

ARCADY 7

Version: 7.1.1.245 [8th June 2011]
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File: P114-111 - Land West of Bisham Road, Yapton\Trans\Arcady\GLEESONS 250 Units\North End Rd-Yapton Rd-Main Rd\North End Rd-Yapton Rd-Main Rd GLEESON 250.arc7

Report generation date: 07/12/2017 15:14:20

Summary of roundabout performance

AM					PM				
	Queue (Veh)	Delay (min)	RFC	LOS	Queue (Veh)	Delay (min)	RFC	LOS	
(Default Analysis Set) - 2022 Peak + Dev									
Arm A	0.28	0.00	0.22	A	0.52	0.00	0.34	A	
Arm B	0.23	0.00	0.19	A	2.32	0.01	0.70	A	
Arm C	3.88	0.00	0.79	A	0.46	0.00	0.32	A	
(Default Analysis Set) - 2031 Peak + Dev									
Arm A	0.31	0.00	0.24	A	0.57	0.00	0.36	A	
Arm B	0.26	0.00	0.20	A	3.27	0.01	0.77	A	
Arm C	5.48	0.00	0.85	A	0.52	0.00	0.34	A	

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

2022 Peak + Dev - AM runs from 07:30:00 to 09:00:00

2022 Peak + Dev - PM runs from 16:45:00 to 18:15:00

2031 Peak + Dev - AM runs from 07:30:00 to 09:00:00

2031 Peak + Dev - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	North End Rd-Yapton Rd-Main Rd
Location	Yapton
Site Number	
Date	18/12/2015
Version	
Status	Completed
Identifier	
Client	Gleeson
Jobnumber	14-110
Enumerator	msherdan [BAS-ODYSSEY-03]
Description	

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

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	perMin	min	-Min	perMin

A1 - (Default Analysis Set) - D3 - 2022 Peak + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Peak + Dev, AM	2022 Peak + Dev	AM			Yes			07:30	09:00	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (unfiled)	A,B,C	Mini-roundabout				

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

ID	Name	Description
A	B2233 Yapton Road	
B	B2132 North End Road	
C	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

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
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A	4.30	4.30	7.00	15.00	10.50	7.50	0.00
B	3.50	3.50	4.00	6.50	9.50	5.50	0.00
C	5.00	3.50	6.00	0.50	13.90	14.00	0.00

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	2000.00	0.500	2000.000
B	Yes	0.50	885.00	0.500	885.000
C	Yes	0.50	2500.00	0.500	2500.000

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/min)	Percentage Capacity Adjustment (%)
A	None	N/A	N/A	N/A
B	Percentage		N/A	105.00
C	None	N/A	N/A	N/A

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	330.00	100.000	N/A
B	ONE HOUR	Yes	124.00	100.000	N/A
C	ONE HOUR	Yes	1174.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

		To		
From		A	B	C
	A	0.000	57.000	273.000
	B	31.000	0.000	93.000
	C	586.000	588.000	0.000

Turning Proportions (Veh/min) - Roundabout 1 (for whole period)

Timing Diagram (sec) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.25	0.00	0.75
	C	0.50	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.010	1.010
	B	1.040	1.000	1.060
	C	1.020	1.030	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	1.000
	B	4.000	0.000	6.000
	C	2.000	3.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.22	0.00	0.28	A	302.81	27253.24	20.36	0.00	0.23	20.36	0.00	0.500	2000.000
B	0.19	0.00	0.23	A	113.78	10240.61	16.17	0.00	0.18	16.17	0.00	0.500	885.000
C	0.79	0.00	3.88	A	1077.28	96955.32	207.15	0.00	2.30	207.15	0.00	0.500	2500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	4.30	7.00	15.00	4.30	10.50	7.50	0.00		0.500	2000.000
B	3.50	4.00	6.50	3.50	9.50	5.50	0.00		0.500	885.000
C	5.00	6.00	0.50	3.50	13.90	14.00	0.00		0.500	2500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	248.44	1850.15	0.151	0.00	0.00	0.18	2.86	(0.02)	0.001
1	B	93.35	777.51	0.120	0.00	0.00	0.14	2.04	(0.02)	0.001
1	C	883.85	1825.98	0.544	0.00	0.00	1.19	17.84	(0.02)	0.001
2	A	298.66	1850.15	0.180	0.00	0.18	0.22	3.29	(0.02)	0.001

2	B	111.47	757.46	0.147	0.00	0.14	0.17	2.59	(0.02)	0.002
2	C	1855.40	1625.98	0.649	0.00	1.19	1.85	27.68	(0.02)	0.002
3	A	363.34	1650.12	0.220	0.00	0.22	0.28	4.23	(0.02)	0.001
3	B	138.53	729.73	0.187	0.00	0.17	0.23	3.45	(0.02)	0.002
3	C	1292.60	1625.98	0.795	0.00	1.85	3.87	57.81	(0.02)	0.003
4	A	363.34	1650.09	0.220	0.00	0.28	0.28	4.24	(0.02)	0.001
4	B	138.53	729.73	0.187	0.00	0.23	0.23	3.45	(0.02)	0.002
4	C	1292.60	1625.98	0.795	0.00	3.87	3.88	56.12	(0.02)	0.003
5	A	296.66	1650.15	0.180	0.00	0.28	0.22	3.29	(0.02)	0.001
5	B	111.47	757.45	0.147	0.00	0.23	0.17	2.59	(0.02)	0.002
5	C	1855.40	1625.98	0.649	0.00	3.88	1.85	27.82	(0.02)	0.002
6	A	248.44	1650.15	0.151	0.00	0.22	0.18	2.68	(0.02)	0.001
6	B	93.35	777.50	0.120	0.00	0.17	0.14	2.05	(0.02)	0.001
6	C	683.85	1625.98	0.544	0.00	1.85	1.19	17.89	(0.02)	0.001

A1 - (Default Analysis Set) - D6 - 2022 Peak + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Peak + Dev, PM	2022 Peak + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A,B,C	Mini-roundabout			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

ID	Name	Description
A	B2233 Yapton Road	
B	B2132 North End Road	
C	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

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
A	4.30	4.30	7.00	15.00	10.50	7.50	0.00	
B	3.50	3.50	4.00	6.50	9.50	5.50	0.00	
C	5.00	3.50	6.00	0.50	13.90	14.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	2000.00	0.500	2000.000
B	Yes	0.50	665.00	0.500	665.000
C	Yes	0.50	2500.00	0.500	2500.000

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/min)	Percentage Capacity Adjustment (%)
A	None	N/A	N/A	N/A
B	Percentage		N/A	105.00
C	None	N/A	N/A	N/A

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	510.00	100.000	N/A
B	ONE HOUR	Yes	413.00	100.000	N/A
C	ONE HOUR	Yes	472.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	35.000	475.000
	B	46.000	0.000	367.000
	C	317.000	155.000	0.000

Turning Proportions (Veh) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.11	0.00	0.89
	C	0.67	0.33	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.040	1.010
	B	1.020	1.000	1.000
	C	1.010	1.030	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	1.000
	B	2.000	0.000	0.000
	C	1.000	3.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.34	0.00	0.52	A	467.98	42118.59	36.21	0.00	0.40	36.21	0.00	0.500	2000.000
B	0.70	0.01	2.32	A	378.98	34107.76	125.02	0.00	1.39	125.02	0.00	0.500	885.000
C	0.32	0.00	0.46	A	433.11	38980.31	32.69	0.00	0.36	32.69	0.00	0.500	2500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	4.30	7.00	15.00	4.30	10.50	7.50	0.00		0.500	2000.000
B	3.50	4.00	6.50	3.50	9.50	5.50	0.00		0.500	885.000
C	5.00	6.00	0.50	3.50	13.90	14.00	0.00		0.500	2500.000

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Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	383.95	1646.79	0.233	0.00	0.00	0.30	4.56	(0.02)	0.001
1	B	310.93	737.99	0.421	0.00	0.00	0.73	10.90	(0.02)	0.002
1	C	355.35	1839.48	0.217	0.00	0.00	0.28	4.15	(0.02)	0.001
2	A	458.48	1646.79	0.278	0.00	0.30	0.39	5.78	(0.02)	0.001
2	B	371.28	701.26	0.529	0.00	0.73	1.12	16.83	(0.02)	0.003
2	C	424.32	1839.48	0.259	0.00	0.28	0.35	5.23	(0.02)	0.001
3	A	581.52	1646.79	0.341	0.00	0.39	0.52	7.76	(0.02)	0.001
3	B	454.72	650.49	0.699	0.00	1.12	2.32	34.60	(0.02)	0.005
3	C	519.68	1839.48	0.317	0.00	0.35	0.46	6.96	(0.02)	0.001
4	A	581.52	1646.79	0.341	0.00	0.52	0.52	7.76	(0.02)	0.001
4	B	454.72	650.49	0.699	0.00	2.32	2.32	34.61	(0.02)	0.005
4	C	519.68	1839.48	0.317	0.00	0.46	0.46	6.96	(0.02)	0.001
5	A	458.48	1646.79	0.278	0.00	0.52	0.39	5.79	(0.02)	0.001
5	B	371.28	701.26	0.529	0.00	2.32	1.13	16.93	(0.02)	0.003
5	C	424.32	1839.48	0.259	0.00	0.46	0.35	5.24	(0.02)	0.001
6	A	383.95	1646.79	0.233	0.00	0.39	0.30	4.56	(0.02)	0.001
6	B	310.93	737.98	0.421	0.00	1.13	0.73	10.94	(0.02)	0.002
6	C	355.35	1839.48	0.217	0.00	0.35	0.28	4.15	(0.02)	0.001

A1 - (Default Analysis Set) - D7 - 2031 Peak + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2031 Peak + Dev, AM	2031 Peak + Dev	AM			Yes			07:30	09:00	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (untitled)	A,B,C		Mini-roundabout			

Roundabout Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

ID	Name	Description
A	B2233 Yapton Road	
B	B2132 North End Road	
C	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

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
A	4.30	4.30	7.00	15.00	10.50	7.50	0.00	
B	3.50	3.50	4.00	6.50	9.50	5.50	0.00	
C	5.00	3.50	6.00	0.50	13.90	14.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	2000.00	0.500	2000.000
B	Yes	0.50	665.00	0.500	665.000
C	Yes	0.50	2500.00	0.500	2500.000

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/min)	Percentage Capacity Adjustment (%)
A	None	N/A	N/A	N/A
B	Percentage		N/A	105.00
C	None	N/A	N/A	N/A

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
				HV						

		Yes	Yes	Percentages	2.00			Yes	Yes
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	353.00	100.000	N/A
B	ONE HOUR	Yes	133.00	100.000	N/A
C	ONE HOUR	Yes	1249.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	61.000	292.000
	B	34.000	0.000	99.000
	C	623.000	626.000	0.000

Turning Proportions (Veh) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.26	0.00	0.74
	C	0.50	0.50	0.00

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.010	1.010
	B	1.040	1.000	1.080
	C	1.020	1.030	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	1.000
	B	4.000	0.000	5.000
	C	2.000	3.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.24	0.00	0.31	A	323.92	29152.71	22.30	0.00	0.25	22.30	0.00	0.500	2000.000
B	0.20	0.00	0.26	A	122.04	10983.85	17.84	0.00	0.20	17.84	0.00	0.500	885.000
C	0.85	0.00	5.48	A	1146.11	103149.58	271.69	0.00	3.02	271.69	0.00	0.500	2500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCT/min)
A	4.30	7.00	15.00	4.30	10.50	7.50	0.00		0.500	2000.000
B	3.50	4.00	6.50	3.50	9.50	5.50	0.00		0.500	885.000
C	5.00	6.00	0.50	3.50	13.90	14.00	0.00		0.500	2500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	265.76	1650.15	0.161	0.00	0.00	0.19	2.88	(0.02)	0.001
1	B	100.13	770.40	0.130	0.00	0.00	0.15	2.24	(0.02)	0.001
1	C	940.31	1625.98	0.578	0.00	0.00	1.37	20.53	(0.02)	0.001
2	A	317.34	1650.15	0.192	0.00	0.19	0.24	3.57	(0.02)	0.001
2	B	119.56	746.95	0.160	0.00	0.15	0.19	2.85	(0.02)	0.002
2	C	1122.83	1625.98	0.691	0.00	1.37	2.23	33.38	(0.02)	0.002
3	A	388.66	1628.81	0.239	0.00	0.24	0.31	4.70	(0.02)	0.001
3	B	146.44	719.30	0.204	0.00	0.19	0.26	3.83	(0.02)	0.002
3	C	1375.18	1625.98	0.846	0.00	2.23	5.47	81.44	(0.02)	0.004
4	A	388.66	1628.75	0.239	0.00	0.31	0.31	4.70	(0.02)	0.001
4	B	146.44	719.29	0.204	0.00	0.26	0.26	3.63	(0.02)	0.002
4	C	1375.18	1625.98	0.846	0.00	5.47	5.48	82.15	(0.02)	0.004
5	A	317.34	1650.15	0.192	0.00	0.31	0.24	3.57	(0.02)	0.001
5	B	119.56	746.95	0.160	0.00	0.26	0.19	2.85	(0.02)	0.002
5	C	1122.83	1625.98	0.691	0.00	5.48	2.23	33.59	(0.02)	0.002
6	A	265.76	1650.15	0.161	0.00	0.24	0.19	2.68	(0.02)	0.001
6	B	100.13	770.40	0.130	0.00	0.19	0.15	2.24	(0.02)	0.001
6	C	940.31	1625.98	0.578	0.00	2.23	1.37	20.61	(0.02)	0.001

A1 - (Default Analysis Set) - D8 - 2031 Peak + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2031 Peak + Dev	2031 Peak + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1	(untitled)	A, B, C	Mini-roundabout			

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

ID	Name	Description
A	B2233 Yaxton Road	
B	B2132 North End Road	
C	B2233 Main Road	

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

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
A	4.30	4.30	7.00	15.00	10.50	7.50	0.00	
B	3.50	3.50	4.00	6.50	9.50	5.50	0.00	
C	5.00	3.50	6.00	0.50	13.90	14.00	0.00	

Arm	Crossing Type
A	None
B	None
C	None

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	2000.00	0.500	2000.000
B	Yes	0.50	695.00	0.500	695.000
C	Yes	0.50	2500.00	0.500	2500.000

Arm	Type	Reason	Direct Capacity Adjustment (PCU/min)	Percentage Capacity Adjustment (%)
A	None	N/A	N/A	N/A
B	Percentage		N/A	105.00
C	None	None	N/A	N/A

0	100%	100%	100%	100%
---	------	------	------	------

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a RV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	544.00	100.000	N/A
B	ONE HOUR	Yes	440.00	100.000	N/A
C	ONE HOUR	Yes	507.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	38.000	506.000
	B	49.000	0.000	391.000
	C	340.000	167.000	0.000

Turning Proportions (Veh) - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.070	0.930
	B	0.110	0.000	0.890
	C	0.670	0.330	0.000

Vehicle Mix

Average PCU Per Vehicle - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.040	1.010
	B	1.020	1.000	1.000
	C	1.010	1.030	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	4.000	1.000
	B	2.000	0.000	0.000
	C	1.000	3.000	0.000

ARUN DISTRICT COUNCIL

RESULTS

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.36	0.00	0.57	A	499.18	44526.36	39.75	0.00	0.44	39.75	0.00	0.500	2000.000
B	0.77	0.01	3.27	A	403.75	36337.55	163.61	0.00	1.82	163.61	0.00	0.500	635.000
C	0.34	0.00	0.52	A	465.23	41870.79	38.14	0.00	0.40	38.14	0.00	0.500	2500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	4.30	7.00	15.00	4.30	10.50	7.50	0.00		0.500	2000.000
B	3.50	4.00	6.50	3.50	9.50	5.50	0.00		0.500	635.000
C	5.00	6.00	0.50	3.50	13.90	14.00	0.00		0.500	2500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	409.55	1546.72	0.249	0.00	0.00	0.33	4.98	(0.02)	0.001
1	B	331.25	725.65	0.456	0.00	0.00	0.84	12.57	(0.02)	0.003
1	C	381.70	1639.45	0.233	0.00	0.00	0.30	4.55	(0.02)	0.001
2	A	489.04	1546.72	0.297	0.00	0.33	0.42	6.33	(0.02)	0.001
2	B	395.55	686.52	0.576	0.00	0.84	1.36	20.32	(0.02)	0.003
2	C	455.78	1639.45	0.278	0.00	0.30	0.39	5.77	(0.02)	0.001
3	A	598.95	1546.72	0.364	0.00	0.42	0.57	8.57	(0.02)	0.001
3	B	484.45	632.43	0.766	0.00	1.36	3.27	48.58	(0.02)	0.007
3	C	558.22	1639.45	0.340	0.00	0.39	0.52	7.74	(0.02)	0.001
4	A	598.95	1546.72	0.364	0.00	0.57	0.57	8.57	(0.02)	0.001
4	B	484.45	632.43	0.766	0.00	3.27	3.27	49.04	(0.02)	0.007
4	C	558.22	1639.45	0.340	0.00	0.52	0.52	7.74	(0.02)	0.001
5	A	489.04	1546.72	0.297	0.00	0.57	0.42	6.34	(0.02)	0.001
5	B	395.55	686.51	0.576	0.00	3.27	1.36	20.48	(0.02)	0.003
5	C	455.78	1639.45	0.278	0.00	0.52	0.39	5.78	(0.02)	0.001
6	A	409.55	1546.72	0.249	0.00	0.42	0.33	4.97	(0.02)	0.001
6	B	331.25	725.63	0.457	0.00	1.36	0.84	12.63	(0.02)	0.003
6	C	381.70	1639.45	0.233	0.00	0.39	0.30	4.55	(0.02)	0.001

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646
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Filename: Oyster Catcher Junction.j9

Path: P:\14-111 - Land West of Bilsham Road, Yapton\Trans\Picady\GLEESONS 250 UNITS\Oyster Catcher Junction

Report generation date: 23/10/2017 14:10:53

»2017 Observed, AM
»2022 Base, AM
»2022 Base + Dev, AM
»2017 Observed, PM
»2022 Base, PM
»2022 Base + Dev, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + 550 No Thru Link, AM
»2031 Base + 550 No Thru Link, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (min)	RFC	Queue (Veh)	Delay (min)	RFC
2017 Observed						
Stream B-CD	0.1	0.10	0.05	0.1	0.14	0.08
Stream B-A	0.1	0.22	0.08	0.2	0.59	0.19
Stream AB-D	1.1	0.27	0.54	1.2	0.26	0.54
Stream D-AB	0.7	0.18	0.41	2.5	0.39	0.73
Stream D-C	0.1	0.34	0.13	0.5	0.90	0.36
Stream CD-B	0.0	0.12	0.01	0.0	0.16	0.03
2022 Base						
Stream B-CD	0.1	0.11	0.06	0.2	0.23	0.13
Stream B-A	0.1	0.27	0.10	1.2	3.17	0.62
Stream AB-D	1.6	0.34	0.62	2.5	0.44	0.72
Stream D-AB	1.1	0.24	0.54	21.6	2.55	1.58
Stream D-C	0.2	0.45	0.18	3.7	5.37	0.99
Stream CD-B	0.0	0.13	0.01	0.0	0.18	0.03
2022 Base + Dev						
Stream B-CD	0.1	0.11	0.06	2.8	3.55	1.92
Stream B-A	0.1	0.28	0.11	2.2	4.94	5.87
Stream AB-D	1.6	0.35	0.63	2.5	0.44	0.73
Stream D-AB	1.3	0.26	0.58	28.8	3.22	1.13
Stream D-C	0.2	0.47	0.19	4.1	6.00	1.03
Stream CD-B	0.0	0.13	0.01	0.0	0.18	0.03
2031 Base						
Stream B-CD	0.1	0.12	0.07	22.1	26.65	999999999.00
Stream B-A	0.2	0.34	0.13	14.5	27.19	999999999.00
Stream AB-D	2.2	0.44	0.70	3.3	0.57	0.78
Stream D-AB	1.5	0.30	0.61	104.8	12.55	1.88
Stream D-C	0.3	0.62	0.25	10.2	15.06	1.74
Stream CD-B	0.0	0.14	0.02	0.0	0.19	0.03
2031 Base + 550 No Thru Link						
Stream B-CD	0.1	0.12	0.07	27.5	27.80	999999999.00
Stream B-A	0.2	0.36	0.14	18.1	30.97	999999999.00
Stream AB-D	2.4	0.47	0.72	4.8	0.77	0.85
Stream D-AB	2.1	0.37	0.69	157.5	40.75	3.11
Stream D-C	0.4	0.70	0.27	14.2	45.86	2.98
Stream CD-B	0.0	0.14	0.02	0.0	0.20	0.03

