100.000
C - Yapton Road S		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	70	381
	B - Rollaston Park	37	0	75
	C - Yapton Road S	304	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	6	3
	B - Rollaston Park	3	0	3
	C - Yapton Road S	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	9.19	0.3	A	103	154
C-AB	0.19	7.96	0.2	A	91	136
C-A					279	418
A-B					65	97
A-C					350	525

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	575	0.146	83	0.0	0.2	7.314	A
C-AB	74	19	603	0.123	74	0.0	0.1	6.799	A
C-A	229	57			229				
A-B	53	13			53				
A-C	287	72			287				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	550	0.183	100	0.2	0.2	8.000	A
C-AB	89	22	585	0.152	89	0.1	0.2	7.249	A
C-A	273	68			273				
A-B	63	16			63				
A-C	343	86			343				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	515	0.239	123	0.2	0.3	9.174	A
C-AB	109	27	561	0.194	108	0.2	0.2	7.956	A
C-A	335	84			335				
A-B	78	19			78				
A-C	420	105			420				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	515	0.239	123	0.3	0.3	9.192	A
C-AB	109	27	561	0.194	109	0.2	0.2	7.963	A
C-A	335	84			335				
A-B	78	19			78				
A-C	420	105			420				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	550	0.183	101	0.3	0.2	8.022	A
C-AB	89	22	585	0.152	89	0.2	0.2	7.259	A
C-A	273	68			273				
A-B	63	16			63				
A-C	343	86			343				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	575	0.146	84	0.2	0.2	7.340	A
C-AB	74	19	603	0.123	74	0.2	0.1	6.819	A
C-A	229	57			229				
A-B	53	13			53				
A-C	287	72			287				

2021 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.93	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	Relationship type	Relationship
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19

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 - Yapton Road N		ONE HOUR	✓	455	100.000
B - Rollaston Park		ONE HOUR	✓	119	100.000
C - Yapton Road S		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	38	417
	B - Rollaston Park	64	0	56
	C - Yapton Road S	353	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	0	3
	B - Rollaston Park	5	0	15
	C - Yapton Road S	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.30	11.56	0.4	B	109	164
C-AB	0.11	8.16	0.1	A	44	67
C-A					323	485
A-B					35	53
A-C					382	574

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	504	0.178	89	0.0	0.2	8.666	A
C-AB	37	9	531	0.069	36	0.0	0.1	7.267	A
C-A	265	66			265				
A-B	29	7			29				
A-C	314	78			314				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	478	0.224	107	0.2	0.3	9.681	A
C-AB	44	11	516	0.085	44	0.1	0.1	7.620	A
C-A	317	79			317				
A-B	35	9			35				
A-C	375	94			375				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	443	0.297	131	0.3	0.4	11.523	B
C-AB	53	13	495	0.108	53	0.1	0.1	8.157	A
C-A	388	97			388				
A-B	42	11			42				
A-C	459	115			459				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	131	33	443	0.297	131	0.4	0.4	11.563	B
C-AB	53	13	495	0.108	53	0.1	0.1	8.160	A
C-A	388	97			388				
A-B	42	11			42				
A-C	459	115			459				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	478	0.224	108	0.4	0.3	9.730	A
C-AB	44	11	516	0.085	44	0.1	0.1	7.627	A
C-A	317	79			317				
A-B	35	9			35				
A-C	375	94			375				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	90	22	503	0.178	90	0.3	0.2	8.716	A
C-AB	37	9	531	0.069	37	0.1	0.1	7.278	A
C-A	265	66			265				
A-B	29	7			29				
A-C	314	78			314				

2021 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.79	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)	Run automatically	Relationship type	Relationship
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20

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 - Yapton Road N		ONE HOUR	✓	523	100.000
B - Rollaston Park		ONE HOUR	✓	112	100.000
C - Yapton Road S		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	70	452
	B - Rollaston Park	37	0	75
	C - Yapton Road S	333	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	6	3
	B - Rollaston Park	3	0	3
	C - Yapton Road S	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	9.85	0.3	A	103	154
C-AB	0.20	8.33	0.3	A	91	136
C-A					306	458
A-B					65	97
A-C					415	623

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	558	0.151	83	0.0	0.2	7.576	A
C-AB	74	19	589	0.126	74	0.0	0.1	6.981	A
C-A	251	63			251				
A-B	53	13			53				
A-C	341	85			341				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	529	0.190	100	0.2	0.2	8.386	A
C-AB	89	22	569	0.156	89	0.1	0.2	7.497	A
C-A	299	75			299				
A-B	63	16			63				
A-C	407	102			407				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	489	0.252	123	0.2	0.3	9.823	A
C-AB	109	27	541	0.201	108	0.2	0.2	8.324	A
C-A	367	92			367				
A-B	78	19			78				
A-C	498	125			498				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	123	31	489	0.252	123	0.3	0.3	9.846	A
C-AB	109	27	541	0.201	109	0.2	0.3	8.333	A
C-A	367	92			367				
A-B	78	19			78				
A-C	498	125			498				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	529	0.190	101	0.3	0.2	8.413	A
C-AB	89	22	569	0.156	89	0.3	0.2	7.511	A
C-A	299	75			299				
A-B	63	16			63				
A-C	407	102			407				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	558	0.151	84	0.2	0.2	7.609	A
C-AB	74	19	589	0.126	74	0.2	0.1	7.002	A
C-A	251	63			251				
A-B	53	13			53				
A-C	341	85			341				

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		2.08	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
D29	2031 Base	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 - Yapton Road N		ONE HOUR	✓	441	100.000
B - Rollaston Park		ONE HOUR	✓	122	100.000
C - Yapton Road S		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	39	402
	B - Rollaston Park	65	0	57
	C - Yapton Road S	288	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	0	3
	B - Rollaston Park	5	0	15
	C - Yapton Road S	3	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	11.20	0.4	B	112	168
C-AB	0.11	8.11	0.1	A	45	68
C-A					264	396
A-B					36	54
A-C					369	553

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	512	0.179	91	0.0	0.2	8.533	A
C-AB	37	9	534	0.069	37	0.0	0.1	7.234	A
C-A	217	54			217				
A-B	29	7			29				
A-C	303	76			303				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	489	0.225	109	0.2	0.3	9.488	A
C-AB	44	11	519	0.085	44	0.1	0.1	7.581	A
C-A	259	65			259				
A-B	35	9			35				
A-C	361	90			361				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	456	0.295	134	0.3	0.4	11.167	B
C-AB	54	14	498	0.109	54	0.1	0.1	8.103	A
C-A	317	79			317				
A-B	43	11			43				
A-C	443	111			443				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	456	0.295	134	0.4	0.4	11.203	B
C-AB	54	14	498	0.109	54	0.1	0.1	8.106	A
C-A	317	79			317				
A-B	43	11			43				
A-C	443	111			443				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	488	0.225	110	0.4	0.3	9.529	A
C-AB	44	11	519	0.085	44	0.1	0.1	7.585	A
C-A	259	65			259				
A-B	35	9			35				
A-C	361	90			361				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	512	0.179	92	0.3	0.2	8.581	A
C-AB	37	9	534	0.069	37	0.1	0.1	7.245	A
C-A	217	54			217				
A-B	29	7			29				
A-C	303	76			303				

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	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)	Run automatically
D30	2031 Base	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 - Yapton Road N		ONE HOUR	✓	459	100.000
B - Rollaston Park		ONE HOUR	✓	114	100.000
C - Yapton Road S		ONE HOUR	✓	408	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	72	387
	B - Rollaston Park	38	0	76
	C - Yapton Road S	308	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	6	3
	B - Rollaston Park	3	0	3
	C - Yapton Road S	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	9.28	0.3	A	104	157
C-AB	0.20	8.01	0.2	A	92	137
C-A					283	424
A-B					66	99
A-C					355	533

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	574	0.149	85	0.0	0.2	7.347	A
C-AB	75	19	602	0.125	75	0.0	0.1	6.824	A
C-A	232	58			232				
A-B	54	14			54				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	549	0.186	102	0.2	0.2	8.053	A
C-AB	90	22	584	0.154	90	0.1	0.2	7.283	A
C-A	277	69			277				
A-B	65	16			65				
A-C	348	87			348				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	513	0.244	125	0.2	0.3	9.262	A
C-AB	110	27	559	0.197	110	0.2	0.2	8.005	A
C-A	339	85			339				
A-B	79	20			79				
A-C	426	107			426				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	513	0.244	125	0.3	0.3	9.280	A
C-AB	110	27	559	0.197	110	0.2	0.2	8.013	A
C-A	339	85			339				
A-B	79	20			79				
A-C	426	107			426				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	549	0.186	103	0.3	0.2	8.073	A
C-AB	90	22	584	0.154	90	0.2	0.2	7.293	A
C-A	277	69			277				
A-B	65	16			65				
A-C	348	87			348				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	574	0.149	86	0.2	0.2	7.379	A
C-AB	75	19	602	0.125	75	0.2	0.1	6.842	A
C-A	232	58			232				
A-B	54	14			54				
A-C	291	73			291				

2031 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.97	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)	Run automatically	Relationship type	Relationship
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29+D19

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 - Yapton Road N		ONE HOUR	✓	463	100.000
B - Rollaston Park		ONE HOUR	✓	122	100.000
C - Yapton Road S		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	39	424
	B - Rollaston Park	65	0	57
	C - Yapton Road S	357	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	0	3
	B - Rollaston Park	5	0	15
	C - Yapton Road S	2	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.31	11.77	0.4	B	112	168
C-AB	0.11	8.21	0.1	A	45	68
C-A					328	491
A-B					36	54
A-C					389	584