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	Oyster Catcher Junction
Location	Yapton
Site number	
Date	25/02/2016
Version	
Status	Preliminary
Identifier	
Client	Gleeson Strategic
Jobnumber	14-110
Enumerator	tmoloney [W3559-ODYSSEY]
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	mph	Veh	Veh	perHour	min	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75	✓			0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	AM	AM 2026 Base + Com	ONE HOUR	07:45	09:15	15	✓
D3	2022 Base + Dev	AM	AM 2026 Base + Dev	ONE HOUR	07:45	09:15	15	✓
D4	2017 Observed	PM	PM 2016 Base	ONE HOUR	16:45	18:15	15	✓
D5	2022 Base	PM	PM 2026 Base + Com	ONE HOUR	16:45	18:15	15	✓
D6	2022 Base + Dev	PM	PM 2026 Base + Dev	ONE HOUR	16:45	18:15	15	✓
D7	2031 Base	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓
D8	2031 Base	PM	PM 2016 Base	ONE HOUR	16:45	18:15	15	✓
D9	2031 Base + 550 No Thru Link	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓
D10	2031 Base + 550 No Thru Link	PM	PM 2016 Base	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

2017 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Crookthorne Lane		Major
B	Climping Street		Minor
C	A259 Grevatts Street		Major
D	B2132 Yapton Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	10.60		✓	3.20	120.0		-
C	11.00		✓	3.50	120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	6.30	4.20	3.20	✓	2.00	240	240
D	One lane plus flare	10.00	10.00	8.10	5.30	4.20		3.00	240	139

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-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
1	AB-D	713	-	-	-	-	-	0.221	0.221	0.221	-	-
1	B-A	770	0.110	0.277	0.277	-	-	0.174	0.396	-	0.174	0.396
1	B-CD	897	0.108	0.272	0.272	-	-	-	-	-	-	-
1	CD-B	734	0.223	0.223	0.223	-	-	-	-	-	-	-
1	D-AB	839	-	-	-	-	-	0.260	0.260	0.103	-	-
1	D-C	658	-	0.152	0.346	0.152	0.346	0.242	0.242	0.096	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	891	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	826	100.000
D		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	6	662	223
	B	21	0	18	12
	C	740	4	0	82
	D	208	2	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	5	6
	B	0	0	0	0
	C	0	4	0	11
	D	6	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.05	0.10	0.1	~1	A	28	41
B-A	0.08	0.22	0.1	~1	B	19	29
A-B						6	8
A-C						607	911
A-D						205	307
AB-C						624	936
AB-D	0.54	0.27	1.1	?	C	216	323
D-AB	0.41	0.18	0.7	~1	B	193	289
D-C	0.13	0.34	0.1	~1	C	22	33
C-D						75	113
C-A						679	1019
C-B						4	6
CD-A						870	1305
CD-B	0.01	0.12	0.0	~1	A	6	8

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 (min)	LOS
B-CD	23	6	699	0.032	22	0.0	0.0	0.089	A
B-A	16	4	447	0.035	16	0.0	0.0	0.139	A
A-B	5	1			5				
A-C	498	125			498				
A-D	168	42			168				
AB-C	512	128			512				
AB-D	177	44	544	0.325	175	0.0	0.5	0.162	A
D-AB	158	40	638	0.248	157	0.0	0.3	0.124	A
D-C	18	5	326	0.055	18	0.0	0.1	0.194	B
C-D	62	15			62				
C-A	557	139			557				
C-B	3	0.75			3				
CD-A	712	178			712				
CD-B	5	1	562	0.008	4	0.0	0.0	0.108	A

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 (min)	LOS
B-CD	27	7	660	0.041	27	0.0	0.0	0.095	A
B-A	19	5	384	0.049	19	0.0	0.1	0.164	A
A-B	5	1			5				
A-C	595	149			595				
A-D	200	50			200				
AB-C	611	153			611				
AB-D	211	53	518	0.408	210	0.5	0.7	0.195	B
D-AB	189	47	607	0.311	188	0.3	0.4	0.143	A
D-C	22	5	275	0.078	21	0.1	0.1	0.236	B
C-D	74	18			74				
C-A	665	166			665				
C-B	4	0.90			4				
CD-A	852	213			852				
CD-B	5	1	533	0.010	5	0.0	0.0	0.114	A

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 (min)	LOS
B-CD	33	8	605	0.055	33	0.0	0.1	0.105	A
B-A	23	6	297	0.078	23	0.1	0.1	0.219	B
A-B	7	2			7				
A-C	729	182			729				
A-D	246	61			246				
AB-C	749	187			749				
AB-D	259	65	483	0.536	257	0.7	1.1	0.264	C
D-AB	231	58	562	0.411	230	0.4	0.7	0.180	B
D-C	26	7	205	0.129	26	0.1	0.1	0.335	C
C-D	90	23			90				
C-A	815	204			815				
C-B	4	1			4				
CD-A	1043	261			1043				
CD-B	7	2	492	0.013	7	0.0	0.0	0.124	A

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 (min)	LOS
B-CD	33	8	605	0.055	33	0.1	0.1	0.105	A
B-A	23	6	297	0.078	23	0.1	0.1	0.219	B
A-B	7	2			7				
A-C	729	182			729				
A-D	246	61			246				
AB-C	749	187			749				
AB-D	259	65	483	0.536	259	1.1	1.1	0.268	C
D-AB	231	58	562	0.412	231	0.7	0.7	0.181	B
D-C	26	7	205	0.129	26	0.1	0.1	0.337	C
C-D	90	23			90				
C-A	815	204			815				
C-B	4	1			4				
CD-A	1044	261			1044				
CD-B	7	2	492	0.013	7	0.0	0.0	0.124	A

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 (min)	LOS
B-CD	27	7	660	0.041	27	0.1	0.0	0.095	A
B-A	19	5	384	0.049	19	0.1	0.1	0.164	A
A-B	5	1			5				
A-C	595	149			595				
A-D	200	50			200				
AB-C	611	153			611				
AB-D	211	53	518	0.408	213	1.1	0.7	0.198	B
D-AB	189	47	607	0.311	190	0.7	0.5	0.144	A
D-C	22	5	275	0.079	22	0.1	0.1	0.238	B
C-D	74	18			74				
C-A	665	166			665				
C-B	4	0.90			4				
CD-A	853	213			853				
CD-B	5	1	533	0.010	5	0.0	0.0	0.114	A

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 (min)	LOS
B-CD	23	6	699	0.032	23	0.0	0.0	0.089	A
B-A	16	4	447	0.035	16	0.1	0.0	0.139	A
A-B	5	1			5				
A-C	498	125			498				
A-D	168	42			168				
AB-C	512	128			512				
AB-D	177	44	544	0.326	178	0.7	0.5	0.164	A
D-AB	158	40	638	0.248	159	0.5	0.3	0.125	A
D-C	18	5	325	0.056	18	0.1	0.1	0.195	B
C-D	62	15			62				
C-A	557	139			557				
C-B	3	0.75			3				
CD-A	714	179			714				
CD-B	5	1	562	0.008	5	0.0	0.0	0.108	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.47	~1	~1	~1	~1			N/A	N/A
D-AB	0.33	0.00	0.00	0.33	0.33			N/A	N/A
D-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.05	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	0.67	~1	~1	~1	~1			N/A	N/A
D-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A
D-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.03	0.26	0.46	0.49			N/A	N/A
B-A	0.08	0.03	0.26	0.47	0.50			N/A	N/A
AB-D	1.11	?	?	?	?			N/A	N/A
D-AB	0.69	0.03	0.26	0.69	0.69			N/A	N/A
D-C	0.14	0.03	0.26	0.47	0.50			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.08	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	1.13	?	?	?	?			N/A	N/A
D-AB	0.69	0.03	0.29	1.23	3.06			N/A	N/A
D-C	0.15	0.03	0.25	0.45	0.48			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.70	~1	~1	~1	~1			N/A	N/A
D-AB	0.46	0.04	0.36	1.16	1.33			N/A	N/A
D-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.49	~1	~1	~1	~1			N/A	N/A
D-AB	0.33	0.03	0.26	0.46	0.49			N/A	N/A
D-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	AM	AM 2026 Base + Com	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	980	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	900	100.000
D		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	7	722	251
	B	23	0	20	13
	C	807	4	0	89
	D	260	2	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A	B	C	D	
	A	0	0	5	6	
	B	0	0	0	0	
	C	0	4	0	11	
	D	6	0	13	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.06	0.11	0.1	~1	A	30	45
B-A	0.10	0.27	0.1	~1	C	21	32
A-B						6	10
A-C						663	994
A-D						230	345
AB-C						681	1021
AB-D	0.62	0.34	1.6	?	C	242	363
D-AB	0.54	0.24	1.1	?	B	240	361
D-C	0.18	0.45	0.2	~1	C	25	37
C-D						82	123
C-A						741	1111
C-B						4	6
CD-A						979	1468
CD-B	0.01	0.13	0.0	~1	A	6	8

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 (min)	LOS
B-CD	25	6	679	0.037	25	0.0	0.0	0.092	A
B-A	17	4	411	0.042	17	0.0	0.0	0.152	A
A-B	5	1			5				
A-C	544	136			544				
A-D	189	47			189				
AB-C	559	140			559				
AB-D	199	50	532	0.374	196	0.0	0.6	0.178	B
D-AB	197	49	624	0.316	195	0.0	0.5	0.139	A
D-C	20	5	300	0.068	20	0.0	0.1	0.214	B
C-D	67	17			67				
C-A	608	152			608				
C-B	3	0.75			3				
CD-A	801	200			801				
CD-B	5	1	547	0.008	4	0.0	0.0	0.111	A

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 (min)	LOS
B-CD	30	7	636	0.047	30	0.0	0.0	0.099	A
B-A	21	5	342	0.061	21	0.0	0.1	0.187	B
A-B	6	2			6				
A-C	649	162			649				
A-D	226	56			226				
AB-C	667	167			667				
AB-D	237	59	504	0.471	236	0.6	0.9	0.223	B
D-AB	236	59	589	0.400	235	0.5	0.7	0.169	B
D-C	24	6	244	0.100	24	0.1	0.1	0.273	C
C-D	80	20			80				
C-A	725	181			725				
C-B	4	0.90			4				
CD-A	958	240			958				
CD-B	5	1	514	0.010	5	0.0	0.0	0.118	A

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 (min)	LOS
B-CD	36	9	574	0.063	36	0.0	0.1	0.112	A
B-A	25	6	245	0.103	25	0.1	0.1	0.272	C
A-B	8	2			8				
A-C	795	199			795				
A-D	276	69			276				
AB-C	817	204			817				
AB-D	291	73	465	0.624	288	0.9	1.6	0.332	C
D-AB	288	72	537	0.537	287	0.7	1.1	0.238	B
D-C	30	7	164	0.181	29	0.1	0.2	0.444	C
C-D	98	24			98				
C-A	889	222			889				
C-B	4	1			4				
CD-A	1173	293			1173				
CD-B	7	2	469	0.014	7	0.0	0.0	0.130	A

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 (min)	LOS
B-CD	36	9	574	0.063	36	0.1	0.1	0.112	A
B-A	25	6	245	0.103	25	0.1	0.1	0.273	C
A-B	8	2			8				
A-C	795	199			795				
A-D	276	69			276				
AB-C	817	204			817				
AB-D	291	73	465	0.625	291	1.6	1.6	0.342	C
D-AB	288	72	537	0.538	288	1.1	1.1	0.241	B
D-C	30	7	163	0.182	30	0.2	0.2	0.450	C
C-D	98	24			98				
C-A	889	222			889				
C-B	4	1			4				
CD-A	1175	294			1175				
CD-B	7	2	469	0.014	7	0.0	0.0	0.130	A

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 (min)	LOS
B-CD	30	7	636	0.047	30	0.1	0.0	0.099	A
B-A	21	5	341	0.061	21	0.1	0.1	0.187	B
A-B	6	2			6				
A-C	649	162			649				
A-D	226	56			226				
AB-C	667	167			667				
AB-D	237	59	504	0.471	240	1.6	0.9	0.230	B
D-AB	236	59	589	0.400	237	1.1	0.7	0.172	B
D-C	24	6	242	0.100	25	0.2	0.1	0.276	C
C-D	80	20			80				
C-A	725	181			725				
C-B	4	0.90			4				
CD-A	961	240			961				
CD-B	5	1	514	0.011	5	0.0	0.0	0.118	A

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 (min)	LOS
B-CD	25	6	679	0.037	25	0.0	0.0	0.092	A
B-A	17	4	411	0.042	17	0.1	0.0	0.152	A
A-B	5	1			5				
A-C	544	136			544				
A-D	189	47			189				
AB-C	559	140			559				
AB-D	199	50	532	0.374	200	0.9	0.6	0.182	B
D-AB	197	49	624	0.316	198	0.7	0.5	0.141	A
D-C	20	5	299	0.068	20	0.1	0.1	0.216	B
C-D	67	17			67				
C-A	608	152			608				
C-B	3	0.75			3				
CD-A	804	201			804				
CD-B	5	1	547	0.008	5	0.0	0.0	0.111	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.59	~1	~1	~1	~1			N/A	N/A
D-AB	0.46	0.00	0.00	0.46	0.46			N/A	N/A
D-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.06	0.03	0.25	0.46	0.48			N/A	N/A
AB-D	0.87	~1	~1	~1	~1			N/A	N/A
D-AB	0.65	0.14	0.89	1.38	1.44			N/A	N/A
D-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.11	0.03	0.26	0.47	0.50			N/A	N/A
AB-D	1.57	?	?	?	?			N/A	N/A
D-AB	1.12	0.03	0.27	1.12	1.45			N/A	N/A
D-C	0.21	0.03	0.26	0.48	0.71			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.11	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	1.62	?	?	?	?			N/A	N/A
D-AB	1.14	0.03	0.28	1.14	4.05			N/A	N/A
D-C	0.22	0.03	0.27	0.49	0.90			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
AB-D	0.91	~1	~1	~1	~1			N/A	N/A
D-AB	0.68	0.07	0.71	1.39	1.48			N/A	N/A
D-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.61	~1	~1	~1	~1			N/A	N/A
D-AB	0.47	0.04	0.40	1.26	1.40			N/A	N/A
D-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

2022 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Base + Dev	AM	AM 2026 Base + Dev	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	986	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	904	100.000
D		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	7	727	252
	B	23	0	20	13
	C	811	4	0	89
	D	278	2	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	5	6
	B	0	0	0	0
	C	0	4	0	11
	D	6	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.06	0.11	0.1	~1	A	30	45
B-A	0.11	0.28	0.1	~1	C	21	32
A-B						6	10
A-C						667	1001
A-D						231	347
AB-C						685	1028
AB-D	0.63	0.35	1.6	?	C	243	365
D-AB	0.58	0.26	1.3	?	C	257	385
D-C	0.19	0.47	0.2	~1	C	25	37
C-D						82	123
C-A						744	1116
C-B						4	6
CD-A						999	1498
CD-B	0.01	0.13	0.0	~1	A	6	8

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 (min)	LOS
B-CD	25	6	678	0.037	25	0.0	0.0	0.092	A
B-A	17	4	407	0.043	17	0.0	0.0	0.154	A
A-B	5	1			5				
A-C	547	137			547				
A-D	190	47			190				
AB-C	562	141			562				
AB-D	199	50	531	0.376	197	0.0	0.6	0.178	B
D-AB	211	53	624	0.338	209	0.0	0.5	0.144	A
D-C	20	5	298	0.068	20	0.0	0.1	0.216	B
C-D	67	17			67				
C-A	611	153			611				
C-B	3	0.75			3				
CD-A	818	204			818				
CD-B	5	1	546	0.008	4	0.0	0.0	0.111	A

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 (min)	LOS
B-CD	30	7	634	0.047	30	0.0	0.0	0.099	A
B-A	21	5	336	0.061	21	0.0	0.1	0.190	B
A-B	6	2			6				
A-C	654	163			654				
A-D	227	57			227				
AB-C	672	168			672				
AB-D	238	60	503	0.473	237	0.6	0.9	0.225	B
D-AB	252	63	589	0.428	251	0.5	0.7	0.177	B
D-C	24	6	241	0.101	24	0.1	0.1	0.277	C
C-D	80	20			80				
C-A	729	182			729				
C-B	4	0.90			4				
CD-A	978	245			978				
CD-B	5	1	513	0.011	5	0.0	0.0	0.118	A

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 (min)	LOS
B-CD	36	9	572	0.064	36	0.0	0.1	0.112	A
B-A	25	6	239	0.106	25	0.1	0.1	0.281	C
A-B	8	2			8				
A-C	800	200			800				
A-D	277	69			277				
AB-C	822	206			822				
AB-D	292	73	464	0.628	289	0.9	1.6	0.336	C
D-AB	308	77	536	0.575	306	0.7	1.3	0.258	C
D-C	30	7	159	0.186	29	0.1	0.2	0.459	D
C-D	98	24			98				
C-A	893	223			893				
C-B	4	1			4				
CD-A	1197	299			1197				
CD-B	7	2	468	0.014	7	0.0	0.0	0.130	A

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 (min)	LOS
B-CD	36	9	571	0.064	36	0.1	0.1	0.112	A
B-A	25	6	238	0.106	25	0.1	0.1	0.282	C
A-B	8	2			8				
A-C	800	200			800				
A-D	277	69			277				
AB-C	822	206			822				
AB-D	292	73	464	0.628	292	1.6	1.6	0.346	C
D-AB	308	77	535	0.576	308	1.3	1.3	0.264	C
D-C	30	7	158	0.188	30	0.2	0.2	0.467	D
C-D	98	24			98				
C-A	893	223			893				
C-B	4	1			4				
CD-A	1199	300			1199				
CD-B	7	2	468	0.014	7	0.0	0.0	0.130	A

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 (min)	LOS
B-CD	30	7	634	0.047	30	0.1	0.0	0.099	A
B-A	21	5	336	0.062	21	0.1	0.1	0.191	B
A-B	6	2			6				
A-C	654	163			654				
A-D	227	57			227				
AB-C	672	168			672				
AB-D	238	60	503	0.474	241	1.6	0.9	0.231	B
D-AB	252	63	588	0.428	254	1.3	0.8	0.181	B
D-C	24	6	239	0.101	25	0.2	0.1	0.280	C
C-D	80	20			80				
C-A	729	182			729				
C-B	4	0.90			4				
CD-A	981	245			981				
CD-B	5	1	513	0.011	5	0.0	0.0	0.118	A

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 (min)	LOS
B-CD	25	6	678	0.037	25	0.0	0.0	0.092	A
B-A	17	4	407	0.043	17	0.1	0.0	0.154	A
A-B	5	1			5				
A-C	547	137			547				
A-D	190	47			190				
AB-C	562	141			562				
AB-D	200	50	531	0.376	201	0.9	0.6	0.182	B
D-AB	211	53	623	0.338	212	0.8	0.5	0.146	A
D-C	20	5	297	0.068	20	0.1	0.1	0.217	B
C-D	67	17			67				
C-A	611	153			611				
C-B	3	0.75			3				
CD-A	821	205			821				
CD-B	5	1	546	0.008	5	0.0	0.0	0.111	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.59	~1	~1	~1	~1			N/A	N/A
D-AB	0.50	0.50	1.00	1.40	1.45			N/A	N/A
D-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.06	0.03	0.26	0.46	0.49			N/A	N/A
AB-D	0.88	~1	~1	~1	~1			N/A	N/A
D-AB	0.73	0.14	0.89	1.39	1.45			N/A	N/A
D-C	0.11	0.00	0.00	0.11	0.11			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.12	0.03	0.26	0.47	0.50			N/A	N/A
AB-D	1.60	?	?	?	?			N/A	N/A
D-AB	1.30	0.03	0.28	1.30	3.11			N/A	N/A
D-C	0.22	0.03	0.26	0.48	0.76			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.12	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	1.64	?	?	?	?			N/A	N/A
D-AB	1.33	0.03	0.28	1.33	4.58			N/A	N/A
D-C	0.23	0.03	0.28	0.50	0.99			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
AB-D	0.92	~1	~1	~1	~1			N/A	N/A
D-AB	0.76	0.06	0.72	1.01	1.58			N/A	N/A
D-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.04	0.00	0.00	0.04	0.04			N/A	N/A
AB-D	0.61	~1	~1	~1	~1			N/A	N/A
D-AB	0.52	0.04	0.41	1.35	1.49			N/A	N/A
D-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

2017 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Observed	PM	PM 2016 Base	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1358	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	810	100.000
D		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From	A	B	C	D	
	A	0	9	1105	244
	B	22	0	26	8
	C	765	3	0	42
	D	363	7	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From	A	B	C	D	
	A	0	0	2	1
	B	0	0	0	0
	C	0	2	0	19
	D	0	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.08	0.14	0.1	~1	A	31	47
B-A	0.19	0.59	0.2	~1	E	20	30
A-B						8	12
A-C						1014	1521
A-D						224	336
AB-C						1038	1557
AB-D	0.54	0.26	1.2	?	C	231	347
D-AB	0.73	0.39	2.5	?	C	340	509
D-C	0.36	0.90	0.5	~1	F	31	47
C-D						39	58
C-A						702	1053
C-B						3	4
CD-A						1035	1552
CD-B	0.03	0.16	0.0	~1	A	9	14

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 (min)	LOS
B-CD	26	6	609	0.042	25	0.0	0.0	0.103	A
B-A	17	4	330	0.050	16	0.0	0.1	0.191	B
A-B	7	2			7				
A-C	832	208			832				
A-D	184	46			184				
AB-C	851	213			851				
AB-D	190	47	572	0.332	188	0.0	0.5	0.155	A
D-AB	279	70	667	0.418	276	0.0	0.7	0.152	A
D-C	26	6	242	0.106	25	0.0	0.1	0.276	C
C-D	32	8			32				
C-A	576	144			576				
C-B	2	0.56			2				
CD-A	846	212			846				
CD-B	7	2	500	0.015	7	0.0	0.0	0.122	A

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 (min)	LOS
B-CD	31	8	550	0.056	31	0.0	0.1	0.115	A
B-A	20	5	245	0.081	20	0.1	0.1	0.266	C
A-B	8	2			8				
A-C	993	248			993				
A-D	219	55			219				
AB-C	1017	254			1017				
AB-D	227	57	546	0.415	226	0.5	0.7	0.187	B
D-AB	333	83	628	0.530	331	0.7	1.1	0.201	B
D-C	31	8	186	0.164	30	0.1	0.2	0.383	C
C-D	38	9			38				
C-A	688	172			688				
C-B	3	0.67			3				
CD-A	1013	253			1013				
CD-B	9	2	455	0.020	9	0.0	0.0	0.135	A

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 (min)	LOS
B-CD	37	9	462	0.081	37	0.1	0.1	0.141	A
B-A	24	6	127	0.191	24	0.1	0.2	0.577	D
A-B	10	2			10				
A-C	1217	304			1217				
A-D	269	67			269				
AB-C	1245	311			1245				
AB-D	277	69	509	0.545	276	0.7	1.2	0.255	C
D-AB	407	102	562	0.725	402	1.1	2.4	0.363	C
D-C	37	9	105	0.356	36	0.2	0.5	0.866	F
C-D	46	12			46				
C-A	842	211			842				
C-B	3	0.83			3				
CD-A	1237	309			1237				
CD-B	11	3	393	0.028	11	0.0	0.0	0.157	A

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 (min)	LOS
B-CD	37	9	461	0.081	37	0.1	0.1	0.142	A
B-A	24	6	126	0.192	24	0.2	0.2	0.588	E
A-B	10	2			10				
A-C	1217	304			1217				
A-D	269	67			269				
AB-C	1245	311			1245				
AB-D	277	69	509	0.545	277	1.2	1.2	0.258	C
D-AB	407	102	560	0.728	407	2.4	2.5	0.389	C
D-C	37	9	104	0.362	37	0.5	0.5	0.893	F
C-D	46	12			46				
C-A	842	211			842				
C-B	3	0.83			3				
CD-A	1241	310			1241				
CD-B	11	3	393	0.028	11	0.0	0.0	0.157	A

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 (min)	LOS
B-CD	31	8	549	0.056	31	0.1	0.1	0.116	A
B-A	20	5	244	0.081	20	0.2	0.1	0.269	C
A-B	8	2			8				
A-C	993	248			993				
A-D	219	55			219				
AB-C	1017	254			1017				
AB-D	227	57	546	0.415	228	1.2	0.7	0.190	B
D-AB	333	83	626	0.531	338	2.5	1.2	0.212	B
D-C	31	8	185	0.165	32	0.5	0.2	0.395	C
C-D	38	9			38				
C-A	688	172			688				
C-B	3	0.67			3				
CD-A	1019	255			1019				
CD-B	9	2	455	0.020	9	0.0	0.0	0.135	A

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 (min)	LOS
B-CD	26	6	609	0.042	26	0.1	0.0	0.103	A
B-A	17	4	329	0.050	17	0.1	0.1	0.192	B
A-B	7	2			7				
A-C	832	208			832				
A-D	184	46			184				
AB-C	852	213			852				
AB-D	190	47	572	0.332	191	0.7	0.5	0.158	A
D-AB	279	70	666	0.418	280	1.2	0.7	0.156	A
D-C	26	6	241	0.106	26	0.2	0.1	0.279	C
C-D	32	8			32				
C-A	576	144			576				
C-B	2	0.56			2				
CD-A	851	213			851				
CD-B	8	2	500	0.015	8	0.0	0.0	0.122	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.49	~1	~1	~1	~1			N/A	N/A
D-AB	0.71	0.55	1.00	1.40	1.45			N/A	N/A
D-C	0.12	0.00	0.00	0.12	0.12			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
AB-D	0.70	~1	~1	~1	~1			N/A	N/A
D-AB	1.10	0.08	0.95	1.89	2.56			N/A	N/A
D-C	0.19	0.00	0.00	0.19	0.19			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.23	0.03	0.27	0.48	1.04			N/A	N/A
AB-D	1.15	?	?	?	?			N/A	N/A
D-AB	2.42	0.03	0.32	4.18	12.58			N/A	N/A
D-C	0.51	0.03	0.27	0.51	1.57			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.23	0.03	0.27	0.49	0.87			N/A	N/A
AB-D	1.17	?	?	?	?			N/A	N/A
D-AB	2.54	0.03	0.30	2.54	10.89			N/A	N/A
D-C	0.54	0.04	0.35	1.07	1.90			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
AB-D	0.72	~1	~1	~1	~1			N/A	N/A
D-AB	1.16	0.05	0.49	2.76	4.15			N/A	N/A
D-C	0.20	0.03	0.25	0.45	0.48			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.50	~1	~1	~1	~1			N/A	N/A
D-AB	0.73	0.04	0.36	1.72	2.97			N/A	N/A
D-C	0.12	0.03	0.25	0.45	0.48			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.27	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022 Base	PM	PM 2026 Base + Com	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1535	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	891	100.000
D		ONE HOUR	✓	466	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From	A	0	10	1209	316
	B	24	0	28	9
	C	837	3	0	51
	D	420	8	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A	B	C	D	
	A	0	0	2	1	
	B	0	0	0	0	
	C	0	2	0	19	
	D	0	0	29	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.13	0.23	0.2	~1	B	34	51
B-A	0.62	3.17	1.2	?	F	22	33
A-B						9	14
A-C						1109	1664
A-D						286	429
AB-C						1135	1703
AB-D	0.72	0.44	2.5	?	D	295	442
D-AB	1.08	2.56	21.8	?	F	390	585
D-C	0.99	5.37	3.7	?	F	35	52
C-D						47	70
C-A						768	1152
C-B						3	4
CD-A						1150	1725
CD-B	0.03	0.18	0.0	~1	B	10	15

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 (min)	LOS
B-CD	28	7	571	0.049	28	0.0	0.1	0.110	A
B-A	18	5	276	0.066	18	0.0	0.1	0.233	B
A-B	8	2			8				
A-C	910	228			910				
A-D	238	59			238				
AB-C	931	233			931				
AB-D	245	61	558	0.438	242	0.0	0.8	0.188	B
D-AB	322	81	647	0.498	318	0.0	1.0	0.181	B
D-C	29	7	204	0.140	28	0.0	0.2	0.339	C
C-D	38	10			38				
C-A	630	158			630				
C-B	2	0.56			2				
CD-A	943	236			943				
CD-B	8	2	470	0.017	8	0.0	0.0	0.130	A

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 (min)	LOS
B-CD	33	8	502	0.066	33	0.1	0.1	0.128	A
B-A	22	5	179	0.120	21	0.1	0.1	0.379	C
A-B	9	2			9				
A-C	1087	272			1087				
A-D	284	71			284				
AB-C	1112	278			1112				
AB-D	292	73	529	0.552	290	0.8	1.2	0.249	B
D-AB	385	96	599	0.642	382	1.0	1.7	0.272	C
D-C	34	9	138	0.247	34	0.2	0.3	0.569	C
C-D	46	11			46				
C-A	752	188			752				
C-B	3	0.67			3				
CD-A	1127	282			1127				
CD-B	10	2	419	0.023	10	0.0	0.0	0.146	A

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 (min)	LOS
B-CD	41	10	337	0.121	40	0.1	0.1	0.202	B
B-A	26	7	47	0.563	23	0.1	0.9	2.313	F
A-B	11	3			11				
A-C	1331	333			1331				
A-D	348	87			348				
AB-C	1362	340			1362				
AB-D	358	89	489	0.731	353	1.2	2.5	0.423	D
D-AB	471	118	463	1.017	432	1.7	11.6	1.259	F
D-C	42	10	42	1.002	32	0.3	2.8	4.324	F
C-D	56	14			56				
C-A	922	230			922				
C-B	3	0.83			3				
CD-A	1345	336			1345				
CD-B	11	3	349	0.033	11	0.0	0.0	0.177	B

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 (min)	LOS
B-CD	41	10	254	0.161	41	0.1	0.2	0.281	C
B-A	26	7	40	0.659	25	0.9	1.3	3.529	F
A-B	11	3			11				
A-C	1331	333			1331				
A-D	348	87			348				
AB-C	1362	340			1362				
AB-D	358	89	489	0.731	357	2.5	2.6	0.450	D
D-AB	471	118	430	1.088	423	11.6	23.7	2.738	F
D-C	42	10	44	0.948	38	2.8	3.8	6.542	F
C-D	56	14			56				
C-A	922	230			922				
C-B	3	0.83			3				
CD-A	1337	334			1337				
CD-B	11	3	349	0.032	11	0.0	0.0	0.177	B

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 (min)	LOS
B-CD	33	8	492	0.068	34	0.2	0.1	0.131	A
B-A	22	5	165	0.131	26	1.3	0.2	0.447	D
A-B	9	2			9				
A-C	1087	272			1087				
A-D	284	71			284				
AB-C	1112	278			1112				
AB-D	292	73	529	0.552	297	2.6	1.3	0.264	C
D-AB	385	96	579	0.664	471	23.7	2.2	0.895	F
D-C	34	9	112	0.305	48	3.8	0.5	1.084	F
C-D	46	11			46				
C-A	752	188			752				
C-B	3	0.67			3				
CD-A	1214	304			1214				
CD-B	11	3	420	0.027	12	0.0	0.0	0.147	A

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 (min)	LOS
B-CD	28	7	570	0.049	28	0.1	0.1	0.111	A
B-A	18	5	274	0.066	18	0.2	0.1	0.235	B
A-B	8	2			8				
A-C	910	228			910				
A-D	238	59			238				
AB-C	931	233			931				
AB-D	245	61	558	0.438	247	1.3	0.8	0.194	B
D-AB	322	81	645	0.500	327	2.2	1.0	0.191	B
D-C	29	7	202	0.141	30	0.5	0.2	0.350	C
C-D	38	10			38				
C-A	630	158			630				
C-B	2	0.56			2				
CD-A	951	238			951				
CD-B	8	2	470	0.018	8	0.0	0.0	0.130	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
AB-D	0.76	~1	~1	~1	~1			N/A	N/A
D-AB	0.97	0.50	1.01	1.21	1.21			N/A	N/A
D-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
AB-D	1.19	?	?	?	?			N/A	N/A
D-AB	1.71	0.05	0.50	4.45	6.92			N/A	N/A
D-C	0.31	0.03	0.31	1.03	1.29			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.14	0.03	0.26	0.47	0.50			N/A	N/A
B-A	0.94	0.03	0.31	1.72	4.71			N/A	N/A
AB-D	2.47	?	?	?	?			N/A	N/A
D-AB	11.58	0.67	7.70	25.86	33.62			N/A	N/A
D-C	2.84	0.11	1.26	6.55	8.93			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.19	0.03	0.25	0.45	0.48			N/A	N/A
B-A	1.34	0.06	0.84	2.93	4.19			N/A	N/A
AB-D	2.58	?	?	?	?			N/A	N/A
D-AB	23.66	2.92	18.77	47.25	58.51			N/A	N/A
D-C	3.82	0.12	1.67	9.24	12.81			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.16	0.03	0.27	0.48	0.74			N/A	N/A
AB-D	1.28	?	?	?	?			N/A	N/A
D-AB	2.17	0.04	0.36	5.34	11.39			N/A	N/A
D-C	0.48	0.03	0.29	1.23	2.14			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.03	0.26	0.46	0.49			N/A	N/A
AB-D	0.80	~1	~1	~1	~1			N/A	N/A
D-AB	1.02	0.03	0.28	1.02	3.77			N/A	N/A
D-C	0.17	0.03	0.26	0.47	0.49			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

2022 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.35	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022 Base + Dev	PM	PM 2026 Base + Dev	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1558	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	891	100.000
D		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	10	1232	316
	B	24	0	28	9
	C	837	3	0	51
	D	426	8	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	2	1
	B	0	0	0	0
	C	0	2	0	19
	D	0	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	1.02	3.55	2.8	?	F	34	51
B-A	0.87	4.94	2.2	?	F	22	33
A-B						9	14
A-C						1131	1696
A-D						290	435
AB-C						1156	1734
AB-D	0.73	0.44	2.5	?	D	298	447
D-AB	1.13	3.22	28.8	?	F	398	597
D-C	1.03	8.00	4.1	?	F	35	52
C-D						47	70
C-A						768	1152
C-B						3	4
CD-A						1158	1737
CD-B	0.03	0.18	0.0	~1	B	10	15

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 (min)	LOS
B-CD	28	7	566	0.049	28	0.0	0.1	0.112	A
B-A	18	5	270	0.067	18	0.0	0.1	0.238	B
A-B	8	2			8				
A-C	928	232			928				
A-D	238	59			238				
AB-C	948	237			948				
AB-D	245	61	558	0.438	242	0.0	0.8	0.188	B
D-AB	327	82	647	0.505	323	0.0	1.0	0.183	B
D-C	29	7	202	0.142	28	0.0	0.2	0.344	C
C-D	38	10			38				
C-A	630	158			630				
C-B	2	0.56			2				
CD-A	947	237			947				
CD-B	8	2	466	0.018	8	0.0	0.0	0.131	A

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 (min)	LOS
B-CD	33	8	496	0.067	33	0.1	0.1	0.130	A
B-A	22	5	173	0.125	21	0.1	0.1	0.396	C
A-B	9	2			9				
A-C	1108	277			1108				
A-D	284	71			284				
AB-C	1133	283			1133				
AB-D	292	73	529	0.552	290	0.8	1.2	0.249	B
D-AB	390	98	599	0.652	387	1.0	1.8	0.279	C
D-C	34	9	135	0.253	34	0.2	0.3	0.587	E
C-D	46	11			46				
C-A	752	188			752				
C-B	3	0.67			3				
CD-A	1132	283			1132				
CD-B	10	2	415	0.024	10	0.0	0.0	0.148	A

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 (min)	LOS
B-CD	41	10	280	0.145	40	0.1	0.2	0.250	B
B-A	26	7	39	0.684	22	0.1	1.3	3.129	F
A-B	11	3			11				
A-C	1356	339			1356				
A-D	348	87			348				
AB-C	1387	347			1387				
AB-D	358	89	489	0.731	353	1.2	2.5	0.423	D
D-AB	478	119	457	1.046	431	1.8	13.5	1.416	F
D-C	42	10	41	1.029	31	0.3	3.0	4.546	F
C-D	56	14			56				
C-A	922	230			922				
C-B	3	0.83			3				
CD-A	1344	336			1344				
CD-B	11	3	344	0.033	11	0.0	0.0	0.180	B

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 (min)	LOS
B-CD	41	10	40	1.019	30	0.2	2.8	3.587	F
B-A	26	7	30	0.870	23	1.3	2.2	4.954	F
A-B	11	3			11				
A-C	1356	339			1356				
A-D	348	87			348				
AB-C	1379	345			1379				
AB-D	355	89	489	0.726	355	2.5	2.5	0.443	D
D-AB	478	119	422	1.131	418	13.5	28.8	3.217	F
D-C	42	10	43	0.981	37	3.0	4.1	6.905	F
C-D	56	14			56				
C-A	922	230			922				
C-B	3	0.83			3				
CD-A	1331	333			1331				
CD-B	11	3	344	0.032	11	0.0	0.0	0.180	B

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 (min)	LOS
B-CD	33	8	486	0.068	44	2.8	0.1	0.139	A
B-A	22	5	153	0.141	30	2.2	0.2	0.513	D
A-B	9	2			9				
A-C	1108	277			1108				
A-D	284	71			284				
AB-C	1141	285			1141				
AB-D	295	74	529	0.557	300	2.5	1.3	0.267	C
D-AB	390	98	575	0.678	495	26.6	2.4	1.284	F
D-C	34	9	97	0.351	48	4.1	0.6	1.460	F
C-D	46	11			46				
C-A	752	188			752				
C-B	3	0.67			3				
CD-A	1238	310			1238				
CD-B	12	3	415	0.028	12	0.0	0.0	0.149	A