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	502	0.183	91	0.0	0.2	8.742	A
C-AB	37	9	530	0.070	37	0.0	0.1	7.289	A
C-A	269	67			269				
A-B	29	7			29				
A-C	319	80			319				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	476	0.230	109	0.2	0.3	9.805	A
C-AB	44	11	514	0.086	44	0.1	0.1	7.654	A
C-A	321	80			321				
A-B	35	9			35				
A-C	381	95			381				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	440	0.305	134	0.3	0.4	11.730	B
C-AB	54	14	493	0.110	54	0.1	0.1	8.204	A
C-A	393	98			393				
A-B	43	11			43				
A-C	467	117			467				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	440	0.305	134	0.4	0.4	11.771	B
C-AB	54	14	493	0.110	54	0.1	0.1	8.207	A
C-A	393	98			393				
A-B	43	11			43				
A-C	467	117			467				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	27	476	0.230	110	0.4	0.3	9.853	A
C-AB	44	11	514	0.086	44	0.1	0.1	7.660	A
C-A	321	80			321				
A-B	35	9			35				
A-C	381	95			381				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	502	0.183	92	0.3	0.2	8.796	A
C-AB	37	9	530	0.070	37	0.1	0.1	7.303	A
C-A	269	67			269				
A-B	29	7			29				
A-C	319	80			319				

2031 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Yapton Road / Rollaston Park	T-Junction	Two-way		1.81	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	Relationship type	Relationship
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D30+D20

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 - Yapton Road N		ONE HOUR	✓	530	100.000
B - Rollaston Park		ONE HOUR	✓	114	100.000
C - Yapton Road S		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	72	458
	B - Rollaston Park	38	0	76
	C - Yapton Road S	337	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Yapton Road N	B - Rollaston Park	C - Yapton Road S
From	A - Yapton Road N	0	6	2
	B - Rollaston Park	3	0	3
	C - Yapton Road S	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	9.95	0.3	A	104	157
C-AB	0.20	8.39	0.3	A	92	137
C-A					309	464
A-B					66	99
A-C					420	630

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	557	0.154	85	0.0	0.2	7.614	A
C-AB	75	19	588	0.128	75	0.0	0.1	7.007	A
C-A	254	63			254				
A-B	54	14			54				
A-C	345	86			345				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	528	0.194	102	0.2	0.2	8.443	A
C-AB	90	22	567	0.158	90	0.1	0.2	7.533	A
C-A	303	76			303				
A-B	65	16			65				
A-C	412	103			412				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	487	0.257	125	0.2	0.3	9.925	A
C-AB	110	27	539	0.204	110	0.2	0.3	8.378	A
C-A	371	93			371				
A-B	79	20			79				
A-C	504	126			504				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	487	0.257	125	0.3	0.3	9.948	A
C-AB	110	27	539	0.204	110	0.3	0.3	8.387	A
C-A	371	93			371				
A-B	79	20			79				
A-C	504	126			504				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	26	528	0.194	103	0.3	0.2	8.470	A
C-AB	90	22	567	0.158	90	0.3	0.2	7.544	A
C-A	303	76			303				
A-B	65	16			65				
A-C	412	103			412				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	86	21	557	0.154	86	0.2	0.2	7.648	A
C-AB	75	19	588	0.128	75	0.2	0.1	7.025	A
C-A	254	63			254				
A-B	54	14			54				
A-C	345	86			345				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Yapton Lane - The St Mini.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady\Yapton Lane-The St Mini
Report generation date: 30/04/2019 16:49:06

»2018, AM
»2018, PM
»2021 Base, AM
»2021 Base, PM
»2021 with Development, AM
»2021 with Development, PM
»2031 Base, AM
»2031 Base , PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018							
1 - Yapton Lane North	0.4	5.87	0.28	A	1.2	9.06	0.54	A
2 - Yapton Lane South	1.6	11.09	0.62	B	0.4	5.63	0.28	A
3 - The Street	0.3	6.75	0.21	A	0.2	5.26	0.18	A
	2021 Base							
1 - Yapton Lane North	0.5	6.19	0.32	A	1.4	10.15	0.59	B
2 - Yapton Lane South	2.0	12.68	0.67	B	0.5	5.98	0.32	A
3 - The Street	0.3	7.04	0.22	A	0.2	5.45	0.19	A
	2021 with Development							
1 - Yapton Lane North	0.5	6.27	0.33	A	1.6	10.90	0.62	B
2 - Yapton Lane South	2.3	13.81	0.70	B	0.5	6.10	0.34	A
3 - The Street	0.3	7.21	0.22	A	0.2	5.50	0.19	A
	2031 Base							
1 - Yapton Lane North	0.5	6.22	0.33	A	1.5	10.33	0.60	B
2 - Yapton Lane South	2.1	13.12	0.68	B	0.5	6.01	0.33	A
3 - The Street	0.3	7.13	0.23	A	0.2	5.47	0.19	A
	2031 with Development							
1 - Yapton Lane North	0.5	6.30	0.34	A	1.7	11.10	0.63	B
2 - Yapton Lane South	2.4	14.33	0.71	B	0.5	6.14	0.34	A
3 - The Street	0.3	7.31	0.23	A	0.2	5.53	0.20	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/08/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Relationship type	Relationship
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2021	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2021	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	2024	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G3
D6	2024	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G4
D7	Com Dev	AM	ONE HOUR	07:45	09:15	15			
D8	Com Dev	PM	ONE HOUR	16:45	18:15	15			
D9	Com Dev ST	AM	ONE HOUR	07:45	09:15	15			
D10	Com Dev ST	PM	ONE HOUR	16:45	18:15	15			
D11	2021 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D3+D7
D12	2021 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D4+D8
D13	2024 + CD	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7
D14	2024 + CD	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10
D17	2024 + CD ST	AM	ONE HOUR	07:45	09:15	15		Simple	D5+D7+D9
D18	2024 + CD ST	PM	ONE HOUR	16:45	18:15	15		Simple	D6+D8+D10
D19	Dev	AM	ONE HOUR	07:45	09:15	15			
D20	Dev	PM	ONE HOUR	16:45	18:15	15			
D21	2021 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D11+D19
D22	2021 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D12+D20
D23	2024 + CD + D	AM	ONE HOUR	07:45	09:15	15		Simple	D13+D19
D24	2024 + CD + D	PM	ONE HOUR	16:45	18:15	15		Simple	D14+D20
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20
D27	2024 + CD ST + D	AM	ONE HOUR	07:45	09:15	15		Simple	D17+D19
D28	2024 + CD ST + D	PM	ONE HOUR	16:45	18:15	15		Simple	D18+D20
D29	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D30	2031 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29 +D19
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D20+D30

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2018-2021 AM		1.0103
G2	2018-2021 PM		1.0071
G3	2018-2024 AM		1.0235
G4	2018-2024 PM		1.0191

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	9.05	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Yapton Lane North	
2	Yapton Lane South	
3	The Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Yapton Lane North	2.60	2.60	5.56	5.7	12.70	12.30	0.0	
2 - Yapton Lane South	3.33	3.33	6.38	2.1	12.52	10.28	0.0	✓
3 - The Street	3.27	3.27	5.17	2.7	13.70	11.25	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yapton Lane North	0.623	985
2 - Yapton Lane South	0.514	938
3 - The Street	0.516	965

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	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 (%)
1 - Yapton Lane North		ONE HOUR	✓	214	100.000
2 - Yapton Lane South		ONE HOUR	✓	489	100.000
3 - The Street		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	179	35
	2 - Yapton Lane South	403	0	86
	3 - The Street	58	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	11	6
	2 - Yapton Lane South	6	0	7
	3 - The Street	5	8	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)
1 - Yapton Lane North	0.28	5.87	0.4	A	196	295
2 - Yapton Lane South	0.62	11.09	1.6	B	449	673
3 - The Street	0.21	6.75	0.3	A	118	178

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
1 - Yapton Lane North	161	40	53	864	0.186	160	344	0.0	0.2	5.106	A
2 - Yapton Lane South	368	92	26	869	0.424	365	187	0.0	0.7	7.108	A
3 - The Street	97	24	301	748	0.130	97	90	0.0	0.1	5.519	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
1 - Yapton Lane North	192	48	64	858	0.224	192	413	0.2	0.3	5.407	A
2 - Yapton Lane South	440	110	31	866	0.507	438	224	0.7	1.0	8.390	A
3 - The Street	116	29	361	717	0.162	116	109	0.1	0.2	5.982	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
1 - Yapton Lane North	236	59	78	849	0.278	235	505	0.3	0.4	5.861	A
2 - Yapton Lane South	538	135	38	863	0.624	536	275	1.0	1.6	10.938	B
3 - The Street	142	36	442	676	0.210	142	133	0.2	0.3	6.732	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
1 - Yapton Lane North	236	59	78	849	0.278	236	507	0.4	0.4	5.869	A
2 - Yapton Lane South	538	135	39	863	0.624	538	275	1.6	1.6	11.091	B
3 - The Street	142	36	444	675	0.210	142	133	0.3	0.3	6.750	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
1 - Yapton Lane North	192	48	64	858	0.224	193	416	0.4	0.3	5.418	A
2 - Yapton Lane South	440	110	32	866	0.507	442	225	1.6	1.0	8.530	A
3 - The Street	116	29	364	716	0.162	116	109	0.3	0.2	6.005	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
1 - Yapton Lane North	161	40	54	864	0.186	161	348	0.3	0.2	5.126	A
2 - Yapton Lane South	368	92	26	869	0.424	369	189	1.0	0.7	7.226	A
3 - The Street	97	24	304	747	0.130	97	91	0.2	0.2	5.548	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	7.44	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	2018	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 (%)
1 - Yapton Lane North		ONE HOUR	✓	423	100.000
2 - Yapton Lane South		ONE HOUR	✓	226	100.000
3 - The Street		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	1	382	40
	2 - Yapton Lane South	166	1	59
	3 - The Street	38	99	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	7	0
	2 - Yapton Lane South	4	0	0
	3 - The Street	3	4	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)
1 - Yapton Lane North	0.54	9.06	1.2	A	388	582
2 - Yapton Lane South	0.28	5.63	0.4	A	207	311
3 - The Street	0.18	5.26	0.2	A	126	189