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 (min)	LOS
B-CD	28	7	565	0.049	28	0.1	0.1	0.112	A
B-A	18	5	269	0.067	18	0.2	0.1	0.240	B
A-B	8	2			8				
A-C	928	232			928				
A-D	238	59			238				
AB-C	949	237			949				
AB-D	245	61	558	0.438	247	1.3	0.8	0.194	B
D-AB	327	82	644	0.507	332	2.4	1.1	0.195	B
D-C	29	7	200	0.143	30	0.6	0.2	0.357	C
C-D	38	10			38				
C-A	630	158			630				
C-B	2	0.56			2				
CD-A	956	239			956				
CD-B	8	2	466	0.018	8	0.0	0.0	0.131	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.00	0.00	0.07	0.07			N/A	N/A
AB-D	0.76	~1	~1	~1	~1			N/A	N/A
D-AB	1.00	0.33	1.02	1.07	1.54			N/A	N/A
D-C	0.16	0.00	0.00	0.16	0.16			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.14	0.00	0.00	0.14	0.14			N/A	N/A
AB-D	1.19	?	?	?	?			N/A	N/A
D-AB	1.78	0.05	0.49	4.69	7.43			N/A	N/A
D-C	0.32	0.03	0.32	1.07	1.32			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.17	0.03	0.26	0.47	0.51			N/A	N/A
B-A	1.26	0.04	0.35	3.08	6.18			N/A	N/A
AB-D	2.47	?	?	?	?			N/A	N/A
D-AB	13.55	1.37	9.96	28.35	35.86			N/A	N/A
D-C	2.97	0.13	1.43	6.72	9.08			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	2.84	2.05	2.50	2.90	2.95			N/A	N/A
B-A	2.16	0.11	1.43	4.70	6.35			N/A	N/A
AB-D	2.54	?	?	?	?			N/A	N/A
D-AB	28.63	5.87	24.32	52.75	63.48			N/A	N/A
D-C	4.13	0.14	1.97	9.78	13.37			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	0.17	0.03	0.28	0.50	1.06			N/A	N/A
AB-D	1.30	?	?	?	?			N/A	N/A
D-AB	2.38	0.04	0.36	5.89	12.55			N/A	N/A
D-C	0.60	0.03	0.31	1.15	2.81			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.07	0.03	0.26	0.47	0.49			N/A	N/A
AB-D	0.80	~1	~1	~1	~1			N/A	N/A
D-AB	1.05	0.03	0.28	1.05	3.50			N/A	N/A
D-C	0.17	0.03	0.26	0.46	0.49			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1054	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	968	100.000
D		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	7	776	271
	B	25	0	21	14
	C	867	5	0	96
	D	281	2	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	5	6
	B	0	0	0	0
	C	0	4	0	11
	D	6	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.07	0.12	0.1	~1	A	32	48
B-A	0.13	0.34	0.2	~1	C	23	34
A-B						6	10
A-C						712	1068
A-D						249	373
AB-C						731	1097
AB-D	0.70	0.44	2.2	?	D	262	392
D-AB	0.61	0.30	1.5	?	C	260	390
D-C	0.25	0.62	0.3	~1	E	27	40
C-D						88	132
C-A						796	1193
C-B						5	7
CD-A						1053	1580
CD-B	0.02	0.14	0.0	~1	A	6	10

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 (min)	LOS
B-CD	26	7	662	0.040	26	0.0	0.0	0.094	A
B-A	19	5	384	0.049	19	0.0	0.1	0.164	A
A-B	5	1			5				
A-C	584	146			584				
A-D	204	51			204				
AB-C	600	150			600				
AB-D	214	54	521	0.412	212	0.0	0.7	0.192	B
D-AB	213	53	611	0.349	211	0.0	0.5	0.149	A
D-C	22	5	278	0.078	21	0.0	0.1	0.233	B
C-D	72	18			72				
C-A	653	163			653				
C-B	4	0.94			4				
CD-A	862	216			862				
CD-B	5	1	533	0.010	5	0.0	0.0	0.114	A

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 (min)	LOS
B-CD	31	8	615	0.051	31	0.0	0.1	0.103	A
B-A	22	6	309	0.073	22	0.1	0.1	0.209	B
A-B	6	2			6				
A-C	698	174			698				
A-D	244	61			244				
AB-C	716	179			716				
AB-D	256	64	491	0.522	255	0.7	1.1	0.252	C
D-AB	254	64	573	0.444	253	0.5	0.8	0.187	B
D-C	26	7	217	0.120	26	0.1	0.1	0.314	C
C-D	86	22			86				
C-A	779	195			779				
C-B	4	1			4				
CD-A	1031	258			1031				
CD-B	6	2	498	0.013	6	0.0	0.0	0.122	A

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 (min)	LOS
B-CD	39	10	546	0.071	38	0.1	0.1	0.118	A
B-A	28	7	205	0.134	27	0.1	0.2	0.336	C
A-B	8	2			8				
A-C	854	214			854				
A-D	298	75			298				
AB-C	877	219			877				
AB-D	314	78	450	0.698	309	1.1	2.1	0.416	C
D-AB	312	78	512	0.608	309	0.8	1.5	0.291	C
D-C	32	8	130	0.245	31	0.1	0.3	0.602	E
C-D	106	26			106				
C-A	955	239			955				
C-B	6	1			6				
CD-A	1261	315			1261				
CD-B	8	2	450	0.017	8	0.0	0.0	0.136	A

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 (min)	LOS
B-CD	39	10	546	0.071	39	0.1	0.1	0.118	A
B-A	28	7	205	0.134	28	0.2	0.2	0.338	C
A-B	8	2			8				
A-C	854	214			854				
A-D	298	75			298				
AB-C	878	219			878				
AB-D	314	78	450	0.698	313	2.1	2.2	0.438	C
D-AB	312	78	511	0.610	311	1.5	1.5	0.300	C
D-C	32	8	128	0.249	32	0.3	0.3	0.620	E
C-D	106	26			106				
C-A	955	239			955				
C-B	6	1			6				
CD-A	1264	316			1264				
CD-B	8	2	450	0.017	8	0.0	0.0	0.136	A

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 (min)	LOS
B-CD	31	8	614	0.051	32	0.1	0.1	0.103	A
B-A	22	6	309	0.073	23	0.2	0.1	0.210	B
A-B	6	2			6				
A-C	698	174			698				
A-D	244	61			244				
AB-C	717	179			717				
AB-D	256	64	491	0.522	261	2.2	1.1	0.265	C
D-AB	254	64	572	0.445	257	1.5	0.8	0.192	B
D-C	26	7	215	0.121	27	0.3	0.1	0.320	C
C-D	86	22			86				
C-A	779	195			779				
C-B	4	1			4				
CD-A	1035	259			1035				
CD-B	6	2	498	0.013	6	0.0	0.0	0.122	A

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 (min)	LOS
B-CD	26	7	661	0.040	26	0.1	0.0	0.095	A
B-A	19	5	384	0.049	19	0.1	0.1	0.164	A
A-B	5	1			5				
A-C	584	146			584				
A-D	204	51			204				
AB-C	600	150			600				
AB-D	215	54	521	0.412	216	1.1	0.7	0.198	B
D-AB	213	53	611	0.349	214	0.8	0.5	0.152	A
D-C	22	5	277	0.079	22	0.1	0.1	0.236	B
C-D	72	18			72				
C-A	653	163			653				
C-B	4	0.94			4				
CD-A	865	216			865				
CD-B	5	1	533	0.010	5	0.0	0.0	0.114	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.69	~1	~1	~1	~1			N/A	N/A
D-AB	0.53	0.53	1.00	1.40	1.45			N/A	N/A
D-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
AB-D	1.06	?	?	?	?			N/A	N/A
D-AB	0.78	0.12	0.89	1.41	1.48			N/A	N/A
D-C	0.13	0.00	0.00	0.13	0.13			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.15	0.03	0.26	0.47	0.57			N/A	N/A
AB-D	2.12	?	?	?	?			N/A	N/A
D-AB	1.48	0.03	0.28	1.48	5.10			N/A	N/A
D-C	0.31	0.03	0.27	0.48	1.12			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.15	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	2.21	?	?	?	?			N/A	N/A
D-AB	1.52	0.03	0.28	1.52	5.60			N/A	N/A
D-C	0.32	0.03	0.32	1.09	1.34			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
AB-D	1.13	?	?	?	?			N/A	N/A
D-AB	0.82	0.06	0.69	1.43	1.87			N/A	N/A
D-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.72	~1	~1	~1	~1			N/A	N/A
D-AB	0.54	0.04	0.40	1.43	1.48			N/A	N/A
D-C	0.09	0.00	0.00	0.09	0.09			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	1.38	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base	PM	PM 2016 Base	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1647	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	958	100.000
D		ONE HOUR	✓	499	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	11	1300	336
	B	26	0	31	9
	C	900	4	0	54
	D	450	8	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	2	1
	B	0	0	0	0
	C	0	2	0	19
	D	0	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.055	28.85	22.1	?	F	37	55
B-A	0.082	27.10	14.5	?	F	24	36
A-B						10	15
A-C						1193	1789
A-D						308	462
AB-C						1221	1832
AB-D	0.78	0.57	3.3	?	D	317	475
D-AB	1.88	12.66	104.8	?	F	420	630
D-C	1.74	15.05	10.2	?	F	38	56
C-D						50	74
C-A						826	1239
C-B						4	6
CD-A						1223	1835
CD-B	0.03	0.19	0.0	~1	B	11	16

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 (min)	LOS
B-CD	30	8	545	0.055	30	0.0	0.1	0.116	A
B-A	20	5	240	0.082	19	0.0	0.1	0.272	C
A-B	8	2			8				
A-C	979	245			979				
A-D	253	63			253				
AB-C	1002	250			1002				
AB-D	260	65	547	0.475	256	0.0	0.9	0.204	B
D-AB	345	86	630	0.548	340	0.0	1.2	0.204	B
D-C	31	8	181	0.171	30	0.0	0.2	0.396	C
C-D	41	10			41				
C-A	678	169			678				
C-B	3	0.75			3				
CD-A	1012	253			1012				
CD-B	9	2	450	0.020	9	0.0	0.0	0.136	A

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 (min)	LOS
B-CD	36	9	468	0.077	36	0.1	0.1	0.139	A
B-A	23	6	136	0.172	23	0.1	0.2	0.527	C
A-B	10	2			10				
A-C	1169	292			1169				
A-D	302	76			302				
AB-C	1196	299			1196				
AB-D	310	78	516	0.601	308	0.9	1.4	0.285	C
D-AB	412	103	572	0.720	407	1.2	2.4	0.353	C
D-C	37	9	108	0.342	36	0.2	0.5	0.820	E
C-D	49	12			49				
C-A	809	202			809				
C-B	4	0.90			4				
CD-A	1209	302			1209				
CD-B	11	3	396	0.027	11	0.0	0.0	0.156	A

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 (min)	LOS
B-CD	44	11	0	999999999.000	0	0.1	11.1	26.881	F
B-A	29	7	0	999999999.000	0	0.2	7.4	27.142	F
A-B	12	3			12				
A-C	1431	358			1431				
A-D	370	92			370				
AB-C	1431	358			1431				
AB-D	370	92	473	0.782	363	1.4	3.1	0.517	D
D-AB	504	126	331	1.622	328	2.4	46.5	5.188	F
D-C	45	11	30	1.487	26	0.5	5.2	8.868	F
C-D	59	15			59				
C-A	991	248			991				
C-B	4	1			4				
CD-A	1313	328			1313				
CD-B	10	3	321	0.032	10	0.0	0.0	0.193	S

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 (min)	LOS
B-CD	44	11	0	999999999.000	0	11.1	22.1	-54.565	?
B-A	29	7	0	999999999.000	0	7.4	14.5	-62.475	?
A-B	12	3			12				
A-C	1431	358			1431				
A-D	370	92			370				
AB-C	1431	358			1431				
AB-D	370	92	473	0.782	369	3.1	3.3	0.567	D
D-AB	504	126	271	1.859	271	46.5	104.3	12.549	F
D-C	45	11	26	1.743	25	5.2	10.2	15.048	F
C-D	59	15			59				
C-A	991	248			991				
C-B	4	1			4				
CD-A	1257	314			1257				
CD-B	9	2	320	0.029	9	0.0	0.0	0.193	S

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 (min)	LOS
B-CD	36	9	94	0.381	90	22.1	8.5	8.084	F
B-A	23	6	62	0.379	58	14.5	5.9	13.810	F
A-B	10	2			10				
A-C	1169	292			1169				
A-D	302	76			302				
AB-C	1239	310			1239				
AB-D	322	81	516	0.625	329	3.3	1.7	0.330	C
D-AB	412	103	499	0.825	494	104.3	64.2	10.837	F
D-C	37	9	47	0.792	42	10.2	8.8	12.457	F
C-D	49	12			49				
C-A	809	202			809				
C-B	4	0.90			4				
CD-A	1295	324			1295				
CD-B	12	3	397	0.031	12	0.0	0.0	0.156	A

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 (min)	LOS
B-CD	30	8	521	0.058	64	8.5	0.1	0.141	A
B-A	20	5	180	0.109	43	5.9	0.1	0.512	D
A-B	8	2			8				
A-C	979	245			979				
A-D	253	63			253				
AB-C	1028	257			1028				
AB-D	267	67	547	0.489	270	1.7	1.0	0.219	B
D-AB	345	86	592	0.582	585	84.2	24.1	5.634	F
D-C	31	8	57	0.538	52	8.8	3.6	7.783	F
C-D	41	10			41				
C-A	678	169			678				
C-B	3	0.75			3				
CD-A	1253	313			1253				
CD-B	13	3	451	0.029	13	0.0	0.0	0.137	A

Queue Variation Results for each time segment

18:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
AB-D	0.88	~1	~1	~1	~1			N/A	N/A
D-AB	1.17	0.04	0.35	2.87	5.71			N/A	N/A
D-C	0.20	0.03	0.28	0.61	1.24			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.20	0.00	0.00	0.20	0.20			N/A	N/A
AB-D	1.44	?	?	?	?			N/A	N/A
D-AB	2.38	0.03	0.34	5.34	12.65			N/A	N/A
D-C	0.48	0.03	0.29	1.15	2.14			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	11.09	0.00	0.00	11.09	11.09			N/A	N/A
B-A	7.36	0.00	0.00	7.36	7.36			N/A	N/A
AB-D	3.12	?	?	?	?			N/A	N/A
D-AB	46.53	24.39	44.44	65.99	73.16			N/A	N/A
D-C	5.19	0.65	3.68	10.16	12.75			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	22.10	0.00	0.00	22.10	22.10			N/A	N/A
B-A	14.51	0.00	0.00	14.51	14.51			N/A	N/A
AB-D	3.32	?	?	?	?			N/A	N/A
D-AB	104.79	71.88	102.85	132.36	141.63			N/A	N/A
D-C	10.17	1.77	8.35	18.36	22.12			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	8.54	0.00	0.00	8.54	8.54			N/A	N/A
B-A	5.92	0.00	0.00	5.92	5.92			N/A	N/A
AB-D	1.75	?	?	?	?			N/A	N/A
D-AB	84.21	51.65	81.88	112.28	122.08			N/A	N/A
D-C	8.79	1.03	6.49	17.73	22.24			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.13	0.00	0.00	0.13	0.13			N/A	N/A
AB-D	0.98	~1	~1	~1	~1			N/A	N/A
D-AB	24.09	4.95	20.44	44.16	53.10			N/A	N/A
D-C	3.63	0.07	1.35	9.72	14.50			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

2031 Base + 550 No Thru Link, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Base + 550 No Thru Link	AM	AM 2016 Base	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1067	100.000
B		ONE HOUR	✓	60	100.000
C		ONE HOUR	✓	968	100.000
D		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	7	781	279
	B	25	0	21	14
	C	867	5	0	96
	D	317	2	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		A	B	C	D	
	A	0	0	5	6	
	B	0	0	0	0	
	C	0	4	0	11	
	D	6	0	13	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.07	0.12	0.1	~1	A	32	48
B-A	0.14	0.36	0.2	~1	C	23	34
A-B						6	10
A-C						717	1075
A-D						256	384
AB-C						736	1104
AB-D	0.72	0.47	2.4	?	D	269	403
D-AB	0.69	0.37	2.1	?	C	293	439
D-C	0.27	0.70	0.4	~1	E	27	40
C-D						88	132
C-A						796	1193
C-B						5	7
CD-A						1086	1629
CD-B	0.02	0.14	0.0	~1	A	6	10

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 (min)	LOS
B-CD	26	7	659	0.040	26	0.0	0.0	0.095	A
B-A	19	5	377	0.050	19	0.0	0.1	0.168	B
A-B	5	1			5				
A-C	588	147			588				
A-D	210	53			210				
AB-C	604	151			604				
AB-D	221	55	521	0.423	218	0.0	0.7	0.196	B
D-AB	240	60	611	0.393	238	0.0	0.6	0.159	A
D-C	22	5	275	0.080	21	0.0	0.1	0.237	B
C-D	72	18			72				
C-A	653	163			653				
C-B	4	0.94			4				
CD-A	889	222			889				
CD-B	5	1	531	0.010	5	0.0	0.0	0.114	A

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 (min)	LOS
B-CD	31	8	611	0.052	31	0.0	0.1	0.104	A
B-A	22	6	300	0.075	22	0.1	0.1	0.216	B
A-B	6	2			6				
A-C	702	176			702				
A-D	251	63			251				
AB-C	721	180			721				
AB-D	263	66	491	0.537	262	0.7	1.1	0.260	C
D-AB	287	72	573	0.501	285	0.6	1.0	0.208	B
D-C	26	7	211	0.124	26	0.1	0.1	0.324	C
C-D	86	22			86				
C-A	779	195			779				
C-B	4	1			4				
CD-A	1063	266			1063				
CD-B	6	2	496	0.013	6	0.0	0.0	0.123	A

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 (min)	LOS
B-CD	39	10	541	0.071	38	0.1	0.1	0.119	A
B-A	28	7	194	0.142	27	0.1	0.2	0.360	C
A-B	8	2			8				
A-C	860	215			860				
A-D	307	77			307				
AB-C	883	221			883				
AB-D	323	81	450	0.718	318	1.1	2.3	0.440	B
D-AB	351	88	512	0.687	347	1.0	2.0	0.355	C
D-C	32	8	119	0.268	31	0.1	0.3	0.675	E
C-D	106	26			106				
C-A	955	239			955				
C-B	6	1			6				
CD-A	1299	325			1299				
CD-B	8	2	446	0.017	8	0.0	0.0	0.137	A

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 (min)	LOS
B-CD	39	10	540	0.071	39	0.1	0.1	0.120	A
B-A	28	7	193	0.143	28	0.2	0.2	0.363	C
A-B	8	2			8				
A-C	860	215			860				
A-D	307	77			307				
AB-C	883	221			883				
AB-D	323	81	450	0.718	322	2.3	2.4	0.467	D
D-AB	351	88	510	0.688	351	2.0	2.1	0.375	C
D-C	32	8	117	0.273	32	0.3	0.4	0.705	E
C-D	106	26			106				
C-A	955	239			955				
C-B	6	1			6				
CD-A	1303	326			1303				
CD-B	8	2	446	0.017	8	0.0	0.0	0.137	A