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
1 - Yapton Lane North	318	80	75	884	0.360	316	153	0.0	0.6	6.314	A
2 - Yapton Lane South	170	43	31	895	0.190	169	360	0.0	0.2	4.955	A
3 - The Street	103	26	126	866	0.119	103	74	0.0	0.1	4.712	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
1 - Yapton Lane North	380	95	90	875	0.435	379	184	0.6	0.8	7.251	A
2 - Yapton Lane South	203	51	37	892	0.228	203	432	0.2	0.3	5.225	A
3 - The Street	123	31	151	853	0.144	123	89	0.1	0.2	4.931	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
1 - Yapton Lane North	466	116	110	863	0.540	464	225	0.8	1.1	8.995	A
2 - Yapton Lane South	249	62	45	888	0.280	248	529	0.3	0.4	5.628	A
3 - The Street	151	38	185	836	0.181	151	109	0.2	0.2	5.254	A

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
1 - Yapton Lane North	466	116	110	863	0.540	466	226	1.1	1.2	9.064	A
2 - Yapton Lane South	249	62	45	888	0.280	249	531	0.4	0.4	5.635	A
3 - The Street	151	38	185	835	0.181	151	109	0.2	0.2	5.257	A

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
1 - Yapton Lane North	380	95	90	875	0.435	382	185	1.2	0.8	7.321	A
2 - Yapton Lane South	203	51	37	892	0.228	204	435	0.4	0.3	5.234	A
3 - The Street	123	31	151	853	0.144	123	89	0.2	0.2	4.935	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
1 - Yapton Lane North	318	80	75	884	0.360	319	155	0.8	0.6	6.384	A
2 - Yapton Lane South	170	43	31	895	0.190	170	364	0.3	0.2	4.973	A
3 - The Street	103	26	127	866	0.119	103	75	0.2	0.1	4.724	A

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	10.04	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D15	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D7+D9

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	252	100.000
2 - Yapton Lane South		ONE HOUR	✓	527	100.000
3 - The Street		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	213	39
	2 - Yapton Lane South	440	0	87
	3 - The Street	60	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	9	5
	2 - Yapton Lane South	6	0	7
	3 - The Street	5	8	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)
1 - Yapton Lane North	0.32	6.19	0.5	A	231	347
2 - Yapton Lane South	0.67	12.68	2.0	B	484	725
3 - The Street	0.22	7.04	0.3	A	121	181

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
1 - Yapton Lane North	190	47	54	875	0.217	189	373	0.0	0.3	5.236	A
2 - Yapton Lane South	397	99	29	871	0.456	393	213	0.0	0.8	7.495	A
3 - The Street	99	25	329	735	0.134	98	94	0.0	0.2	5.647	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
1 - Yapton Lane North	227	57	64	868	0.261	226	448	0.3	0.4	5.604	A
2 - Yapton Lane South	474	118	35	868	0.546	472	255	0.8	1.2	9.074	A
3 - The Street	118	30	395	702	0.168	118	113	0.2	0.2	6.165	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
1 - Yapton Lane North	278	69	79	859	0.323	277	547	0.4	0.5	6.177	A
2 - Yapton Lane South	580	145	43	864	0.672	577	313	1.2	2.0	12.426	B
3 - The Street	145	36	482	657	0.220	144	138	0.2	0.3	7.015	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
1 - Yapton Lane North	278	69	79	859	0.323	278	550	0.5	0.5	6.188	A
2 - Yapton Lane South	580	145	43	864	0.672	580	313	2.0	2.0	12.683	B
3 - The Street	145	36	484	656	0.220	145	139	0.3	0.3	7.041	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
1 - Yapton Lane North	227	57	65	868	0.261	227	452	0.5	0.4	5.621	A
2 - Yapton Lane South	474	118	35	868	0.546	477	256	2.0	1.2	9.288	A
3 - The Street	118	30	398	700	0.169	118	114	0.3	0.2	6.197	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
1 - Yapton Lane North	190	47	54	875	0.217	190	378	0.4	0.3	5.259	A
2 - Yapton Lane South	397	99	30	871	0.456	398	215	1.2	0.9	7.647	A
3 - The Street	99	25	333	733	0.135	99	95	0.2	0.2	5.678	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	8.15	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D16	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D8+D10

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	465	100.000
2 - Yapton Lane South		ONE HOUR	✓	262	100.000
3 - The Street		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	1	422	42
	2 - Yapton Lane South	201	1	59
	3 - The Street	42	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	6	0
	2 - Yapton Lane South	4	0	0
	3 - The Street	2	4	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)
1 - Yapton Lane North	0.59	10.15	1.4	B	427	640
2 - Yapton Lane South	0.32	5.98	0.5	A	240	360
3 - The Street	0.19	5.45	0.2	A	130	195

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
1 - Yapton Lane North	350	88	75	888	0.394	348	183	0.0	0.6	6.630	A
2 - Yapton Lane South	197	49	32	897	0.219	196	391	0.0	0.3	5.122	A
3 - The Street	107	27	152	854	0.125	106	76	0.0	0.1	4.813	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
1 - Yapton Lane North	418	105	90	879	0.476	417	219	0.6	0.9	7.778	A
2 - Yapton Lane South	235	59	39	894	0.263	235	469	0.3	0.4	5.457	A
3 - The Street	128	32	182	838	0.152	127	91	0.1	0.2	5.063	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
1 - Yapton Lane North	512	128	111	866	0.591	510	269	0.9	1.4	10.040	B
2 - Yapton Lane South	288	72	47	890	0.324	288	573	0.4	0.5	5.971	A
3 - The Street	156	39	223	817	0.191	156	112	0.2	0.2	5.444	A

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
1 - Yapton Lane North	512	128	111	866	0.591	512	269	1.4	1.4	10.152	B
2 - Yapton Lane South	288	72	48	890	0.324	288	575	0.5	0.5	5.981	A
3 - The Street	156	39	224	817	0.191	156	112	0.2	0.2	5.448	A

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
1 - Yapton Lane North	418	105	91	879	0.476	420	220	1.4	0.9	7.883	A
2 - Yapton Lane South	235	59	39	894	0.263	236	472	0.5	0.4	5.472	A
3 - The Street	128	32	183	838	0.152	128	92	0.2	0.2	5.072	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
1 - Yapton Lane North	350	88	76	888	0.394	351	184	0.9	0.7	6.720	A
2 - Yapton Lane South	197	49	33	897	0.219	197	394	0.4	0.3	5.144	A
3 - The Street	107	27	153	853	0.125	107	77	0.2	0.1	4.824	A

2021 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	10.76	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D25	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D19

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	261	100.000
2 - Yapton Lane South		ONE HOUR	✓	550	100.000
3 - The Street		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	222	39
	2 - Yapton Lane South	463	0	87
	3 - The Street	60	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	9	5
	2 - Yapton Lane South	5	0	7
	3 - The Street	5	8	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)
1 - Yapton Lane North	0.33	6.27	0.5	A	240	360
2 - Yapton Lane South	0.70	13.81	2.3	B	505	757
3 - The Street	0.22	7.21	0.3	A	121	181

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
1 - Yapton Lane North	197	49	54	878	0.224	196	390	0.0	0.3	5.270	A
2 - Yapton Lane South	414	104	29	873	0.475	411	220	0.0	0.9	7.733	A
3 - The Street	99	25	346	727	0.136	98	94	0.0	0.2	5.719	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
1 - Yapton Lane North	235	59	64	871	0.270	235	469	0.3	0.4	5.655	A
2 - Yapton Lane South	494	124	35	870	0.569	493	264	0.9	1.3	9.512	A
3 - The Street	118	30	415	692	0.171	118	113	0.2	0.2	6.271	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
1 - Yapton Lane North	288	72	79	862	0.334	287	572	0.4	0.5	6.259	A
2 - Yapton Lane South	606	151	43	866	0.700	602	323	1.3	2.2	13.455	B
3 - The Street	145	36	507	645	0.224	144	138	0.2	0.3	7.183	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
1 - Yapton Lane North	288	72	79	862	0.334	288	575	0.5	0.5	6.269	A
2 - Yapton Lane South	606	151	43	866	0.700	605	323	2.2	2.3	13.806	B
3 - The Street	145	36	510	644	0.225	145	139	0.3	0.3	7.213	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
1 - Yapton Lane North	235	59	65	871	0.270	235	473	0.5	0.4	5.670	A
2 - Yapton Lane South	494	124	35	870	0.569	498	265	2.3	1.3	9.786	A
3 - The Street	118	30	419	689	0.171	118	114	0.3	0.2	6.306	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
1 - Yapton Lane North	197	49	54	877	0.224	197	395	0.4	0.3	5.296	A
2 - Yapton Lane South	414	104	30	873	0.475	416	221	1.3	0.9	7.913	A
3 - The Street	99	25	350	725	0.136	99	95	0.2	0.2	5.757	A

2021 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	8.63	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D26	2021 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D16+D20

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	489	100.000
2 - Yapton Lane South		ONE HOUR	✓	274	100.000
3 - The Street		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	1	446	42
	2 - Yapton Lane South	213	1	59
	3 - The Street	42	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	6	0
	2 - Yapton Lane South	3	0	0
	3 - The Street	2	4	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)
1 - Yapton Lane North	0.62	10.90	1.6	B	449	673
2 - Yapton Lane South	0.34	6.10	0.5	A	251	377
3 - The Street	0.19	5.50	0.2	A	130	195

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
1 - Yapton Lane North	368	92	75	890	0.413	365	192	0.0	0.7	6.823	A
2 - Yapton Lane South	206	51	32	898	0.229	205	408	0.0	0.3	5.181	A
3 - The Street	107	27	161	849	0.126	106	76	0.0	0.1	4.842	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
1 - Yapton Lane North	440	110	90	881	0.499	438	230	0.7	1.0	8.112	A
2 - Yapton Lane South	246	61	39	895	0.275	246	490	0.3	0.4	5.539	A
3 - The Street	128	32	193	833	0.153	127	91	0.1	0.2	5.102	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
1 - Yapton Lane North	538	135	111	869	0.620	536	282	1.0	1.6	10.745	B
2 - Yapton Lane South	301	75	47	891	0.338	301	599	0.4	0.5	6.094	A
3 - The Street	156	39	237	811	0.193	156	112	0.2	0.2	5.499	A

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
1 - Yapton Lane North	538	135	111	868	0.620	538	282	1.6	1.6	10.895	B
2 - Yapton Lane South	301	75	48	891	0.338	301	602	0.5	0.5	6.105	A
3 - The Street	156	39	237	810	0.193	156	112	0.2	0.2	5.503	A

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
1 - Yapton Lane North	440	110	91	881	0.499	442	231	1.6	1.0	8.245	A
2 - Yapton Lane South	246	61	39	895	0.275	246	494	0.5	0.4	5.556	A
3 - The Street	128	32	194	833	0.153	128	92	0.2	0.2	5.109	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
1 - Yapton Lane North	368	92	76	890	0.414	369	193	1.0	0.7	6.931	A
2 - Yapton Lane South	206	51	33	898	0.229	206	413	0.4	0.3	5.204	A
3 - The Street	107	27	162	849	0.126	107	77	0.2	0.1	4.853	A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	10.32	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D29	2031 Base	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 (%)
1 - Yapton Lane North		ONE HOUR	✓	256	100.000
2 - Yapton Lane South		ONE HOUR	✓	537	100.000
3 - The Street		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	216	40
	2 - Yapton Lane South	448	0	89
	3 - The Street	61	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	9	5
	2 - Yapton Lane South	5	0	7
	3 - The Street	5	8	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)
1 - Yapton Lane North	0.33	6.22	0.5	A	235	352
2 - Yapton Lane South	0.68	13.12	2.1	B	493	739
3 - The Street	0.23	7.13	0.3	A	123	184

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
1 - Yapton Lane North	193	48	55	877	0.220	192	380	0.0	0.3	5.246	A
2 - Yapton Lane South	404	101	30	872	0.463	401	216	0.0	0.9	7.584	A
3 - The Street	101	25	334	733	0.138	100	96	0.0	0.2	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
1 - Yapton Lane North	230	58	66	870	0.265	230	456	0.3	0.4	5.622	A
2 - Yapton Lane South	483	121	36	869	0.555	481	259	0.9	1.2	9.242	A
3 - The Street	120	30	402	699	0.172	120	116	0.2	0.2	6.223	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
1 - Yapton Lane North	282	70	80	861	0.327	281	557	0.4	0.5	6.209	A
2 - Yapton Lane South	591	148	44	865	0.683	588	318	1.2	2.1	12.824	B
3 - The Street	148	37	490	653	0.226	147	141	0.2	0.3	7.106	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
1 - Yapton Lane North	282	70	80	861	0.328	282	560	0.5	0.5	6.220	A
2 - Yapton Lane South	591	148	44	865	0.683	591	318	2.1	2.1	13.116	B
3 - The Street	148	37	493	652	0.226	148	142	0.3	0.3	7.134	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
1 - Yapton Lane North	230	58	66	870	0.265	231	461	0.5	0.4	5.639	A
2 - Yapton Lane South	483	121	36	869	0.555	486	260	2.1	1.3	9.478	A
3 - The Street	120	30	406	697	0.173	121	117	0.3	0.2	6.257	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
1 - Yapton Lane North	193	48	55	876	0.220	193	385	0.4	0.3	5.272	A
2 - Yapton Lane South	404	101	30	872	0.464	406	218	1.3	0.9	7.748	A
3 - The Street	101	25	339	731	0.138	101	97	0.2	0.2	5.719	A

2031 Base , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	8.26	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D30	2031 Base	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 (%)
1 - Yapton Lane North		ONE HOUR	✓	472	100.000
2 - Yapton Lane South		ONE HOUR	✓	265	100.000
3 - The Street		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	1	428	43
	2 - Yapton Lane South	204	1	60
	3 - The Street	43	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	6	0
	2 - Yapton Lane South	3	0	0
	3 - The Street	2	4	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)
1 - Yapton Lane North	0.60	10.33	1.5	B	433	649
2 - Yapton Lane South	0.33	6.01	0.5	A	243	365
3 - The Street	0.19	5.47	0.2	A	132	198

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
1 - Yapton Lane North	355	89	76	890	0.399	353	185	0.0	0.7	6.668	A
2 - Yapton Lane South	200	50	33	898	0.222	198	396	0.0	0.3	5.134	A
3 - The Street	108	27	154	853	0.127	108	77	0.0	0.1	4.827	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
1 - Yapton Lane North	424	106	92	881	0.482	423	222	0.7	0.9	7.851	A
2 - Yapton Lane South	238	60	39	895	0.266	238	475	0.3	0.4	5.476	A
3 - The Street	129	32	185	837	0.154	129	92	0.1	0.2	5.082	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
1 - Yapton Lane North	519	130	112	868	0.599	517	272	0.9	1.5	10.204	B
2 - Yapton Lane South	292	73	48	891	0.328	291	581	0.4	0.5	6.001	A
3 - The Street	158	40	226	816	0.194	158	113	0.2	0.2	5.471	A

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
1 - Yapton Lane North	519	130	112	868	0.599	519	273	1.5	1.5	10.326	B
2 - Yapton Lane South	292	73	48	891	0.328	292	583	0.5	0.5	6.011	A
3 - The Street	158	40	227	816	0.194	158	113	0.2	0.2	5.475	A

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
1 - Yapton Lane North	424	106	92	880	0.482	426	223	1.5	0.9	7.964	A
2 - Yapton Lane South	238	60	40	895	0.266	239	478	0.5	0.4	5.492	A
3 - The Street	129	32	186	837	0.154	129	93	0.2	0.2	5.090	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
1 - Yapton Lane North	355	89	77	890	0.399	356	187	0.9	0.7	6.765	A
2 - Yapton Lane South	200	50	33	898	0.222	200	400	0.4	0.3	5.156	A
3 - The Street	108	27	155	852	0.127	108	78	0.2	0.1	4.839	A

2031 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	11.09	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D31	2031 with Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D29 +D19

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	265	100.000
2 - Yapton Lane South		ONE HOUR	✓	560	100.000
3 - The Street		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	225	40
	2 - Yapton Lane South	471	0	89
	3 - The Street	61	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	8	5
	2 - Yapton Lane South	5	0	7
	3 - The Street	5	8	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)
1 - Yapton Lane North	0.34	6.30	0.5	A	243	365
2 - Yapton Lane South	0.71	14.33	2.4	B	514	771
3 - The Street	0.23	7.31	0.3	A	123	184

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
1 - Yapton Lane North	200	50	55	879	0.227	198	397	0.0	0.3	5.281	A
2 - Yapton Lane South	422	105	30	874	0.482	418	223	0.0	0.9	7.829	A
3 - The Street	101	25	352	725	0.139	100	96	0.0	0.2	5.760	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
1 - Yapton Lane North	238	60	66	872	0.273	238	477	0.3	0.4	5.674	A
2 - Yapton Lane South	503	126	36	871	0.578	502	268	0.9	1.3	9.699	A
3 - The Street	120	30	422	689	0.175	120	116	0.2	0.2	6.331	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
1 - Yapton Lane North	292	73	80	863	0.338	291	582	0.4	0.5	6.292	A
2 - Yapton Lane South	617	154	44	867	0.711	613	327	1.3	2.3	13.921	B
3 - The Street	148	37	515	642	0.230	147	141	0.2	0.3	7.278	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
1 - Yapton Lane North	292	73	80	863	0.338	292	586	0.5	0.5	6.303	A
2 - Yapton Lane South	617	154	44	867	0.711	616	328	2.3	2.4	14.328	B
3 - The Street	148	37	518	640	0.231	148	142	0.3	0.3	7.311	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
1 - Yapton Lane North	238	60	66	872	0.273	239	482	0.5	0.4	5.689	A
2 - Yapton Lane South	503	126	36	871	0.578	507	269	2.4	1.4	10.006	B
3 - The Street	120	30	427	686	0.176	121	117	0.3	0.2	6.370	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
1 - Yapton Lane North	200	50	55	879	0.227	200	402	0.4	0.3	5.305	A
2 - Yapton Lane South	422	105	30	874	0.482	423	225	1.4	0.9	8.021	A
3 - The Street	101	25	356	722	0.140	101	97	0.2	0.2	5.797	A

2031 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D11 - 2021 + CD, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Yapton Road The St	Mini-roundabout		1, 2, 3	8.75	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Relationship type	Relationship
D32	2031 with Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D20+D30

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 (%)
1 - Yapton Lane North		ONE HOUR	✓	496	100.000
2 - Yapton Lane South		ONE HOUR	✓	277	100.000
3 - The Street		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	1	452	43
	2 - Yapton Lane South	216	1	60
	3 - The Street	43	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Yapton Lane North	2 - Yapton Lane South	3 - The Street
From	1 - Yapton Lane North	0	5	0
	2 - Yapton Lane South	3	0	0
	3 - The Street	2	4	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)
1 - Yapton Lane North	0.63	11.10	1.7	B	455	682
2 - Yapton Lane South	0.34	6.14	0.5	A	254	381
3 - The Street	0.20	5.53	0.2	A	132	198

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
1 - Yapton Lane North	373	93	76	892	0.418	370	194	0.0	0.7	6.865	A
2 - Yapton Lane South	209	52	33	899	0.232	207	414	0.0	0.3	5.194	A
3 - The Street	108	27	163	848	0.127	108	77	0.0	0.1	4.859	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
1 - Yapton Lane North	446	111	92	883	0.505	445	233	0.7	1.0	8.195	A
2 - Yapton Lane South	249	62	39	896	0.278	249	497	0.3	0.4	5.559	A
3 - The Street	129	32	196	832	0.155	129	92	0.1	0.2	5.121	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
1 - Yapton Lane North	546	136	112	870	0.627	543	285	1.0	1.6	10.936	B
2 - Yapton Lane South	305	76	48	892	0.342	305	607	0.4	0.5	6.126	A
3 - The Street	158	40	240	809	0.195	158	113	0.2	0.2	5.526	A