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 (min)	LOS
B-CD	31	8	610	0.052	32	0.1	0.1	0.104	A
B-A	22	6	299	0.075	23	0.2	0.1	0.218	B
A-B	6	2			6				
A-C	702	176			702				
A-D	251	63			251				
AB-C	721	180			721				
AB-D	263	66	491	0.537	268	2.4	1.2	0.275	C
D-AB	287	72	572	0.502	291	2.1	1.0	0.217	B
D-C	26	7	208	0.125	27	0.4	0.1	0.333	C
C-D	86	22			86				
C-A	779	195			779				
C-B	4	1			4				
CD-A	1069	267			1069				
CD-B	6	2	496	0.013	6	0.0	0.0	0.123	A

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 (min)	LOS
B-CD	26	7	658	0.040	26	0.1	0.0	0.095	A
B-A	19	5	376	0.050	19	0.1	0.1	0.168	B
A-B	5	1			5				
A-C	588	147			588				
A-D	210	53			210				
AB-C	604	151			604				
AB-D	221	55	521	0.424	222	1.2	0.8	0.202	B
D-AB	240	60	611	0.393	242	1.0	0.7	0.163	A
D-C	22	5	273	0.080	22	0.1	0.1	0.240	B
C-D	72	18			72				
C-A	653	163			653				
C-B	4	0.94			4				
CD-A	893	223			893				
CD-B	5	1	531	0.010	5	0.0	0.0	0.114	A

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.72	~1	~1	~1	~1			N/A	N/A
D-AB	0.64	0.55	1.00	1.40	1.45			N/A	N/A
D-C	0.08	0.00	0.00	0.08	0.08			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
AB-D	1.12	?	?	?	?			N/A	N/A
D-AB	0.98	0.10	0.94	1.55	1.88			N/A	N/A
D-C	0.14	0.00	0.00	0.14	0.14			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.03	0.26	0.47	0.49			N/A	N/A
B-A	0.16	0.03	0.26	0.48	0.63			N/A	N/A
AB-D	2.31	?	?	?	?			N/A	N/A
D-AB	2.04	0.03	0.31	2.77	9.97			N/A	N/A
D-C	0.35	0.03	0.27	0.48	1.29			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.08	0.00	0.00	0.08	0.08			N/A	N/A
B-A	0.16	0.03	0.25	0.45	0.48			N/A	N/A
AB-D	2.41	?	?	?	?			N/A	N/A
D-AB	2.12	0.03	0.29	2.12	8.74			N/A	N/A
D-C	0.36	0.03	0.33	1.18	1.42			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.08	0.00	0.00	0.08	0.08			N/A	N/A
AB-D	1.20	?	?	?	?			N/A	N/A
D-AB	1.03	0.05	0.54	2.27	3.33			N/A	N/A
D-C	0.15	0.00	0.00	0.15	0.15			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
AB-D	0.75	~1	~1	~1	~1			N/A	N/A
D-AB	0.66	0.04	0.37	1.50	2.47			N/A	N/A
D-C	0.09	0.03	0.25	0.45	0.48			N/A	N/A
CD-B	0.01	~1	~1	~1	~1	)		N/A	N/A

2031 Base + 550 No Thru Link, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	3.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Base + 550 No Thru Link	PM	PM 2016 Base	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1699	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	958	100.000
D		ONE HOUR	✓	516	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From	A	B	C	D	
	A	0	11	1324	364
	B	26	0	31	9
	C	900	4	0	54
	D	467	8	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From	A	B	C	D	
	A	0	0	2	1
	B	0	0	0	0
	C	0	2	0	19
	D	0	0	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.0000000000.00	27.80	27.5	?	F	37	55
B-A	0.0000000000.00	30.97	18.1	?	F	24	36
A-B						10	15
A-C						1215	1822
A-D						334	501
AB-C						1243	1865
AB-D	0.85	0.77	4.8	?	E	342	513
D-AB	3.11	40.76	157.5	?	F	436	654
D-C	2.98	45.86	14.2	?	F	38	56
C-D						50	74
C-A						826	1239
C-B						4	6
CD-A						1190	1785
CD-B	0.03	0.20	0.0	~1	E	10	15

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 (min)	LOS
B-CD	30	8	534	0.056	30	0.0	0.1	0.119	A
B-A	20	5	226	0.086	19	0.0	0.1	0.289	C
A-B	8	2			8				
A-C	997	249			997				
A-D	274	69			274				
AB-C	1020	255			1020				
AB-D	281	70	547	0.513	277	0.0	1.0	0.219	B
D-AB	358	89	629	0.569	353	0.0	1.3	0.214	B
D-C	31	8	172	0.180	30	0.0	0.2	0.421	D
C-D	41	10			41				
C-A	678	169			678				
C-B	3	0.75			3				
CD-A	1024	256			1024				
CD-B	9	2	442	0.020	9	0.0	0.0	0.139	A

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 (min)	LOS
B-CD	36	9	453	0.079	36	0.1	0.1	0.144	A
B-A	23	6	120	0.194	23	0.1	0.2	0.511	E
A-B	10	2			10				
A-C	1190	298			1190				
A-D	327	82			327				
AB-C	1218	305			1218				
AB-D	335	84	516	0.650	332	1.0	1.8	0.322	C
D-AB	427	107	567	0.753	421	1.3	2.8	0.395	C
D-C	37	9	96	0.384	35	0.2	0.6	0.989	F
C-D	49	12			49				
C-A	809	202			809				
C-B	4	0.90			4				
CD-A	1223	306			1223				
CD-B	11	3	386	0.028	11	0.0	0.0	0.160	A

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 (min)	LOS
B-CD	44	11	0	999999999.000	0	0.1	11.1	27.810	F
B-A	29	7	0	999999999.000	0	0.2	7.4	30.974	F
A-B	12	3			12				
A-C	1458	364			1458				
A-D	401	100			401				
AB-C	1458	364			1458				
AB-D	401	100	473	0.847	390	1.8	4.3	0.855	E
D-AB	523	131	260	2.011	259	2.8	66.8	10.298	F
D-C	45	11	23	1.956	21	0.6	6.7	14.339	F
C-D	59	15			59				
C-A	991	248			991				
C-B	4	1			4				
CD-A	1245	311			1245				
CD-B	9	2	307	0.028	9	0.0	0.0	0.200	S

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 (min)	LOS
B-CD	44	11	0	999999999.000	0	11.1	22.1	15.043	F
B-A	29	7	0	999999999.000	0	7.4	14.5	18.375	F
A-B	12	3			12				
A-C	1458	364			1458				
A-D	401	100			401				
AB-C	1458	364			1458				
AB-D	401	100	473	0.847	399	4.3	4.8	0.769	E
D-AB	523	131	168	3.105	168	68.9	157.5	40.749	F
D-C	45	11	15	2.983	15	6.7	14.2	45.880	F
C-D	59	15			59				
C-A	991	248			991				
C-B	4	1			4				
CD-A	1156	289			1156				
CD-B	7	2	307	0.024	7	0.0	0.0	0.200	S

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 (min)	LOS
B-CD	36	9	14	2.518	14	22.1	27.5	19.077	F
B-A	23	6	9	2.494	9	14.5	18.1	22.772	F
A-B	10	2			10				
A-C	1190	298			1190				
A-D	327	82			327				
AB-C	1201	300			1201				
AB-D	330	83	516	0.641	342	4.8	1.9	0.366	C
D-AB	427	107	462	0.925	459	157.5	149.5	19.155	F
D-C	37	9	41	0.901	38	14.2	13.8	20.685	F
C-D	49	12			49				
C-A	809	202			809				
C-B	4	0.90			4				
CD-A	1260	315			1260				
CD-B	11	3	386	0.029	11	0.0	0.0	0.161	A

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-CD	30	8	333	0.090	140	27.5	0.1	0.594	E
B-A	20	5	118	0.166	91	18.1	0.2	4.321	F
A-B	8	2			8				
A-C	997	249			997				
A-D	274	69			274				
AB-C	1105	276			1105				
AB-D	306	76	547	0.558	308	1.9	1.3	0.253	C
D-AB	358	89	565	0.633	561	149.8	88.7	13.361	F
D-C	31	8	51	0.606	48	13.8	9.7	15.152	F
C-D	41	10			41				
C-A	678	169			678				
C-B	3	0.75			3				
CD-A	1229	307			1229				
CD-B	12	3	442	0.028	12	0.0	0.0	0.140	A

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
AB-D	1.02	?	?	?	?			N/A	N/A
D-AB	1.28	0.03	0.27	1.28	1.28			N/A	N/A
D-C	0.21	0.03	0.26	0.46	0.48			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.09	0.00	0.00	0.09	0.09			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
AB-D	1.75	?	?	?	?			N/A	N/A
D-AB	2.76	0.03	0.29	2.76	9.31			N/A	N/A
D-C	0.57	0.03	0.27	0.57	0.92			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	11.10	0.00	0.00	11.10	11.10			N/A	N/A
B-A	7.39	0.00	0.00	7.39	7.39			N/A	N/A
AB-D	4.34	?	?	?	?			N/A	N/A
D-AB	68.88	37.02	66.13	97.24	107.54			N/A	N/A
D-C	6.65	0.46	4.35	14.38	18.62			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	22.11	0.00	0.00	22.11	22.11			N/A	N/A
B-A	14.54	0.00	0.00	14.54	14.54			N/A	N/A
AB-D	4.80	?	?	?	?			N/A	N/A
D-AB	157.52	157.05	157.50	157.90	157.95			N/A	N/A
D-C	14.20	3.57	12.27	24.35	28.77			N/A	N/A
CD-B	0.02	~1	~1	~1	~1	)		N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	27.53	0.00	0.00	27.53	27.53			N/A	N/A
B-A	18.06	0.00	0.00	18.06	18.06			N/A	N/A
AB-D	1.88	?	?	?	?			N/A	N/A
D-AB	149.55	>199	>199	>199	>199			N/A	N/A
D-C	13.83	2.36	11.39	25.59	30.96			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-CD	0.10	0.00	0.00	0.10	0.10			N/A	N/A
B-A	0.23	0.00	0.00	0.23	0.23			N/A	N/A
AB-D	1.31	?	?	?	?			N/A	N/A
D-AB	98.68	53.84	95.06	138.87	153.35			N/A	N/A
D-C	9.67	0.52	6.27	21.73	28.41			N/A	N/A
CD-B	0.03	~1	~1	~1	~1	)		N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646
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Filename: Oystercatcher.j9

Path: P:\14-111 - Land West of Bilsham Road, Yapton\Trans\Picady\Junctions 10 Modelling

Report generation date: 23/10/2017 12:36:08

*2031 Base + Dev 550 Units No Through Link, AM

*2031 Base + Dev 550 Units No Through Link, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
[Lane Simulation] - 2031 Base + Dev 550 Units No Through Link								
Junction 1 - Arm A	0.0	0.00		A	0.4	0.01		A
Junction 1 - Arm B	0.2	0.20		B	0.6	0.59		E
Junction 1 - Arm C	0.0	0.00		A	0.0	0.00		A
Junction 2 - Arm A	0.0	0.00		A	0.0	0.00		A
Junction 2 - Arm B	1.0	0.19		B	3.2	0.38		C
Junction 2 - Arm C	1.2	0.07		A	2.0	0.08		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/04/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	164011208	101	17.94

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev 550 Units No Through Link	AM	ONE HOUR	07:30	09:00	15	✓
D2	2031 Base + Dev 550 Units No Through Link	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	80.000	100.000

2031 Base + Dev 550 Units No Through Link, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way	0.01	A
2	untitled	T-Junction	Two-way	0.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	A259 Grevatts Lane E		Major
	B	Climping Street		Minor
	C	A259 Crookthorne Lanes		Major
2	A	A259 Grevatts Lane W		Major
	B	B2233 Burndell Road		Minor
	C	A259 Grevatts Lane E		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.30	✓	8.00	✓	3.65	120.0	✓	15.00
2	C	7.30	✓	8.00	✓	3.50	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

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1	B	One lane plus flare		10.00	6.75	4.60	3.00	3.00		2.00	50	50
2	B	One lane	4.50								240	240

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	626	0.091	0.231	0.145	0.330
1	B-C	713	0.103	0.261	-	-
1	C-B	745	0.272	0.272	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	932	0.136	0.343	0.216	0.491
2	B-C	891	0.129	0.326	-	-
2	C-B	734	0.268	0.268	-	-

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

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1	A	1 [Give-way line]	1	B,C		Infinity	0	99999
	B	1 [Give-way line]	1	C	✓	2.00	0	99999
			2	A	✓	2.00	0	99999
	2	1 [Give-way line]	1	(A,C)		Infinity		
			1	A	✓	15.00	0	99999
			2	B	✓	15.00	0	99999
2	C	1 [Give-way line]	1	(A,B)	✓	3.00		
			2					
	A	1 [Give-way line]	1	B,C		Infinity	0	99999
	B	1 [Give-way line]	1	A,C		Infinity	0	99999
	C	1 [Give-way line]	1	A	✓	7.00	0	99999
			2	B	✓	7.00	0	99999
	2	1 [Give-way line]	1	(A,B)	✓	3.00		
			2					

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1			✓
			2	✓		
	2	1 [Give-way line]	1	✓		✓
			1	✓		
			2		✓	
	2	1 [Give-way line]	1	✓	✓	
			2			

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1	✓		✓
	C	1 [Give-way line]	1	✓		
			2		✓	
	2	1 [Give-way line]	1	✓	✓	
			2			

Traffic Demand

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	2031 Base + Dev 550 Units No Through Link	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1067	100.000
	B		ONE HOUR	✓	60	100.000
	C	✓				
2	A		ONE HOUR	✓	968	100.000
	B		ONE HOUR	✓	348	100.000
	C	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1		To			
	From		A	B	C
		A	0	7	1060
		B	25	0	35
		C	1184	7	0

Demand (PCU/hr)

Junction 2	To				
		A	B	C	
	From	A	0	96	872
		B	0	0	348
		C	781	293	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

Junction 2		To			
	From	A	B	C	
		A	0	0	0
		B	0	0	0
		C	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.00	0.0	A	787	1181
	B	0.20	0.2	B	46	68
	C	0.00	0.0	A	896	1343
2	A	0.00	0.0	A	710	1065
	B	0.19	1.0	B	255	383
	C	0.07	1.2	A	809	1213

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	641	160	641	754	0.0	0.0	0.000	A
	B	37	9	36	8	0.0	0.1	0.128	A
	C	742	186	742	657	0.0	0.0	0.001	A
2	A	593	148	593	477	0.0	0.0	0.000	A
	B	207	52	206	234	0.0	0.4	0.116	A
	C	657	164	654	742	0.0	0.6	0.040	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	770	193	770	884	0.0	0.0	0.000	A
	B	43	11	43	9	0.1	0.1	0.156	A
	C	871	218	871	792	0.0	0.0	0.001	A
2	A	683	171	683	571	0.0	0.0	0.000	A
	B	249	62	253	287	0.4	0.4	0.139	A
	C	792	198	792	871	0.6	0.7	0.051	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	951	238	951	1089	0.0	0.0	0.000	A
	B	55	14	55	13	0.1	0.2	0.190	B
	C	1075	269	1075	979	0.0	0.0	0.001	A
2	A	861	215	861	713	0.0	0.0	0.000	A
	B	304	76	303	360	0.4	1.0	0.188	B
	C	979	245	984	1075	0.7	0.9	0.064	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	939	235	939	1070	0.0	0.0	0.000	A
	B	55	14	54	12	0.2	0.2	0.200	B
	C	1052	263	1052	962	0.0	0.0	0.001	A
2	A	837	209	837	706	0.0	0.0	0.000	A
	B	301	75	300	340	1.0	0.8	0.178	B
	C	962	241	961	1052	0.9	1.2	0.066	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	773	193	773	891	0.0	0.0	0.000	A
	B	48	12	48	12	0.2	0.1	0.158	A
	C	878	220	878	796	0.0	0.0	0.001	A
2	A	692	173	692	577	0.0	0.0	0.000	A
	B	255	64	254	286	0.8	0.7	0.144	A
	C	796	199	796	878	1.2	0.6	0.050	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	648	162	648	767	0.0	0.0	0.000	A
	B	36	9	36	6	0.1	0.1	0.135	A
	C	754	189	754	665	0.0	0.0	0.001	A
2	A	594	149	594	489	0.0	0.0	0.000	A
	B	216	54	216	233	0.7	0.4	0.124	A
	C	665	166	666	754	0.6	0.4	0.040	A

Lane Results

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

Lanes: Main Results for each time segment

07:30 - 07:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	641	641	0.0	0.0	0.000	A
		Exit	1	1		754	754	0.0	0.0	0.000	A
	B	Entry	1	1	C	21	20	0.0	0.1	0.112	A
			2	2	A	16	15	0.0	0.1	0.149	A
		Exit	1	1	(A,C)	37	36	0.0	0.0	0.000	A
			2	2		8	8	0.0	0.0	0.000	A
	C	Entry	1	1	A	738	738	0.0	0.0	0.000	A
			2	2	B	4	4	0.0	0.0	0.117	A
		Exit	1	1	(A,B)	742	742	0.0	0.0	0.000	A
			2	2		657	657	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	593	593	0.0	0.0	0.000	A
		Exit	1	1		477	477	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	207	206	0.0	0.4	0.116	A
		Exit	1	1		234	234	0.0	0.0	0.000	A
	C	Entry	1	1	A	477	477	0.0	0.0	0.000	A
			2	2	B	180	177	0.0	0.6	0.146	A
		Exit	1	1	(A,B)	657	657	0.0	0.0	0.000	A
			2	2		742	742	0.0	0.0	0.000	A

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	770	770	0.0	0.0	0.000	A
		Exit	1	1		884	884	0.0	0.0	0.000	A
	B	Entry	1	1	C	26	26	0.1	0.1	0.125	A
			2	2	A	17	17	0.1	0.1	0.201	B
		Exit	1	1	(A,C)	43	43	0.0	0.0	0.001	A
			2	2		9	9	0.0	0.0	0.000	A
	C	Entry	1	1	A	867	867	0.0	0.0	0.000	A
			2	2	B	4	4	0.0	0.0	0.121	A
		Exit	1	1	(A,B)	871	871	0.0	0.0	0.000	A
			2	2		792	792	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	683	683	0.0	0.0	0.000	A
		Exit	1	1		571	571	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	249	253	0.4	0.4	0.139	A
		Exit	1	1		287	287	0.0	0.0	0.000	A
	C	Entry	1	1	A	571	571	0.0	0.0	0.000	A
			2	2	B	221	222	0.6	0.7	0.185	B
		Exit	1	1	(A,B)	792	792	0.0	0.0	0.000	A
			2	2		871	871	0.0	0.0	0.000	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	951	951	0.0	0.0	0.000	A
		Exit	1	1		1089	1089	0.0	0.0	0.000	A
	B	Entry	1	1	C	34	33	0.1	0.1	0.139	A
			2	2	A	21	21	0.1	0.1	0.262	C
		Exit	1	1	(A,C)	55	55	0.0	0.0	0.000	A
			2	2		13	13	0.0	0.0	0.000	A
	C	Entry	1	1	A	1068	1068	0.0	0.0	0.000	A
			2	2	B	7	7	0.0	0.0	0.124	A
		Exit	1	1	(A,B)	1075	1075	0.0	0.0	0.000	A
			2	2		979	979	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	861	861	0.0	0.0	0.000	A
		Exit	1	1		713	713	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	304	303	0.4	1.0	0.188	B
		Exit	1	1		360	360	0.0	0.0	0.000	A
	C	Entry	1	1	A	713	713	0.0	0.0	0.000	A
			2	2	B	266	271	0.7	0.9	0.234	B
		Exit	1	1	(A,B)	979	979	0.0	0.0	0.001	A
			2	2		1075	1075	0.0	0.0	0.000	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	939	939	0.0	0.0	0.000	A
		Exit	1	1		1070	1070	0.0	0.0	0.000	A
	B	Entry	1	1	C	32	31	0.1	0.1	0.140	A
				2	A	24	23	0.1	0.1	0.274	B
		Exit	2	1	(A,C)	55	55	0.0	0.0	0.005	A
			1	1		12	12	0.0	0.0	0.000	A
	C	Entry	1	1	A	1048	1048	0.0	0.0	0.000	A
				2	B	5	5	0.0	0.0	0.119	A
		Exit	2	1	(A,B)	1052	1052	0.0	0.0	0.000	A
			1	1		962	962	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	837	837	0.0	0.0	0.000	A
		Exit	1	1		706	706	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	301	300	1.0	0.8	0.178	B
		Exit	1	1		340	340	0.0	0.0	0.000	A
	C	Entry	1	1	A	706	706	0.0	0.0	0.000	A
				2	B	257	255	0.9	1.2	0.244	B
		Exit	2	1	(A,B)	962	962	0.0	0.0	0.001	A
			1	1		1052	1052	0.0	0.0	0.000	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	773	773	0.0	0.0	0.000	A
		Exit	1	1		891	891	0.0	0.0	0.000	A
	B	Entry	1	1	C	29	30	0.1	0.0	0.124	A
				2	A	18	19	0.1	0.0	0.209	B
		Exit	2	1	(A,C)	48	48	0.0	0.0	0.001	A
			1	1		12	12	0.0	0.0	0.000	A
	C	Entry	1	1	A	872	872	0.0	0.0	0.000	A
				2	B	6	6	0.0	0.0	0.119	A
		Exit	2	1	(A,B)	878	878	0.0	0.0	0.000	A
			1	1		796	796	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	692	692	0.0	0.0	0.000	A
		Exit	1	1		577	577	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	255	254	0.8	0.7	0.144	A
		Exit	1	1		286	286	0.0	0.0	0.000	A
	C	Entry	1	1	A	577	577	0.0	0.0	0.000	A
				2	B	219	219	1.2	0.6	0.180	B
		Exit	2	1	(A,B)	796	796	0.0	0.0	0.000	A
			1	1		878	878	0.0	0.0	0.000	A

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	648	648	0.0	0.0	0.000	A
		Exit	1	1		767	767	0.0	0.0	0.000	A
	B	Entry	1	1	C	20	20	0.0	0.0	0.107	A
				2	A	16	15	0.0	0.0	0.169	B
		Exit	2	1	(A,C)	36	36	0.0	0.0	0.000	A
			1	1		6	6	0.0	0.0	0.000	A
	C	Entry	1	1	A	751	751	0.0	0.0	0.000	A
				2	B	3	3	0.0	0.0	0.106	A
		Exit	2	1	(A,B)	754	754	0.0	0.0	0.000	A
			1	1		665	665	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	594	594	0.0	0.0	0.000	A
		Exit	1	1		489	489	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	216	216	0.7	0.4	0.124	A
		Exit	1	1		233	233	0.0	0.0	0.000	A
	C	Entry	1	1	A	489	489	0.0	0.0	0.000	A
				2	B	176	177	0.6	0.4	0.147	A
		Exit	2	1	(A,B)	665	665	0.0	0.0	0.000	A
			1	1		754	754	0.0	0.0	0.000	A

2031 Base + Dev 550 Units No Through Link, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way	0.02	A
2	untitled	T-Junction	Two-way	0.10	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	2031 Base + Dev 550 Units No Through Link	PM	ONE HOUR	16:30	18:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	1699	100.000
	B		ONE HOUR	✓	66	100.000
	C	✓				
2	A		ONE HOUR	✓	958	100.000
	B		ONE HOUR	✓	516	100.000
	C	✓				

Origin-Destination Data

Demand (PCU/hr)					
Junction 1		To			
	From	A	B	C	
		A	0	11	1688
		B	26	0	40
		C	1367	12	0

Junction 2	Demand (PCU/hr)
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	To			
		A	B	C
	A	0	54	904
	B	0	0	516
From	C	1324	374	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	A	0.01	0.4	A	1248	1871
	B	0.59	0.6	B	48	72
	C	0.00	0.0	A	1044	1566
2	A	0.00	0.0	A	703	1054
	B	0.38	3.2	C	382	573
	C	0.08	2.0	A	1269	1903

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1020	255	1020	867	0.0	0.0	0.000	A
	B	40	10	40	15	0.0	0.1	0.159	A
	C	858	214	858	1036	0.0	0.0	0.001	A
2	A	575	144	575	806	0.0	0.0	0.000	A
	B	316	79	313	260	0.0	1.0	0.143	A
	C	1036	259	1035	858	0.0	0.8	0.036	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1228	307	1228	1036	0.0	0.0	0.000	A
	B	49	12	48	16	0.1	0.2	0.250	C
	C	1025	256	1025	1249	0.0	0.0	0.001	A
2	A	691	173	691	973	0.0	0.0	0.000	A
	B	372	93	373	314	1.0	1.2	0.194	B
	C	1249	312	1248	1025	0.8	1.1	0.048	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1509	377	1509	1258	0.0	0.2	0.006	A
	B	56	14	57	21	0.2	0.6	0.545	C
	C	1247	312	1247	1533	0.0	0.0	0.002	A
2	A	841	210	841	1199	0.0	0.0	0.000	A
	B	453	113	451	378	1.2	2.5	0.313	C
	C	1533	383	1531	1247	1.1	1.8	0.072	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1485	371	1486	1270	0.2	0.4	0.013	A
	B	59	15	59	21	0.6	0.5	0.594	E
	C	1258	314	1258	1511	0.0	0.0	0.002	A
2	A	848	212	848	1176	0.0	0.0	0.000	A
	B	463	116	456	382	2.5	3.2	0.376	C
	C	1511	378	1511	1258	1.8	2.0	0.079	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1220	305	1220	1025	0.4	0.0	0.003	A
	B	47	12	47	16	0.5	0.2	0.284	C
	C	1016	254	1016	1242	0.0	0.0	0.001	A
2	A	682	171	682	970	0.0	0.0	0.000	A
	B	372	93	373	308	3.2	1.3	0.225	B
	C	1242	310	1240	1016	2.0	1.1	0.053	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	1023	256	1023	870	0.0	0.0	0.000	A
	B	40	10	41	15	0.2	0.1	0.191	B
	C	861	215	861	1041	0.0	0.0	0.001	A
2	A	578	145	578	814	0.0	0.0	0.000	A
	B	314	78	314	258	1.3	0.8	0.156	A
	C	1041	260	1041	861	1.1	0.6	0.038	A

Lane Results

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

Lanes: Main Results for each time segment

18:30 - 18:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1020	1020	0.0	0.0	0.000	A
		Exit	1	1		867	867	0.0	0.0	0.000	A
	B	Entry	1	1	C	23	23	0.0	0.1	0.128	A
				2	A	17	17	0.0	0.0	0.201	B
		Exit	2	1	(A,C)	40	40	0.0	0.0	0.001	A
			1	1		15	15	0.0	0.0	0.000	A
	C	Entry	1	1	A	850	850	0.0	0.0	0.000	A
				2	B	8	8	0.0	0.0	0.131	A
		Exit	2	1	(A,B)	858	858	0.0	0.0	0.000	A
			1	1		1036	1036	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	575	575	0.0	0.0	0.000	A
		Exit	1	1		806	806	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	316	313	0.0	1.0	0.143	A
		Exit	1	1		260	260	0.0	0.0	0.000	A
	C	Entry	1	1	A	806	806	0.0	0.0	0.000	A
				2	B	230	229	0.0	0.8	0.163	A
		Exit	2	1	(A,B)	1036	1036	0.0	0.0	0.000	A
			1	1		858	858	0.0	0.0	0.000	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1228	1228	0.0	0.0	0.000	A
		Exit	1	1		1036	1036	0.0	0.0	0.000	A
	B	Entry	1	1	C	30	29	0.1	0.1	0.167	B
				2	A	19	19	0.0	0.1	0.370	C
		Exit	2	1	(A,C)	49	49	0.0	0.0	0.002	A
			1	1		16	16	0.0	0.0	0.000	A
	C	Entry	1	1	A	1017	1017	0.0	0.0	0.000	A
				2	B	8	8	0.0	0.0	0.149	A
		Exit	2	1	(A,B)	1025	1025	0.0	0.0	0.000	A
			1	1		1249	1249	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	691	691	0.0	0.0	0.000	A
		Exit	1	1		973	973	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	372	373	1.0	1.2	0.194	B
		Exit	1	1		314	314	0.0	0.0	0.000	A
	C	Entry	1	1	A	973	973	0.0	0.0	0.000	A
				2	B	276	275	0.8	1.0	0.216	B
		Exit	2	1	(A,B)	1249	1249	0.0	0.0	0.001	A
			1	1		1025	1025	0.0	0.0	0.000	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1509	1509	0.0	0.2	0.006	A
		Exit	1	1		1258	1258	0.0	0.0	0.000	A
	B	Entry	1	1	C	35	35	0.1	0.2	0.254	C
				2	A	22	22	0.1	0.3	0.888	F
		Exit	2	1	(A,C)	56	56	0.0	0.0	0.052	A
			1	1		21	21	0.0	0.0	0.000	A
	C	Entry	1	1	A	1235	1235	0.0	0.0	0.000	A
				2	B	11	11	0.0	0.0	0.192	B
		Exit	2	1	(A,B)	1247	1247	0.0	0.0	0.000	A
			1	1		1533	1533	0.0	0.1	0.003	A
2	A	Entry	1	1	B,C	841	841	0.0	0.0	0.000	A
		Exit	1	1		1199	1199	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	453	451	1.2	2.5	0.313	C
		Exit	1	1		378	378	0.0	0.0	0.000	A
	C	Entry	1	1	A	1199	1199	0.0	0.0	0.000	A
				2	B	334	332	1.0	1.7	0.307	C
		Exit	2	1	(A,B)	1533	1533	0.0	0.1	0.004	A
			1	1		1247	1247	0.0	0.0	0.000	A

17:15 - 17:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1485	1486	0.2	0.4	0.013	A
		Exit	1	1		1270	1270	0.0	0.0	0.000	A
	B	Entry	1	1	C	34	35	0.2	0.1	0.287	C
				2	A	24	24	0.3	0.3	0.884	F
		Exit	2	1	(A,C)	59	58	0.0	0.1	0.075	A
			1	1		21	21	0.0	0.0	0.000	A
	C	Entry	1	1	A	1246	1246	0.0	0.0	0.000	A
				2	B	12	12	0.0	0.0	0.184	B
		Exit	2	1	(A,B)	1258	1258	0.0	0.0	0.000	A
			1	1		1511	1511	0.1	0.2	0.005	A
2	A	Entry	1	1	B,C	848	848	0.0	0.0	0.000	A
		Exit	1	1		1176	1176	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	463	456	2.5	3.2	0.376	C
		Exit	1	1		382	382	0.0	0.0	0.000	A
	C	Entry	1	1	A	1176	1176	0.0	0.0	0.000	A
				2	B	335	335	1.7	1.8	0.329	C
		Exit	2	1	(A,B)	1511	1511	0.1	0.2	0.006	A
			1	1		1258	1258	0.0	0.0	0.000	A

17:30 - 17:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1220	1220	0.4	0.0	0.003	A
		Exit	1	1		1025	1025	0.0	0.0	0.000	A
	B	Entry	1	1	C	30	30	0.1	0.1	0.188	B
				2	A	17	17	0.3	0.1	0.401	C
		Exit	2	1	(A,C)	47	47	0.1	0.0	0.020	A
			1	1		16	16	0.0	0.0	0.000	A
	C	Entry	1	1	A	1008	1008	0.0	0.0	0.000	A
				2	B	8	8	0.0	0.0	0.151	A
		Exit	2	1	(A,B)	1016	1016	0.0	0.0	0.000	A
			1	1		1242	1242	0.2	0.0	0.001	A
2	A	Entry	1	1	B,C	682	682	0.0	0.0	0.000	A
		Exit	1	1		970	970	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	372	373	3.2	1.3	0.225	B
		Exit	1	1		308	308	0.0	0.0	0.000	A
	C	Entry	1	1	A	970	970	0.0	0.0	0.000	A
				2	B	271	270	1.8	1.0	0.232	B
		Exit	2	1	(A,B)	1242	1242	0.2	0.0	0.002	A
			1	1		1016	1016	0.0	0.0	0.000	A

17:45 - 18:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	LOS
1	A	Entry	1	1	B,C	1023	1023	0.0	0.0	0.000	A
		Exit	1	1		870	870	0.0	0.0	0.000	A
	B	Entry	1	1	C	23	24	0.1	0.1	0.151	A
				2	A	17	17	0.1	0.1	0.249	B
		Exit	2	1	(A,C)	40	40	0.0	0.0	0.001	A
			1	1		15	15	0.0	0.0	0.000	A
	C	Entry	1	1	A	853	853	0.0	0.0	0.000	A
				2	B	8	8	0.0	0.0	0.129	A
		Exit	2	1	(A,B)	861	861	0.0	0.0	0.000	A
			1	1		1041	1041	0.0	0.0	0.000	A
2	A	Entry	1	1	B,C	578	578	0.0	0.0	0.000	A
		Exit	1	1		814	814	0.0	0.0	0.000	A
	B	Entry	1	1	A,C	314	314	1.3	0.8	0.156	A
		Exit	1	1		258	258	0.0	0.0	0.000	A
	C	Entry	1	1	A	814	814	0.0	0.0	0.000	A
				2	B	227	227	1.0	0.6	0.175	B
		Exit	2	1	(A,B)	1041	1041	0.0	0.0	0.000	A
			1	1		861	861	0.0	0.0	0.000	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646
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Filename: Comet Corner.j9

Path: P:\14-111 - Land West of Bilsham Road, Yapton\Trans\Picady\GLEESONS 250 UNITS\Comet Corner

Report generation date: 23/10/2017 13:58:38

»2017 Observed, AM
»2017 Observed, PM
»2022 Base, AM
»2022 Base, PM
»2022 Base + Dev, AM
»2022 Base + Dev, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + 550 No Thru Link, AM
»2031 Base + 550 No Thru Link, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (min)	RFC	Queue (Veh)	Delay (min)	RFC
2017 Observed						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-AD	1.1	0.53	0.54	1.6	1.29	0.65
Stream A-D	0.0	0.18	0.04	0.1	0.14	0.05
Stream D-A	0.0	0.36	0.01	1.8	11.65	1.17
Stream D-BC	3.9	1.25	0.83	18.6	5.17	1.15
Stream C-B	0.0	0.12	0.02	0.1	0.19	0.06
2022 Base						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-AD	4.0	1.71	0.86	20.1	11.85	2.14
Stream A-D	0.1	0.20	0.05	0.1	0.16	0.07
Stream D-A	0.6	40.70	1.21	5.0	31.75	1.38
Stream D-BC	23.9	5.58	1.19	80.7	23.70	1.97
Stream C-B	0.0	0.13	0.03	0.1	0.23	0.09
2022 Base + Dev						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-AD	6.6	2.50	0.98	27.6	43.39	3.42
Stream A-D	0.1	0.21	0.08	0.2	0.17	0.13
Stream D-A	1.8	23.18	1.41	6.9	41.04	2.30
Stream D-BC	41.0	8.92	1.38	76.7	33.37	2.37
Stream C-B	0.0	0.14	0.03	0.1	0.24	0.09
2031 Base						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-AD	22.4	7.73	1.45	51.3	31.60	999999999.00
Stream A-D	0.1	0.23	0.06	0.1	0.18	0.08
Stream D-A	0.8	57.01	1.67	8.9	40.06	3.58
Stream D-BC	58.9	13.53	1.68	111.3	70.88	3.92
Stream C-B	0.0	0.15	0.03	0.1	0.29	0.11
2031 Base + 550 No Thru Link						
Stream B-C	0.0	0.00	0.00	0.0	0.00	0.00
Stream B-AD	36.9	15.89	2.31	73.6	53.69	999999999.00
Stream A-D	0.1	0.25	0.09	0.2	0.20	0.16
Stream D-A	3.0	35.55	1.76	12.0	58.48	8.00
Stream D-BC	89.1	28.45	2.14	154.0	48.03	8.45
Stream C-B	0.0	0.16	0.04	0.1	0.33	0.13

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	A259 Grevatts Lane/B2132 Yapton Rd/Worms Lane/B2132 Bilsham Rd
Location	Yapton, West Sussex
Site number	
Date	02/02/2016
Version	
Status	Completed
Identifier	
Client	Gleeson Strategic
Jobnumber	14-110
Enumerator	msheridan [BAS-ODYSSEY-03]
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	min	-Min	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed	AM	2016 AM Base	ONE HOUR	07:30	09:00	15	✓
D2	2017 Observed	PM	2016 PM Base	ONE HOUR	16:30	18:00	15	✓
D3	2022 Base	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓
D4	2022 Base	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓
D5	2022 Base + Dev	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓
D6	2022 Base + Dev	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓
D7	2031 Base	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓
D8	2031 Base	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓
D9	2031 Base + 550 No Thru Link	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓
D10	2031 Base + 550 No Thru Link	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 Grevattes Lane		Major
B	B2132 Yapton Rd		Minor
C	Worms Lane		Major
D	B2132 Bilsham Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	10.60		✓	3.20	120.0		-
C	11.10		✓	3.50	120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	6.30	4.20	3.20		3.00	240	240
D	One lane plus flare	10.00	10.00	8.10	5.30	4.20		3.00	240	139

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-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	713	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	789	0.112	0.283	-	-	-	0.178	0.404	0.178	0.112	0.283
1	B-C	835	0.100	0.252	-	-	-	-	-	-	0.100	0.252
1	C-B	734	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	736	-	-	-	0.228	0.090	0.228	-	0.090	-	-
1	D-BC	747	0.173	0.173	0.393	0.275	0.109	0.275	-	0.109	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Observed	AM	2016 AM Base	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	739	100.000
B		ONE HOUR	✓	122	100.000
C		ONE HOUR	✓	1236	100.000
D		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	56	669	14
	B	83	0	0	39
	C	747	11	0	478
	D	2	33	151	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	9	5	7
	B	1	0	0	0
	C	5	0	0	2
	D	0	3	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.54	0.53	1.1	D	112	168
A-B					51	77
A-C					614	921
A-D	0.04	0.18	0.0	B	13	19
D-A	0.01	0.36	0.0	C	2	3
D-BC	0.83	1.25	3.9	F	169	253
C-D					439	658
C-A					685	1028
C-B	0.02	0.12	0.0	A	10	15

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	626	0.000	0	0.0	0.0	0.000	A
B-AD	92	23	420	0.219	91	0.0	0.3	0.182	B
A-B	42	11			42				
A-C	504	126			504				
A-D	11	3	450	0.023	10	0.0	0.0	0.137	A
D-A	2	0.38	499	0.003	1	0.0	0.0	0.121	A
D-BC	139	35	384	0.361	136	0.0	0.6	0.240	B
C-D	360	90			360				
C-A	562	141			562				
C-B	8	2	574	0.014	8	0.0	0.0	0.106	A