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
1 - Yapton Lane North	546	136	112	870	0.628	546	286	1.6	1.7	11.098	B
2 - Yapton Lane South	305	76	48	892	0.342	305	610	0.5	0.5	6.137	A
3 - The Street	158	40	240	809	0.195	158	113	0.2	0.2	5.530	A

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
1 - Yapton Lane North	446	111	92	882	0.505	448	234	1.7	1.0	8.337	A
2 - Yapton Lane South	249	62	40	896	0.278	250	500	0.5	0.4	5.574	A
3 - The Street	129	32	196	831	0.155	129	93	0.2	0.2	5.131	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
1 - Yapton Lane North	373	93	77	892	0.419	374	196	1.0	0.7	6.979	A
2 - Yapton Lane South	209	52	33	899	0.232	209	418	0.4	0.3	5.217	A
3 - The Street	108	27	164	848	0.128	108	78	0.2	0.1	4.868	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
© Copyright TRL Limited, 2018

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.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: Oyster Catcher Roundabout Scheme.j9
Path: T:\Projects\13000 Series\13091ITB Ford Airfield\Tech\Junction Assessments\Arcady
Report generation date: 02/05/2019 11:56:30

»2021 with Development, AM
»2021 with Development, PM
»2031 with Development, AM
»2031 with Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2021 with Development							
1 - Yapton Road N	1.0	8.74	0.49	A	1.8	12.41	0.64	B
2 - A259 East	1.0	3.70	0.51	A	3.8	8.41	0.79	A
3 - Climping Street	0.0	5.14	0.04	A	0.1	8.63	0.08	A
4 - A259 West	1.1	3.96	0.52	A	1.2	4.29	0.54	A
	2031 with Development							
1 - Yapton Road N	1.0	9.01	0.51	A	1.9	13.06	0.66	B
2 - A259 East	1.1	3.77	0.52	A	4.1	8.93	0.81	A
3 - Climping Street	0.0	5.22	0.05	A	0.1	8.93	0.09	A
4 - A259 West	1.1	4.05	0.53	A	1.2	4.38	0.55	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 number	
Date	21/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
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

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)
D3	2021 with Development	AM	ONE HOUR	07:45	09:15	15
D4	2021 with Development	PM	ONE HOUR	16:45	18:15	15
D5	2031 with Development	AM	ONE HOUR	07:45	09:15	15
D6	2031 with Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oyster Catcher Roundabout	Standard Roundabout		1, 2, 3, 4	4.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Yapton Road N	
2	A259 East	
3	Climping Street	
4	A259 West	

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
1 - Yapton Road N	3.20	5.00	13.0	40.0	60.0	53.0	
2 - A259 East	5.40	8.00	15.0	34.0	60.0	33.0	
3 - Climping Street	2.90	5.00	15.0	40.0	60.0	50.0	
4 - A259 West	5.90	8.00	15.0	30.0	60.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Yapton Road N	0.469	1273
2 - A259 East	0.640	2164
3 - Climping Street	0.469	1259
4 - A259 West	0.625	2148

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2021 with Development	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 (%)
1 - Yapton Road N		✓	366	100.000
2 - A259 East		✓	921	100.000
3 - Climping Street		✓	28	100.000
4 - A259 West		✓	886	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	299	2	65
	2 - A259 East	237	0	19	665
	3 - Climping Street	0	14	0	14
	4 - A259 West	132	735	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	6	0	2
	2 - A259 East	3	0	0	7
	3 - Climping Street	0	0	0	0
	4 - A259 West	3	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Road N	0.49	8.74	1.0	A
2 - A259 East	0.51	3.70	1.0	A
3 - Climping Street	0.04	5.14	0.0	A
4 - A259 West	0.52	3.96	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	276	576	941	0.293	274	0.4	5.387	A
2 - A259 East	693	64	2005	0.346	691	0.5	2.735	A
3 - Climping Street	21	726	899	0.023	21	0.0	4.098	A
4 - A259 West	667	188	1937	0.344	665	0.5	2.824	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	329	690	888	0.371	328	0.6	6.428	A
2 - A259 East	828	77	1997	0.415	827	0.7	3.075	A
3 - Climping Street	25	868	829	0.030	25	0.0	4.480	A
4 - A259 West	796	225	1915	0.416	796	0.7	3.216	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	403	844	816	0.494	401	1.0	8.662	A
2 - A259 East	1014	94	1987	0.510	1013	1.0	3.691	A
3 - Climping Street	31	1063	732	0.042	31	0.0	5.132	A
4 - A259 West	976	276	1884	0.518	974	1.1	3.951	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	403	846	815	0.494	403	1.0	8.735	A
2 - A259 East	1014	95	1987	0.510	1014	1.0	3.700	A
3 - Climping Street	31	1065	731	0.042	31	0.0	5.138	A
4 - A259 West	976	276	1883	0.518	975	1.1	3.965	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	329	692	887	0.371	331	0.6	6.488	A
2 - A259 East	828	78	1997	0.415	829	0.7	3.085	A
3 - Climping Street	25	871	827	0.030	25	0.0	4.489	A
4 - A259 West	796	226	1914	0.416	798	0.7	3.228	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	276	579	939	0.293	276	0.4	5.434	A
2 - A259 East	693	65	2005	0.346	694	0.5	2.747	A
3 - Climping Street	21	729	898	0.023	21	0.0	4.107	A
4 - A259 West	667	189	1937	0.344	668	0.5	2.837	A

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oyster Catcher Roundabout	Standard Roundabout		1, 2, 3, 4	7.79	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)
D4	2021 with Development	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 (%)
1 - Yapton Road N		✓	471	100.000
2 - A259 East		✓	1501	100.000
3 - Climping Street		✓	32	100.000
4 - A259 West		✓	893	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	413	2	56
	2 - A259 East	373	0	19	1109
	3 - Climping Street	0	16	0	16
	4 - A259 West	93	781	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	3	0	11
	2 - A259 East	2	0	0	1
	3 - Climping Street	0	0	0	0
	4 - A259 West	2	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Road N	0.64	12.41	1.8	B
2 - A259 East	0.79	8.41	3.8	A
3 - Climping Street	0.08	8.63	0.1	A
4 - A259 West	0.54	4.29	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	355	612	941	0.377	352	0.6	6.092	A
2 - A259 East	1130	58	2098	0.539	1125	1.2	3.683	A
3 - Climping Street	24	1153	710	0.034	24	0.0	5.248	A
4 - A259 West	672	292	1908	0.352	670	0.5	2.904	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	423	733	885	0.479	422	0.9	7.759	A
2 - A259 East	1349	69	2090	0.646	1347	1.8	4.826	A
3 - Climping Street	29	1380	602	0.048	29	0.0	6.284	A
4 - A259 West	803	349	1872	0.429	802	0.7	3.363	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	519	897	809	0.641	515	1.7	12.129	B
2 - A259 East	1653	84	2080	0.795	1645	3.7	8.137	A
3 - Climping Street	35	1685	456	0.077	35	0.1	8.549	A
4 - A259 West	983	426	1824	0.539	982	1.2	4.263	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	519	898	808	0.642	518	1.8	12.414	B
2 - A259 East	1653	85	2079	0.795	1652	3.8	8.410	A
3 - Climping Street	35	1693	452	0.078	35	0.1	8.629	A
4 - A259 West	983	428	1823	0.539	983	1.2	4.286	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	423	735	884	0.479	427	0.9	7.930	A
2 - A259 East	1349	70	2090	0.646	1357	1.8	4.965	A
3 - Climping Street	29	1391	596	0.048	29	0.1	6.343	A
4 - A259 West	803	352	1870	0.429	804	0.8	3.381	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	355	615	939	0.377	356	0.6	6.181	A
2 - A259 East	1130	58	2098	0.539	1133	1.2	3.743	A
3 - Climping Street	24	1161	706	0.034	24	0.0	5.281	A
4 - A259 West	672	294	1906	0.353	673	0.5	2.920	A

2031 with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oyster Catcher Roundabout	Standard Roundabout		1, 2, 3, 4	4.77	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)
D5	2031 with Development	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 (%)
1 - Yapton Road N		✓	371	100.000
2 - A259 East		✓	937	100.000
3 - Climping Street		✓	30	100.000
4 - A259 West		✓	901	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	303	2	66
	2 - A259 East	241	0	19	677
	3 - Climping Street	0	15	0	15
	4 - A259 West	134	748	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	6	0	2
	2 - A259 East	3	0	0	7
	3 - Climping Street	0	0	0	0
	4 - A259 West	3	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Road N	0.51	9.01	1.0	A
2 - A259 East	0.52	3.77	1.1	A
3 - Climping Street	0.05	5.22	0.0	A
4 - A259 West	0.53	4.05	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	279	587	936	0.299	278	0.4	5.458	A
2 - A259 East	705	65	2005	0.352	703	0.5	2.761	A
3 - Climping Street	23	738	893	0.025	22	0.0	4.135	A
4 - A259 West	678	192	1935	0.351	676	0.5	2.855	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	334	702	882	0.378	333	0.6	6.549	A
2 - A259 East	842	78	1997	0.422	842	0.7	3.115	A
3 - Climping Street	27	884	821	0.033	27	0.0	4.533	A
4 - A259 West	810	230	1912	0.424	809	0.7	3.263	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	408	860	808	0.505	407	1.0	8.929	A
2 - A259 East	1032	95	1986	0.519	1030	1.1	3.762	A
3 - Climping Street	33	1082	723	0.046	33	0.0	5.217	A
4 - A259 West	992	281	1880	0.528	991	1.1	4.040	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	408	861	808	0.506	408	1.0	9.011	A
2 - A259 East	1032	96	1986	0.520	1032	1.1	3.772	A
3 - Climping Street	33	1083	722	0.046	33	0.0	5.223	A
4 - A259 West	992	282	1880	0.528	992	1.1	4.054	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	334	704	881	0.379	335	0.6	6.614	A
2 - A259 East	842	79	1996	0.422	844	0.7	3.126	A
3 - Climping Street	27	886	820	0.033	27	0.0	4.540	A
4 - A259 West	810	231	1911	0.424	811	0.7	3.278	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	279	589	934	0.299	280	0.4	5.509	A
2 - A259 East	705	66	2004	0.352	706	0.5	2.776	A
3 - Climping Street	23	742	891	0.025	23	0.0	4.143	A
4 - A259 West	678	193	1935	0.351	679	0.5	2.870	A