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 (min)	LOS
B-C	0	0	579	0.000	0	0.0	0.0	0.000	A
B-AD	110	27	348	0.315	109	0.3	0.4	0.250	C
A-B	50	13			50				
A-C	601	150			601				
A-D	13	3	407	0.031	13	0.0	0.0	0.152	A
D-A	2	0.45	433	0.004	2	0.0	0.0	0.139	A
D-BC	165	41	326	0.508	164	0.6	1.0	0.366	C
C-D	430	107			430				
C-A	672	168			672				
C-B	10	2	542	0.018	10	0.0	0.0	0.113	A

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 (min)	LOS
B-C	0	0	503	0.000	0	0.0	0.0	0.000	A
B-AD	134	34	250	0.537	132	0.4	1.1	0.497	C
A-B	62	15			62				
A-C	737	184			737				
A-D	15	4	349	0.044	15	0.0	0.0	0.180	B
D-A	2	0.55	213	0.010	2	0.0	0.0	0.284	C
D-BC	203	51	245	0.826	193	1.0	3.4	1.004	F
C-D	526	132			526				
C-A	822	206			822				
C-B	12	3	498	0.024	12	0.0	0.0	0.123	A

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 (min)	LOS
B-C	0	0	498	0.000	0	0.0	0.0	0.000	A
B-AD	134	34	247	0.543	134	1.1	1.1	0.528	C
A-B	62	15			62				
A-C	737	184			737				
A-D	15	4	349	0.044	15	0.0	0.0	0.180	B
D-A	2	0.55	169	0.013	2	0.0	0.0	0.359	C
D-BC	203	51	245	0.827	201	3.4	3.9	1.262	F
C-D	526	132			526				
C-A	822	206			822				
C-B	12	3	496	0.024	12	0.0	0.0	0.124	A

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 (min)	LOS
B-C	0	0	574	0.000	0	0.0	0.0	0.000	A
B-AD	110	27	345	0.318	112	1.1	0.5	0.261	C
A-B	50	13			50				
A-C	601	150			601				
A-D	13	3	407	0.031	13	0.0	0.0	0.152	A
D-A	2	0.45	419	0.004	2	0.0	0.0	0.144	A
D-BC	165	41	325	0.509	177	3.9	1.1	0.432	C
C-D	430	107			430				
C-A	672	168			672				
C-B	10	2	539	0.018	10	0.0	0.0	0.113	A

08:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	624	0.000	0	0.0	0.0	0.000	A
B-AD	92	23	418	0.220	93	0.5	0.3	0.185	B
A-B	42	11			42				
A-C	504	126			504				
A-D	11	3	449	0.023	11	0.0	0.0	0.137	A
D-A	2	0.38	496	0.003	2	0.0	0.0	0.121	A
D-BC	139	35	383	0.361	141	1.1	0.6	0.249	B
C-D	360	90			360				
C-A	562	141			562				
C-B	8	2	573	0.014	8	0.0	0.0	0.106	A

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.46	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Observed	PM	2016 PM Base	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1394	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	1022	100.000
D		ONE HOUR	✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	223	1151	20
	B	45	0	0	28
	C	781	20	0	221
	D	9	57	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	0	0
	B	2	0	0	11
	C	2	0	0	4
	D	11	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.65	1.29	1.6	F	67	100
A-B					205	307
A-C					1056	1584
A-D	0.05	0.14	0.1	A	18	28
D-A	1.17	11.85	1.8	F	8	12
D-BC	1.15	5.17	18.6	F	171	256
C-D					203	304
C-A					717	1075
C-B	0.06	0.19	0.1	B	18	28

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	544	0.000	0	0.0	0.0	0.000	A
B-AD	55	14	328	0.167	54	0.0	0.2	0.218	B
A-B	168	42			168				
A-C	867	217			867				
A-D	15	4	530	0.028	15	0.0	0.0	0.116	A
D-A	7	2	458	0.015	7	0.0	0.0	0.133	A
D-BC	140	35	345	0.406	137	0.0	0.7	0.286	C
C-D	166	42			166				
C-A	588	147			588				
C-B	15	4	472	0.032	15	0.0	0.0	0.131	A

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 (min)	LOS
B-C	0	0	481	0.000	0	0.0	0.0	0.000	A
B-AD	66	16	246	0.267	65	0.2	0.4	0.330	C
A-B	200	50			200				
A-C	1035	259			1035				
A-D	18	4	494	0.036	18	0.0	0.0	0.126	A
D-A	8	2	372	0.022	8	0.0	0.0	0.165	A
D-BC	167	42	275	0.608	164	0.7	1.4	0.528	D
C-D	199	50			199				
C-A	702	176			702				
C-B	18	4	420	0.043	18	0.0	0.0	0.149	A

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 (min)	LOS
B-C	0	0	375	0.000	0	0.0	0.0	0.000	A
B-AD	80	20	133	0.605	77	0.4	1.3	1.007	F
A-B	246	61			246				
A-C	1267	317			1267				
A-D	22	6	445	0.050	22	0.0	0.1	0.142	A
D-A	10	2	8	1.171	5	0.0	1.3	11.851	F
D-BC	205	51	178	1.149	167	1.4	11.0	2.839	F
C-D	243	61			243				
C-A	860	215			860				
C-B	22	6	349	0.063	22	0.0	0.1	0.184	B

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 (min)	LOS
B-C	0	0	360	0.000	0	0.0	0.0	0.000	A
B-AD	80	20	124	0.648	79	1.3	1.6	1.280	F
A-B	246	61			246				
A-C	1267	317			1267				
A-D	22	6	444	0.050	22	0.1	0.1	0.142	A
D-A	10	2	11	0.920	8	1.3	1.8	7.998	F
D-BC	205	51	177	1.154	174	11.0	18.6	5.175	F
C-D	243	61			243				
C-A	860	215			860				
C-B	22	6	340	0.065	22	0.1	0.1	0.189	B

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 (min)	LOS
B-C	0	0	461	0.000	0	0.0	0.0	0.000	A
B-AD	66	16	229	0.286	70	1.6	0.4	0.387	C
A-B	200	50			200				
A-C	1035	259			1035				
A-D	18	4	493	0.036	18	0.1	0.0	0.126	A
D-A	8	2	178	0.045	15	1.8	0.0	0.383	C
D-BC	167	42	273	0.611	234	18.6	1.9	2.148	F
C-D	199	50			199				
C-A	702	176			702				
C-B	18	4	403	0.045	18	0.1	0.0	0.156	A

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 (min)	LOS
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-AD	55	14	326	0.168	56	0.4	0.2	0.222	B
A-B	168	42			168				
A-C	867	217			867				
A-D	15	4	530	0.028	15	0.0	0.0	0.117	A
D-A	7	2	453	0.015	7	0.0	0.0	0.134	A
D-BC	140	35	344	0.407	145	1.9	0.7	0.307	C
C-D	166	42			166				
C-A	588	147			588				
C-B	15	4	470	0.032	15	0.0	0.0	0.132	A

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	0.83	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Base	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	805	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	1369	100.000
D		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	61	729	15
	B	90	0	0	49
	C	814	12	0	543
	D	2	39	179	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	9	5	7
	B	1	0	0	0
	C	5	0	0	2
	D	0	3	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.88	1.71	4.0	F	128	191
A-B					56	84
A-C					669	1003
A-D	0.05	0.20	0.1	B	14	21
D-A	1.21	40.70	0.6	F	2	3
D-BC	1.19	5.88	23.9	F	200	300
C-D					498	747
C-A					747	1120
C-B	0.03	0.13	0.0	A	11	17

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	600	0.000	0	0.0	0.0	0.000	A
B-AD	105	26	380	0.275	103	0.0	0.4	0.215	B
A-B	46	11			46				
A-C	549	137			549				
A-D	11	3	426	0.027	11	0.0	0.0	0.145	A
D-A	2	0.38	461	0.003	1	0.0	0.0	0.130	A
D-BC	164	41	355	0.462	161	0.0	0.8	0.304	C
C-D	409	102			409				
C-A	613	153			613				
C-B	9	2	556	0.016	9	0.0	0.0	0.110	A

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 (min)	LOS
B-C	0	0	542	0.000	0	0.0	0.0	0.000	A
B-AD	125	31	301	0.415	124	0.4	0.7	0.336	C
A-B	55	14			55				
A-C	655	164			655				
A-D	13	3	379	0.036	13	0.0	0.0	0.164	A
D-A	2	0.45	348	0.005	2	0.0	0.0	0.174	B
D-BC	196	49	291	0.673	192	0.8	1.9	0.582	D
C-D	488	122			488				
C-A	732	183			732				
C-B	11	3	521	0.021	11	0.0	0.0	0.118	A

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 (min)	LOS
B-C	0	0	441	0.000	0	0.0	0.0	0.000	A
B-AD	153	38	191	0.799	144	0.7	2.9	1.120	F
A-B	67	17			67				
A-C	803	201			803				
A-D	17	4	314	0.053	16	0.0	0.1	0.202	B
D-A	2	0.55	2	1.208	0.54	0.0	0.4	40.704	F
D-BC	240	60	203	1.183	193	1.9	13.6	2.966	F
C-D	598	149			598				
C-A	896	224			896				
C-B	13	3	472	0.028	13	0.0	0.0	0.131	A

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 (min)	LOS
B-C	0	0	417	0.000	0	0.0	0.0	0.000	A
B-AD	153	38	178	0.858	149	2.9	4.0	1.708	F
A-B	67	17			67				
A-C	803	201			803				
A-D	17	4	312	0.053	17	0.1	0.1	0.203	B
D-A	2	0.55	3	0.831	1	0.4	0.6	35.822	F
D-BC	240	60	201	1.193	199	13.6	23.9	5.878	F
C-D	598	149			598				
C-A	896	224			896				
C-B	13	3	460	0.029	13	0.0	0.0	0.134	A

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 (min)	LOS
B-C	0	0	509	0.000	0	0.0	0.0	0.000	A
B-AD	125	31	276	0.454	137	4.0	0.9	0.469	C
A-B	55	14			55				
A-C	655	164			655				
A-D	13	3	376	0.036	14	0.1	0.0	0.166	A
D-A	2	0.45	4	0.418	2	0.6	0.6	15.132	F
D-BC	196	49	288	0.680	277	23.9	3.7	3.248	F
C-D	488	122			488				
C-A	732	183			732				
C-B	11	3	498	0.022	11	0.0	0.0	0.123	A

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 (min)	LOS
B-C	0	0	594	0.000	0	0.0	0.0	0.000	A
B-AD	105	26	376	0.278	107	0.9	0.4	0.224	B
A-B	46	11			46				
A-C	549	137			549				
A-D	11	3	425	0.027	11	0.0	0.0	0.145	A
D-A	2	0.38	450	0.003	4	0.6	0.0	0.135	A
D-BC	164	41	354	0.463	175	3.7	0.9	0.354	C
C-D	409	102			409				
C-A	613	153			613				
C-B	9	2	552	0.016	9	0.0	0.0	0.110	A

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	2.33	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 Base	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1528	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	1131	100.000
D		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	244	1259	25
	B	49	0	0	34
	C	854	22	0	255
	D	16	65	150	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	0	0
	B	2	0	0	11
	C	2	0	0	4
	D	11	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	2.14	11.85	20.1	F	76	114
A-B					224	336
A-C					1155	1733
A-D	0.07	0.16	0.1	A	23	34
D-A	1.98	31.75	5.0	F	15	22
D-BC	1.97	23.70	60.7	F	197	296
C-D					234	351
C-A					784	1175
C-B	0.09	0.23	0.1	B	20	30

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	512	0.000	0	0.0	0.0	0.000	A
B-AD	62	16	286	0.219	61	0.0	0.3	0.266	C
A-B	184	46			184				
A-C	948	237			948				
A-D	19	5	510	0.037	19	0.0	0.0	0.122	A
D-A	12	3	417	0.029	12	0.0	0.0	0.148	A
D-BC	162	40	309	0.524	158	0.0	1.0	0.388	C
C-D	192	48			192				
C-A	643	161			643				
C-B	17	4	446	0.037	16	0.0	0.0	0.140	A

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 (min)	LOS
B-C	0	0	437	0.000	0	0.0	0.0	0.000	A
B-AD	75	19	195	0.383	73	0.3	0.6	0.488	C
A-B	219	55			219				
A-C	1132	283			1132				
A-D	22	6	470	0.048	22	0.0	0.0	0.134	A
D-A	14	4	205	0.070	14	0.0	0.1	0.314	C
D-BC	193	48	232	0.833	184	1.0	3.5	1.078	F
C-D	229	57			229				
C-A	768	192			768				
C-B	20	5	389	0.051	20	0.0	0.1	0.163	A

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 (min)	LOS
B-C	0	0	303	0.000	0	0.0	0.0	0.000	A
B-AD	91	23	69	1.326	62	0.6	7.8	5.931	F
A-B	269	67			269				
A-C	1386	347			1386				
A-D	28	7	415	0.066	27	0.0	0.1	0.155	A
D-A	18	4	9	1.956	7	0.1	2.8	16.032	F
D-BC	237	59	126	1.879	125	3.5	31.5	9.301	F
C-D	281	70			281				
C-A	940	235			940				
C-B	24	6	309	0.078	24	0.1	0.1	0.210	B

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 (min)	LOS
B-C	0	0	284	0.000	0	0.0	0.0	0.000	A
B-AD	91	23	43	2.145	42	7.8	20.1	11.852	F
A-B	269	67			269				
A-C	1386	347			1386				
A-D	28	7	408	0.067	28	0.1	0.1	0.158	A
D-A	18	4	10	1.848	9	2.8	5.0	31.760	F
D-BC	237	59	120	1.972	120	31.5	80.7	23.701	F
C-D	281	70			281				
C-A	940	235			940				
C-B	24	6	283	0.086	24	0.1	0.1	0.232	B

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 (min)	LOS
B-C	0	0	324	0.000	0	0.0	0.0	0.000	A
B-AD	75	19	139	0.537	132	20.1	5.7	9.982	F
A-B	219	55			219				
A-C	1132	283			1132				
A-D	22	6	451	0.050	23	0.1	0.1	0.140	A
D-A	14	4	17	0.848	14	5.0	5.0	19.284	F
D-BC	193	48	216	0.888	212	80.7	58.0	18.074	F
C-D	229	57			229				
C-A	768	192			768				
C-B	20	5	333	0.059	20	0.1	0.1	0.192	B

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 (min)	LOS
B-C	0	0	448	0.000	0	0.0	0.0	0.000	A
B-AD	62	16	233	0.268	84	5.7	0.4	0.457	D
A-B	184	46			184				
A-C	948	237			948				
A-D	19	5	504	0.037	19	0.1	0.0	0.124	A
D-A	12	3	25	0.479	21	5.0	2.8	11.852	F
D-BC	162	40	304	0.533	298	58.0	21.8	7.937	F
C-D	192	48			192				
C-A	643	161			643				
C-B	17	4	393	0.042	17	0.1	0.0	0.159	A

2022 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.08	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022 Base + Dev	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	811	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	1387	100.000
D		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	61	729	21
	B	90	0	0	50
	C	814	12	0	561
	D	7	44	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	9	5	7
	B	1	0	0	0
	C	5	0	0	2
	D	0	3	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.88	2.80	6.6	F	128	193
A-B					56	84
A-C					669	1003
A-D	0.08	0.21	0.1	B	19	29
D-A	1.41	23.18	1.8	F	6	10
D-BC	1.38	8.82	41.0	F	226	339
C-D					515	772
C-A					747	1120
C-B	0.03	0.14	0.0	A	11	17

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	593	0.000	0	0.0	0.0	0.000	A
B-AD	105	26	372	0.283	104	0.0	0.4	0.222	B
A-B	46	11			46				
A-C	549	137			549				
A-D	16	4	423	0.037	16	0.0	0.0	0.147	A
D-A	5	1	443	0.012	5	0.0	0.0	0.137	A
D-BC	185	46	352	0.527	181	0.0	1.1	0.344	C
C-D	422	106			422				
C-A	613	153			613				
C-B	9	2	551	0.016	9	0.0	0.0	0.111	A

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 (min)	LOS
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-AD	126	31	291	0.433	124	0.4	0.7	0.358	C
A-B	55	14			55				
A-C	655	164			655				
A-D	19	5	375	0.050	19	0.0	0.1	0.168	B
D-A	6	2	280	0.022	6	0.0	0.0	0.219	B
D-BC	221	55	287	0.770	214	1.1	2.8	0.762	E
C-D	504	126			504				
C-A	732	183			732				
C-B	11	3	514	0.021	11	0.0	0.0	0.119	A

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 (min)	LOS
B-C	0	0	425	0.000	0	0.0	0.0	0.000	A
B-AD	154	39	178	0.884	142	0.7	3.7	1.385	F
A-B	67	17			67				
A-C	803	201			803				
A-D	23	6	309	0.075	23	0.1	0.1	0.209	B
D-A	8	2	5	1.405	3	0.0	1.2	16.867	F
D-BC	271	68	198	1.388	194	2.8	22.1	4.415	F
C-D	618	154			618				
C-A	896	224			896				
C-B	13	3	463	0.029	13	0.0	0.0	0.133	A

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 (min)	LOS
B-C	0	0	395	0.000	0	0.0	0.0	0.000	A
B-AD	154	39	157	0.982	142	3.7	6.6	2.597	F
A-B	67	17			67				
A-C	803	201			803				
A-D	23	6	307	0.075	23	0.1	0.1	0.211	B
D-A	8	2	7	1.132	5	1.2	1.8	23.181	F
D-BC	271	68	196	1.383	195	22.1	41.0	8.922	F
C-D	618	154			618				
C-A	896	224			896				
C-B	13	3	445	0.030	13	0.0	0.0	0.139	A

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 (min)	LOS
B-C	0	0	474	0.000	0	0.0	0.0	0.000	A
B-AD	126	31	247	0.510	148	6.6	1.1	0.716	E
A-B	55	14			55				
A-C	655	164			655				
A-D	19	5	370	0.051	19	0.1	0.1	0.171	B
D-A	6	2	10	0.633	6	1.8	1.8	15.086	F
D-BC	221	55	282	0.784	275	41.0	27.4	7.224	F
C-D	504	126			504				
C-A	732	183			732				
C-B	11	3	475	0.023	11	0.0	0.0	0.129	A

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 (min)	LOS
B-C	0	0	562	0.000	0	0.0	0.0	0.000	A
B-AD	105	26	342	0.308	108	1.1	0.5	0.259	C
A-B	46	11			46				
A-C	549	137			549				
A-D	16	4	422	0.037	16	0.1	0.0	0.148	A
D-A	5	1	250	0.021	12	1.8	0.0	0.260	C
D-BC	185	46	351	0.528	290	27.4	1.3	1.970	F
C-D	422	106			422				
C-A	613	153			613				
C-B	9	2	524	0.017	9	0.0	0.0	0.116	A

2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	4.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022 Base + Dev	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1551	100.000
B		ONE HOUR	✓	87	100.000
C		ONE HOUR	✓	1153	100.000
D		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	244	1259	48
	B	49	0	0	38
	C	854	22	0	277
	D	19	69	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	2	0	0	11
	C	2	0	0	4
	D	11	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	3.42	43.38	27.8	F	80	120
A-B					224	336
A-C					1155	1733
A-D	0.13	0.17	0.2	B	44	66
D-A	2.30	41.04	6.9	F	17	26
D-BC	2.37	33.37	76.7	F	208	312
C-D					254	381
C-A					784	1175
C-B	0.09	0.24	0.1	B	20	30