2031 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oyster Catcher Roundabout	Standard Roundabout		1, 2, 3, 4	8.20	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 with Development	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 (%)
1 - Yapton Road N		✓	478	100.000
2 - A259 East		✓	1523	100.000
3 - Climping Street		✓	34	100.000
4 - A259 West		✓	906	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	419	2	57
	2 - A259 East	377	0	19	1127
	3 - Climping Street	0	17	0	17
	4 - A259 West	94	793	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Yapton Road N	2 - A259 East	3 - Climping Street	4 - A259 West
From	1 - Yapton Road N	0	3	0	11
	2 - A259 East	2	0	0	1
	3 - Climping Street	0	0	0	0
	4 - A259 West	2	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Yapton Road N	0.66	13.06	1.9	B
2 - A259 East	0.81	8.93	4.1	A
3 - Climping Street	0.09	8.93	0.1	A
4 - A259 West	0.55	4.38	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	360	622	936	0.384	357	0.6	6.194	A
2 - A259 East	1147	58	2098	0.547	1142	1.2	3.749	A
3 - Climping Street	26	1170	701	0.036	25	0.0	5.323	A
4 - A259 West	682	295	1905	0.358	680	0.6	2.933	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	430	744	879	0.489	428	0.9	7.958	A
2 - A259 East	1369	70	2090	0.655	1366	1.9	4.959	A
3 - Climping Street	31	1400	592	0.052	30	0.1	6.414	A
4 - A259 West	814	353	1869	0.436	814	0.8	3.406	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	526	911	802	0.656	523	1.8	12.718	B
2 - A259 East	1677	85	2079	0.807	1668	4.0	8.593	A
3 - Climping Street	37	1710	444	0.084	37	0.1	8.841	A
4 - A259 West	998	432	1821	0.548	996	1.2	4.354	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	526	913	801	0.657	526	1.9	13.057	B
2 - A259 East	1677	86	2079	0.807	1676	4.1	8.925	A
3 - Climping Street	37	1718	440	0.085	37	0.1	8.934	A
4 - A259 West	998	434	1820	0.548	997	1.2	4.378	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	430	747	878	0.489	433	1.0	8.152	A
2 - A259 East	1369	71	2089	0.655	1378	1.9	5.120	A
3 - Climping Street	31	1412	586	0.052	31	0.1	6.484	A
4 - A259 West	814	356	1868	0.436	816	0.8	3.431	A

18:00 - 18:15

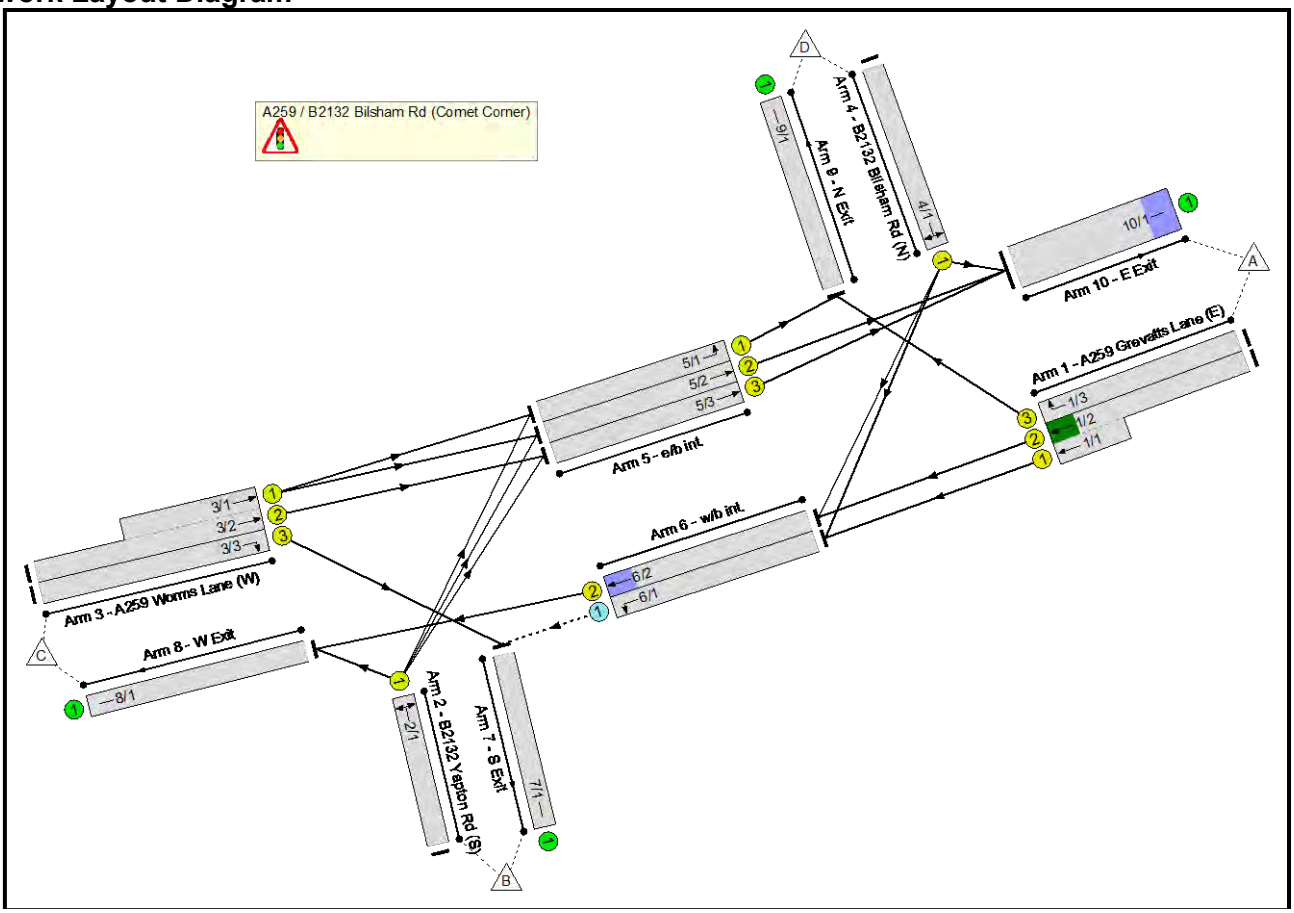
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Yapton Road N	360	625	935	0.385	361	0.6	6.289	A
2 - A259 East	1147	59	2097	0.547	1149	1.2	3.809	A
3 - Climping Street	26	1178	698	0.037	26	0.0	5.359	A
4 - A259 West	682	297	1904	0.358	683	0.6	2.951	A

Full Input Data And Results

User and Project Details

Project:	**ITB13091 Ford**
Title:	**A259 / B2132 Bilsham Rd (Comet Corner) proposed signals**
Location:	
Additional detail:	
File name:	A259_B2132 Bilsham Rd Stagger signals v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Give-Way Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
6/1 (w/b int.)	7/1 (Left)	648	0	3/3	0.41	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A259 / B2132 Bilsham Rd (Comet Corner)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A259 Grevatts Lane (E))	U	D	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
1/2 (A259 Grevatts Lane (E))	U	D	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	Inf
1/3 (A259 Grevatts Lane (E))	U	I	2	3	9.6	Geom	-	3.00	0.00	Y	Arm 9 Right	12.00
2/1 (B2132 Yapton Rd (S))	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
											Arm 8 Left	15.00
3/1 (A259 Worms Lane (W))	U	A	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
3/2 (A259 Worms Lane (W))	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	Inf
3/3 (A259 Worms Lane (W))	U	H	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 7 Right	12.00
4/1 (B2132 Bilsham Rd (N))	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Right	15.00
											Arm 10 Left	15.00
5/1 (e/b int.)	U	C	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 9 Left	15.00
5/2 (e/b int.)	U	B	2	3	9.6	Geom	-	3.50	0.00	Y	Arm 10 Ahead	Inf
5/3 (e/b int.)	U	B	2	3	9.6	Geom	-	3.50	0.00	N	Arm 10 Ahead	Inf
6/1 (w/b int.)	O		2	3	9.6	User	1900	-	-	-	-	-
6/2 (w/b int.)	U	E	2	3	9.6	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
7/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (E Exit)	U		2	3	60.0	User	2000	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 AM With Dev'	08:00	09:00	01:00	
2: '2021 PM With Dev'	17:00	18:00	01:00	
3: '2031 AM With Dev'	08:00	09:00	01:00	
4: '2031 PM With Dev'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2021 AM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	85	766	17	868
	B	113	0	47	83	243
	C	1037	52	0	299	1388
	D	26	54	211	0	291
	Tot.	1176	191	1024	399	2790

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (short)	85
1/2 (with short)	851(In) 766(Out)
1/3	17
2/1	243
3/1 (short)	668
3/2 (with short)	1336(In) 668(Out)
3/3	52
4/1	291
5/1	382
5/2	425
5/3	725
6/1	139
6/2	977
7/1	191
8/1	1024
9/1	399
10/1	1176

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (A259 Grevatts Lane (E))	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
1/3 (A259 Grevatts Lane (E))	3.00	0.00	Y	Arm 9 Right	12.00	100.0 %	1702	1702
2/1 (B2132 Yapton Rd (S))	3.50	0.00	Y	Arm 5 Right	15.00	80.7 %	1786	1786
				Arm 8 Left	15.00	19.3 %		
3/1 (A259 Worms Lane (W))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A259 Worms Lane (W))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (A259 Worms Lane (W))	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
4/1 (B2132 Bilsham Rd (N))	3.50	0.00	Y	Arm 6 Right	15.00	91.1 %	1786	1786
				Arm 10 Left	15.00	8.9 %		
5/1 (e/b int.)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
5/2 (e/b int.)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/3 (e/b int.)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int.)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	160	968	53	1181
	B	65	0	38	43	146
	C	1121	81	0	320	1522
	D	15	74	159	0	248
	Tot.	1201	315	1165	416	3097

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (short)	160
1/2 (with short)	1128(In) 968(Out)
1/3	53
2/1	146
3/1 (short)	720
3/2 (with short)	1441(In) 721(Out)
3/3	81
4/1	248
5/1	363
5/2	432
5/3	754
6/1	234
6/2	1127
7/1	315
8/1	1165
9/1	416
10/1	1201

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (A259 Grevatts Lane (E))	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
1/3 (A259 Grevatts Lane (E))	3.00	0.00	Y	Arm 9 Right	12.00	100.0 %	1702	1702
2/1 (B2132 Yapton Rd (S))	3.50	0.00	Y	Arm 5 Right	15.00	74.0 %	1786	1786
				Arm 8 Left	15.00	26.0 %		
3/1 (A259 Worms Lane (W))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A259 Worms Lane (W))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (A259 Worms Lane (W))	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
4/1 (B2132 Bilsham Rd (N))	3.50	0.00	Y	Arm 6 Right	15.00	94.0 %	1786	1786
				Arm 10 Left	15.00	6.0 %		
5/1 (e/b int.)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
5/2 (e/b int.)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/3 (e/b int.)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int.)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000

Full Input Data And Results

Scenario 3: '3' (FG3: '2031 AM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	86	779	17	882
	B	115	0	48	84	247
	C	1056	53	0	304	1413
	D	26	56	214	0	296
	Tot.	1197	195	1041	405	2838

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (short)	86
1/2 (with short)	865(In) 779(Out)
1/3	17
2/1	247
3/1 (short)	680
3/2 (with short)	1360(In) 680(Out)
3/3	53
4/1	296
5/1	388
5/2	433
5/3	738
6/1	142
6/2	993
7/1	195
8/1	1041
9/1	405
10/1	1197

Full Input Data And Results

Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (A259 Grevatts Lane (E))	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
1/3 (A259 Grevatts Lane (E))	3.00	0.00	Y	Arm 9 Right	12.00	100.0 %	1702	1702
2/1 (B2132 Yapton Rd (S))	3.50	0.00	Y	Arm 5 Right	15.00	80.6 %	1786	1786
				Arm 8 Left	15.00	19.4 %		
3/1 (A259 Worms Lane (W))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A259 Worms Lane (W))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (A259 Worms Lane (W))	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
4/1 (B2132 Bilsham Rd (N))	3.50	0.00	Y	Arm 6 Right	15.00	91.2 %	1786	1786
				Arm 10 Left	15.00	8.8 %		
5/1 (e/b int.)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
5/2 (e/b int.)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/3 (e/b int.)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int.)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000

Full Input Data And Results

Scenario 4: '4' (FG4: '2031 PM With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	983	54	1199
	B	67	0	39	44	150
	C	1138	82	0	324	1544
	D	15	76	160	0	251
	Tot.	1220	320	1182	422	3144

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A259 / B2132 Bilsham Rd (Comet Corner)	
1/1 (short)	162
1/2 (with short)	1145(In) 983(Out)
1/3	54
2/1	150
3/1 (short)	731
3/2 (with short)	1462(In) 731(Out)
3/3	82
4/1	251
5/1	368
5/2	440
5/3	765
6/1	238
6/2	1143
7/1	320
8/1	1182
9/1	422
10/1	1220

Full Input Data And Results

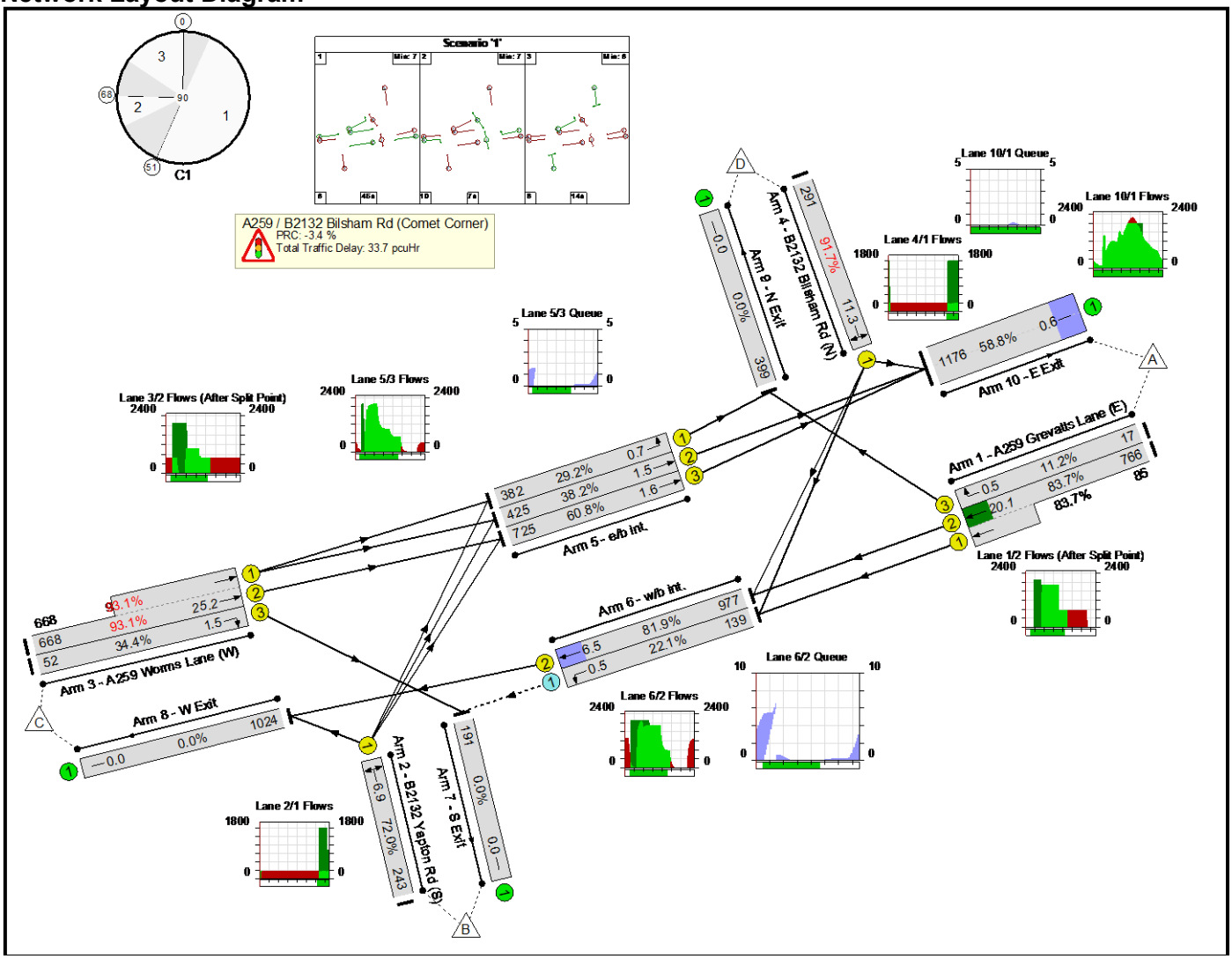
Lane Saturation Flows

Junction: A259 / B2132 Bilsham Rd (Comet Corner)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A259 Grevatts Lane (E))	3.50	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1965	1965
1/2 (A259 Grevatts Lane (E))	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
1/3 (A259 Grevatts Lane (E))	3.00	0.00	Y	Arm 9 Right	12.00	100.0 %	1702	1702
2/1 (B2132 Yapton Rd (S))	3.50	0.00	Y	Arm 5 Right	15.00	74.0 %	1786	1786
				Arm 8 Left	15.00	26.0 %		
3/1 (A259 Worms Lane (W))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
3/2 (A259 Worms Lane (W))	3.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2105	2105
3/3 (A259 Worms Lane (W))	3.00	0.00	Y	Arm 7 Right	12.00	100.0 %	1702	1702
4/1 (B2132 Bilsham Rd (N))	3.50	0.00	Y	Arm 6 Right	15.00	94.0 %	1786	1786
				Arm 10 Left	15.00	6.0 %		
5/1 (e/b int.)	3.50	0.00	Y	Arm 9 Left	15.00	100.0 %	1786	1786
5/2 (e/b int.)	3.50	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1965	1965
5/3 (e/b int.)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
6/1 (w/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (w/b int.)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
7/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (E Exit Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000

Full Input Data And Results

Scenario 1: '1' (FG1: '2021 AM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/2+1/1	A259 Grevatts Lane (E) Ahead	U	N/A	N/A	D		1	45	-	851	2105:1965	915+102	83.7 : 83.7%
1/3	A259 Grevatts Lane (E) Right	U	N/A	N/A	I		1	7	-	17	1702	151	11.2%
2/1	B2132 Yapton Rd (S) Right Left	U	N/A	N/A	F		1	16	-	243	1786	337	72.0%
3/2+3/1	A259 Worms Lane (W) Ahead	U	N/A	N/A	A		1	45	-	1336	2105:1965	718+718	93.1 : 93.1%
3/3	A259 Worms Lane (W) Right	U	N/A	N/A	H		1	7	-	52	1702	151	34.4%
4/1	B2132 Bilsham Rd (N) Right Left	U	N/A	N/A	G		1	15	-	291	1786	318	91.7%
5/1	e/b int. Left	U	N/A	N/A	C		1	65	-	382	1786	1310	29.2%
5/2	e/b int. Ahead	U	N/A	N/A	B		1	50	-	425	1965	1113	38.2%
5/3	e/b int. Ahead	U	N/A	N/A	B		1	50	-	725	2105	1193	60.8%
6/1	w/b int. Left	O	N/A	N/A	-		-	-	-	139	1900	628	22.1%
6/2	w/b int. Ahead	U	N/A	N/A	E		1	50	-	977	2105	1193	81.9%
7/1	S Exit	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1176	2000	2000	58.8%

Full Input Data And Results

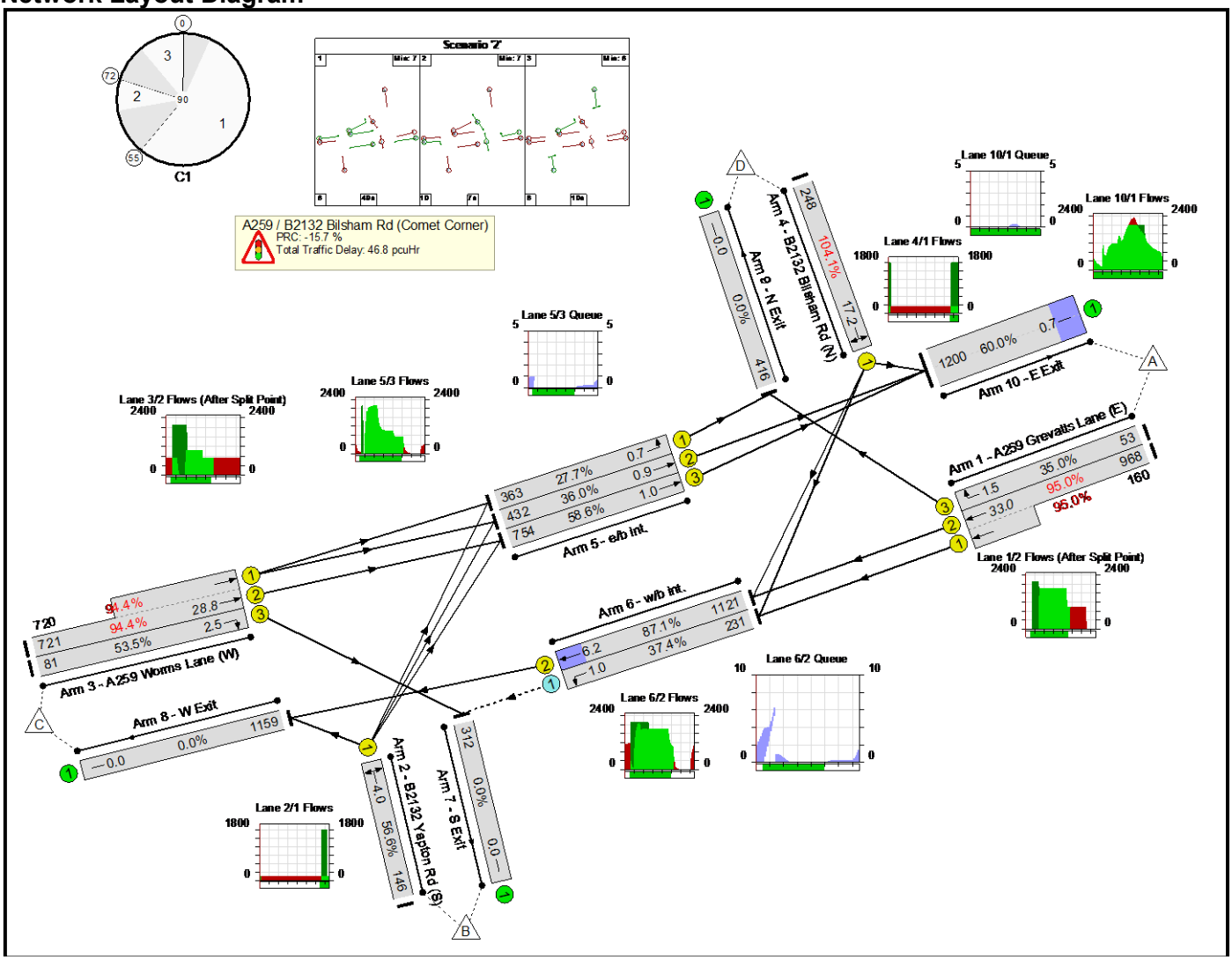
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals	**-**	**-**	**0**	**139**	**0**	**18.4**	**15.3**	**0.0**	**33.7**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**0**	**139**	**0**	**18.4**	**15.3**	**0.0**	**33.7**	**-**	**-**	**-**	**-**
1/2+1/1	851	851	-	-	-	4.7	2.5	-	7.2 (6.5+0.7)	30.5 (30.7:28.8)	17.6	2.5	20.1
1/3	17	17	-	-	-	0.2	0.1	-	0.2	51.2	0.4	0.1	0.5
2/1	243	243	-	-	-	2.3	1.3	-	3.6	52.9	5.7	1.3	6.9
3/2+3/1	1336	1336	-	-	-	6.1	6.0	-	12.1 (6.0+6.1)	32.6 (32.4:32.9)	19.2	6.0	25.2
3/3	52	52	-	-	-	0.6	0.3	-	0.8	56.6	1.2	0.3	1.5
4/1	291	291	-	-	-	2.9	4.2	-	7.1	88.0	7.1	4.2	11.3
5/1	382	382	-	-	-	0.1	0.2	-	0.3	2.9	0.4	0.2	0.7
5/2	425	425	-	-	-	0.2	0.0	-	0.2	1.8	1.5	0.0	1.5
5/3	725	725	-	-	-	0.3	0.0	-	0.3	1.2	1.6	0.0	1.6
6/1	139	139	0	139	0	0.0	0.1	-	0.1	3.7	0.4	0.1	0.5
6/2	977	977	-	-	-	0.9	0.0	-	0.9	3.4	6.5	0.0	6.5
7/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1176	1176	-	-	-	0.1	0.7	-	0.8	2.4	0.2	0.4	0.6

C1 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 32.74 Cycle Time (s): 90
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 33.66

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM With Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.1%**
A259 / B2132 Bilsham Rd (Comet Corner)	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.1%**
1/2+1/1	A259 Grevatts Lane (E) Ahead	U	N/A	N/A	D		1	49	-	1128	2105:1965	1019+168	95.0 : 95.0%
1/3	A259 Grevatts Lane (E) Right	U	N/A	N/A	I		1	7	-	53	1702	151	35.0%
2/1	B2132 Yapton Rd (S) Right Left	U	N/A	N/A	F		1	12	-	146	1786	258	56.6%
3/2+3/1	A259 Worms Lane (W) Ahead	U	N/A	N/A	A		1	49	-	1441	2105:1965	764+763	94.4 : 94.4%
3/3	A259 Worms Lane (W) Right	U	N/A	N/A	H		1	7	-	81	1702	151	53.5%
4/1	B2132 Bilsham Rd (N) Right Left	U	N/A	N/A	G		1	11	-	248	1786	238	104.1%
5/1	e/b int. Left	U	N/A	N/A	C		1	65	-	363	1786	1310	27.7%
5/2	e/b int. Ahead	U	N/A	N/A	B		1	54	-	432	1965	1201	36.0%
5/3	e/b int. Ahead	U	N/A	N/A	B		1	54	-	754	2105	1286	58.6%
6/1	w/b int. Left	O	N/A	N/A	-		-	-	-	234	1900	617	37.4%
6/2	w/b int. Ahead	U	N/A	N/A	E		1	54	-	1127	2105	1286	87.1%
7/1	S Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
8/1	W Exit	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
9/1	N Exit	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
10/1	E Exit	U	N/A	N/A	-		-	-	-	1201	2000	2000	60.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A259 / B2132 Bilsham Rd (Comet Corner) proposed signals	**-**	**-**	**0**	**231**	**0**	**18.6**	**28.2**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
A259 / B2132 Bilsham Rd (Comet Corner)	**-**	**-**	**0**	**231**	**0**	**18.6**	**28.2**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
1/2+1/1	1128	1128	-	-	-	5.7	7.5	-	13.2 (11.4+1.8)	42.2 (42.3:41.6)	25.5	7.5	33.0
1/3	53	53	-	-	-	0.6	0.3	-	0.8	56.8	1.2	0.3	1.5
2/1	146	146	-	-	-	1.5	0.6	-	2.1	51.8	3.4	0.6	4.0
3/2+3/1	1441	1441	-	-	-	5.8	7.2	-	13.0 (6.4+6.5)	32.4 (32.2:32.6)	21.6	7.2	28.8
3/3	81	81	-	-	-	0.9	0.6	-	1.4	64.4	1.9	0.6	2.5
4/1	248	238	-	-	-	3.2	10.7	-	13.9	201.9	6.5	10.7	17.2
5/1	363	363	-	-	-	0.1	0.2	-	0.3	3.0	0.5	0.2	0.7
5/2	432	432	-	-	-	0.1	0.0	-	0.1	1.0	0.9	0.0	0.9
5/3	754	754	-	-	-	0.2	0.0	-	0.2	0.7	1.0	0.0	1.0
6/1	231	231	0	231	0	0.0	0.3	-	0.3	4.7	0.7	0.3	1.0
6/2	1121	1121	-	-	-	0.6	0.0	-	0.6	1.9	6.2	0.0	6.2
7/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1200	1200	-	-	-	0.1	0.7	-	0.8	2.5	0.3	0.4	0.7

C1 PRC for Signalled Lanes (%): -15.7 Total Delay for Signalled Lanes (pcuHr): 45.67 Cycle Time (s): 90
PRC Over All Lanes (%): -15.7 Total Delay Over All Lanes(pcuHr): 46.80