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	509	0.000	0	0.0	0.0	0.000	A
B-AD	65	16	280	0.234	64	0.0	0.3	0.277	C
A-B	184	46			184				
A-C	948	237			948				
A-D	36	9	505	0.072	36	0.0	0.1	0.128	A
D-A	14	4	402	0.036	14	0.0	0.0	0.155	A
D-BC	171	43	300	0.569	166	0.0	1.2	0.433	D
C-D	209	52			209				
C-A	643	161			643				
C-B	17	4	444	0.037	16	0.0	0.0	0.140	A

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 (min)	LOS
B-C	0	0	431	0.000	0	0.0	0.0	0.000	A
B-AD	78	20	188	0.415	77	0.3	0.7	0.530	D
A-B	219	55			219				
A-C	1132	283			1132				
A-D	43	11	464	0.093	43	0.1	0.1	0.142	A
D-A	17	4	101	0.169	16	0.0	0.2	0.706	E
D-BC	204	51	222	0.920	189	1.2	5.0	1.428	F
C-D	249	62			249				
C-A	768	192			768				
C-B	20	5	386	0.051	20	0.0	0.1	0.164	A

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 (min)	LOS
B-C	0	0	300	0.000	0	0.0	0.0	0.000	A
B-AD	96	24	60	1.584	56	0.7	10.6	9.388	F
A-B	269	67			269				
A-C	1386	347			1386				
A-D	53	13	408	0.129	53	0.1	0.1	0.169	B
D-A	21	5	9	2.297	7	0.2	3.6	18.406	F
D-BC	250	62	113	2.203	113	5.0	39.4	12.802	F
C-D	305	76			305				
C-A	940	235			940				
C-B	24	6	305	0.080	24	0.1	0.1	0.214	B

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 (min)	LOS
B-C	0	0	277	0.000	0	0.0	0.0	0.000	A
B-AD	96	24	28	3.421	28	10.6	27.8	43.390	F
A-B	269	67			269				
A-C	1386	347			1386				
A-D	53	13	399	0.132	53	0.1	0.2	0.173	B
D-A	21	5	9	2.292	9	3.6	6.6	41.038	F
D-BC	250	62	105	2.370	105	39.4	76.5	33.371	F
C-D	305	76			305				
C-A	940	235			940				
C-B	24	6	272	0.089	24	0.1	0.1	0.242	B

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 (min)	LOS
B-C	0	0	312	0.000	0	0.0	0.0	0.000	A
B-AD	78	20	119	0.657	115	27.8	18.4	19.178	F
A-B	219	55			219				
A-C	1132	283			1132				
A-D	43	11	439	0.098	43	0.2	0.1	0.152	A
D-A	17	4	17	0.992	16	6.6	6.9	23.888	F
D-BC	204	51	200	1.021	199	75.5	76.7	20.763	F
C-D	249	62			249				
C-A	768	192			768				
C-B	20	5	316	0.063	20	0.1	0.1	0.202	B

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 (min)	LOS
B-C	0	0	394	0.000	0	0.0	0.0	0.000	A
B-AD	65	16	208	0.314	137	18.4	0.5	1.711	F
A-B	184	46			184				
A-C	948	237			948				
A-D	36	9	488	0.074	36	0.1	0.1	0.133	A
D-A	14	4	25	0.572	22	6.9	5.0	16.800	F
D-BC	171	43	285	0.599	282	75.7	49.0	13.457	F
C-D	209	52			209				
C-A	643	161			643				
C-B	17	4	372	0.045	17	0.1	0.0	0.169	B

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	1.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 Base	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	866	100.000
B		ONE HOUR	✓	149	100.000
C		ONE HOUR	✓	1471	100.000
D		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	66	784	16
	B	97	0	0	52
	C	875	13	0	583
	D	2	42	202	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	9	5	7
	B	1	0	0	0
	C	5	0	0	2
	D	0	3	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	1.45	7.73	22.4	F	137	205
A-B					61	91
A-C					719	1079
A-D	0.06	0.23	0.1	B	15	22
D-A	1.87	57.01	0.8	F	2	3
D-BC	1.88	13.83	56.9	F	224	336
C-D					535	802
C-A					803	1204
C-B	0.03	0.15	0.0	A	12	18

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	577	0.000	0	0.0	0.0	0.000	A
B-AD	112	28	348	0.323	110	0.0	0.5	0.251	C
A-B	50	12			50				
A-C	590	148			590				
A-D	12	3	408	0.030	12	0.0	0.0	0.151	A
D-A	2	0.38	422	0.004	1	0.0	0.0	0.143	A
D-BC	184	46	330	0.556	179	0.0	1.2	0.386	C
C-D	439	110			439				
C-A	659	165			659				
C-B	10	2	541	0.018	10	0.0	0.0	0.113	A

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 (min)	LOS
B-C	0	0	510	0.000	0	0.0	0.0	0.000	A
B-AD	134	33	262	0.512	132	0.5	1.0	0.455	C
A-B	59	15			59				
A-C	705	176			705				
A-D	14	4	357	0.040	14	0.0	0.0	0.175	B
D-A	2	0.45	202	0.009	2	0.0	0.0	0.300	C
D-BC	219	55	262	0.839	209	1.2	3.7	1.605	F
C-D	524	131			524				
C-A	787	197			787				
C-B	12	3	502	0.023	12	0.0	0.0	0.122	A

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 (min)	LOS
B-C	0	0	396	0.000	0	0.0	0.0	0.000	A
B-AD	164	41	142	1.157	131	1.0	9.4	3.181	F
A-B	73	18			73				
A-C	863	216			863				
A-D	18	4	288	0.061	18	0.0	0.1	0.222	B
D-A	2	0.55	1	1.872	0.42	0.0	0.5	57.011	F
D-BC	269	67	167	1.611	165	3.7	29.7	6.777	F
C-D	642	160			642				
C-A	963	241			963				
C-B	14	4	447	0.032	14	0.0	0.0	0.139	A

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 (min)	LOS
B-C	0	0	377	0.000	0	0.0	0.0	0.000	A
B-AD	164	41	113	1.454	112	9.4	22.4	7.731	F
A-B	73	18			73				
A-C	863	216			863				
A-D	18	4	281	0.063	18	0.1	0.1	0.228	B
D-A	2	0.55	2	1.323	0.94	0.5	0.8	38.397	F
D-BC	269	67	160	1.679	160	28.7	58.9	13.527	F
C-D	642	160			642				
C-A	963	241			963				
C-B	14	4	422	0.034	14	0.0	0.0	0.147	A

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 (min)	LOS
B-C	0	0	398	0.000	0	0.0	0.0	0.000	A
B-AD	134	33	200	0.671	191	22.4	8.1	4.903	F
A-B	59	15			59				
A-C	705	176			705				
A-D	14	4	339	0.042	14	0.1	0.0	0.185	B
D-A	2	0.45	3	0.676	2	0.8	0.8	33.170	F
D-BC	219	55	244	0.899	240	58.9	51.8	12.125	F
C-D	524	131			524				
C-A	787	197			787				
C-B	12	3	448	0.026	12	0.0	0.0	0.138	A

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 (min)	LOS
B-C	0	0	504	0.000	0	0.0	0.0	0.000	A
B-AD	112	28	290	0.387	142	8.1	0.7	0.485	D
A-B	50	12			50				
A-C	590	148			590				
A-D	12	3	401	0.030	12	0.0	0.0	0.154	A
D-A	2	0.38	4	0.373	2	0.8	0.8	26.840	F
D-BC	184	46	324	0.568	317	51.8	18.4	6.757	F
C-D	439	110			439				
C-A	659	165			659				
C-B	10	2	490	0.020	10	0.0	0.0	0.125	A

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	6.49	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1643	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	1216	100.000
D		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	262	1354	27
	B	53	0	0	36
	C	919	24	0	273
	D	17	70	161	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	0	0
	B	2	0	0	11
	C	2	0	0	4
	D	11	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	8888888888.00	31.80	51.3	F	82	123
A-B					240	361
A-C					1242	1864
A-D	0.08	0.18	0.1	B	25	37
D-A	3.58	40.08	8.9	F	16	23
D-BC	3.92	70.88	111.3	F	212	318
C-D					251	376
C-A					843	1265
C-B	0.11	0.29	0.1	C	22	33

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	485	0.000	0	0.0	0.0	0.000	A
B-AD	67	17	251	0.267	66	0.0	0.4	0.321	C
A-B	197	49			197				
A-C	1019	255			1019				
A-D	20	5	495	0.041	20	0.0	0.0	0.126	A
D-A	13	3	372	0.034	13	0.0	0.0	0.167	B
D-BC	174	43	279	0.623	168	0.0	1.5	0.516	D
C-D	206	51			206				
C-A	692	173			692				
C-B	18	5	424	0.043	18	0.0	0.0	0.148	A

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 (min)	LOS
B-C	0	0	397	0.000	0	0.0	0.0	0.000	A
B-AD	80	20	153	0.522	77	0.4	1.0	0.788	E
A-B	236	59			236				
A-C	1217	304			1217				
A-D	24	6	452	0.054	24	0.0	0.1	0.140	A
D-A	15	4	14	1.078	9	0.0	1.6	10.790	F
D-BC	208	52	196	1.057	180	1.5	8.5	2.555	F
C-D	245	61			245				
C-A	826	207			826				
C-B	22	5	363	0.060	22	0.0	0.1	0.176	B

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 (min)	LOS
B-C	0	0	275	0.000	0	0.0	0.0	0.000	A
B-AD	98	24	13	7.297	13	1.0	22.2	31.804	F
A-B	288	72			288				
A-C	1491	373			1491				
A-D	30	7	392	0.076	30	0.1	0.1	0.165	A
D-A	19	5	7	2.803	7	1.6	4.7	35.437	F
D-BC	254	64	82	3.098	82	8.5	51.8	21.390	F
C-D	301	75			301				
C-A	1012	253			1012				
C-B	26	7	273	0.097	26	0.1	0.1	0.243	B

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 (min)	LOS
B-C	0	0	247	0.000	0	0.0	0.0	0.000	A
B-AD	98	24	0	999999999.000	0	22.2	48.7	8.448	F
A-B	288	72			288				
A-C	1491	373			1491				
A-D	30	7	373	0.080	30	0.1	0.1	0.175	B
D-A	19	5	5	3.558	5	4.7	8.1	40.080	F
D-BC	254	64	65	3.920	65	51.8	99.0	70.876	F
C-D	301	75			301				
C-A	1012	253			1012				
C-B	26	7	232	0.114	26	0.1	0.1	0.292	C

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 (min)	LOS
B-C	0	0	279	0.000	0	0.0	0.0	0.000	A
B-AD	80	20	62	1.297	62	48.7	51.3	28.254	F
A-B	236	59			236				
A-C	1217	304			1217				
A-D	24	6	408	0.059	24	0.1	0.1	0.156	A
D-A	15	4	12	1.224	12	8.1	8.9	38.097	F
D-BC	208	52	159	1.309	159	98.0	111.3	31.883	F
C-D	245	61			245				
C-A	826	207			826				
C-B	22	5	271	0.080	22	0.1	0.1	0.241	B

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 (min)	LOS
B-C	0	0	317	0.000	0	0.0	0.0	0.000	A
B-AD	67	17	147	0.457	144	51.3	32.1	17.514	F
A-B	197	49			197				
A-C	1019	255			1019				
A-D	20	5	447	0.046	20	0.1	0.0	0.141	A
D-A	13	3	18	0.693	17	8.9	7.9	30.513	F
D-BC	174	43	237	0.734	235	111.3	96.0	26.488	F
C-D	206	51			206				
C-A	692	173			692				
C-B	18	5	319	0.057	18	0.1	0.1	0.199	B

2031 Base + 550 No Thru Link, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	3.94	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 Base + 550 No Thru Link	AM	2021 AM Base + CD	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	872	100.000
B		ONE HOUR	✓	152	100.000
C		ONE HOUR	✓	1506	100.000
D		ONE HOUR	✓	296	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	66	784	22
	B	97	0	0	55
	C	875	13	0	618
	D	7	52	237	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	9	5	7
	B	1	0	0	0
	C	5	0	0	2
	D	0	3	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	2.31	15.88	38.9	F	139	209
A-B					61	91
A-C					719	1079
A-D	0.09	0.25	0.1	B	20	30
D-A	1.78	35.55	3.0	F	6	10
D-BC	2.14	28.45	99.1	F	265	398
C-D					567	851
C-A					803	1204
C-B	0.04	0.16	0.0	A	12	18

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	566	0.000	0	0.0	0.0	0.000	A
B-AD	114	29	334	0.343	112	0.0	0.5	0.268	C
A-B	50	12			50				
A-C	590	148			590				
A-D	17	4	402	0.041	16	0.0	0.0	0.156	A
D-A	5	1	373	0.014	5	0.0	0.0	0.163	A
D-BC	218	54	326	0.668	210	0.0	1.8	0.493	D
C-D	465	116			465				
C-A	659	165			659				
C-B	10	2	532	0.018	10	0.0	0.0	0.115	A

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 (min)	LOS
B-C	0	0	494	0.000	0	0.0	0.0	0.000	A
B-AD	137	34	245	0.559	134	0.5	1.2	0.530	D
A-B	59	15			59				
A-C	705	176			705				
A-D	20	5	350	0.056	20	0.0	0.1	0.181	B
D-A	6	2	6	1.034	3	0.0	0.9	18.307	F
D-BC	260	65	256	1.015	234	1.8	8.4	1.853	F
C-D	556	139			556				
C-A	787	197			787				
C-B	12	3	492	0.024	12	0.0	0.0	0.125	A

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 (min)	LOS
B-C	0	0	384	0.000	0	0.0	0.0	0.000	A
B-AD	167	42	116	1.437	111	1.2	15.2	6.089	F
A-B	73	18			73				
A-C	863	216			863				
A-D	24	6	279	0.087	24	0.1	0.1	0.236	B
D-A	8	2	5	1.514	4	0.9	1.8	28.972	F
D-BC	318	80	160	1.990	159	8.4	48.1	11.478	F
C-D	680	170			680				
C-A	963	241			963				
C-B	14	4	431	0.033	14	0.0	0.0	0.144	A

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 (min)	LOS
B-C	0	0	354	0.000	0	0.0	0.0	0.000	A
B-AD	167	42	72	2.333	72	15.2	38.9	15.426	F
A-B	73	18			73				
A-C	863	216			863				
A-D	24	6	267	0.091	24	0.1	0.1	0.247	B
D-A	8	2	4	1.752	4	1.8	2.8	35.549	F
D-BC	318	80	149	2.139	149	48.1	90.5	28.452	F
C-D	680	170			680				
C-A	963	241			963				
C-B	14	4	392	0.036	14	0.0	0.0	0.159	A

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 (min)	LOS
B-C	0	0	366	0.000	0	0.0	0.0	0.000	A
B-AD	137	34	147	0.933	143	38.9	37.4	19.667	F
A-B	59	15			59				
A-C	705	176			705				
A-D	20	5	318	0.062	20	0.1	0.1	0.201	B
D-A	6	2	6	0.892	5	2.8	3.0	32.471	F
D-BC	260	65	226	1.152	225	90.5	99.1	23.042	F
C-D	556	139			556				
C-A	787	197			787				
C-B	12	3	405	0.029	12	0.0	0.0	0.152	A

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 (min)	LOS
B-C	0	0	391	0.000	0	0.0	0.0	0.000	A
B-AD	114	29	224	0.510	219	37.4	11.4	9.882	F
A-B	50	12			50				
A-C	590	148			590				
A-D	17	4	371	0.045	17	0.1	0.0	0.169	B
D-A	5	1	8	0.630	7	3.0	2.7	27.972	F
D-BC	218	54	296	0.735	293	99.1	90.2	18.377	F
C-D	465	116			465				
C-A	659	165			659				
C-B	10	2	436	0.022	10	0.0	0.0	0.141	A

2031 Base + 550 No Thru Link, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	5.79	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Base + 550 No Thru Link	PM	2021 AM Base + CD + D	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1666	100.000
B		ONE HOUR	✓	99	100.000
C		ONE HOUR	✓	1266	100.000
D		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A	B	C	D
	A	0	262	1354	50
	B	53	0	0	46
	C	919	24	0	323
	D	19	79	179	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A	B	C	D
	A	0	0	0	0
	B	2	0	0	11
	C	2	0	0	4
	D	11	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-AD	0.0000000000000000	53.88	73.8	F	91	136
A-B					240	361
A-C					1242	1864
A-D	0.16	0.20	0.2	B	48	69
D-A	8.00	88.48	12.0	F	17	26
D-BC	8.45	48.03	154.0	F	237	355
C-D					296	445
C-A					843	1265
C-B	0.13	0.33	0.1	C	22	33

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (min)	LOS
B-C	0	0	475	0.000	0	0.0	0.0	0.000	A
B-AD	75	19	239	0.312	73	0.0	0.4	0.359	C
A-B	197	49			197				
A-C	1019	255			1019				
A-D	38	9	484	0.078	37	0.0	0.1	0.134	A
D-A	14	4	315	0.045	14	0.0	0.0	0.199	B
D-BC	194	49	268	0.725	185	0.0	2.2	0.671	E
C-D	243	61			243				
C-A	692	173			692				
C-B	18	5	419	0.043	18	0.0	0.0	0.149	A

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 (min)	LOS
B-C	0	0	378	0.000	0	0.0	0.0	0.000	A
B-AD	89	22	138	0.643	85	0.4	1.5	1.048	F
A-B	236	59			236				
A-C	1217	304			1217				
A-D	45	11	439	0.102	45	0.1	0.1	0.152	A
D-A	17	4	13	1.303	9	0.0	2.1	18.148	F
D-BC	232	58	183	1.288	176	2.2	16.2	5.195	F
C-D	290	73			290				
C-A	826	207			826				
C-B	22	5	356	0.061	21	0.0	0.1	0.179	B

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 (min)	LOS
B-C	0	0	266	0.000	0	0.0	0.0	0.000	A
B-AD	109	27	0	0.0000000000000000	0	1.5	28.8	34.870	F
A-B	288	72			288				
A-C	1491	373			1491				
A-D	55	14	376	0.146	55	0.1	0.2	0.186	B
D-A	21	5	5	3.828	5	2.1	6.0	88.468	F
D-BC	284	71	65	4.365	65	16.2	70.9	40.442	F
C-D	356	89			356				
C-A	1012	253			1012				
C-B	26	7	258	0.102	26	0.1	0.1	0.258	C

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 (min)	LOS
B-C	0	0	230	0.000	0	0.0	0.0	0.000	A
B-AD	109	27	0	0.000	0	28.8	58.0	38.888	F
A-B	288	72			288				
A-C	1491	373			1491				
A-D	55	14	351	0.157	55	0.2	0.2	0.203	B
D-A	21	5	3	0.998	3	6.0	10.4	91.399	F
D-BC	284	71	44	8.453	44	70.9	130.9	48.032	F
C-D	356	89			356				
C-A	1012	253			1012				
C-B	26	7	207	0.128	26	0.1	0.1	0.332	C

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 (min)	LOS
B-C	0	0	254	0.000	0	0.0	0.0	0.000	A
B-AD	89	22	19	4.801	19	58.0	73.6	53.665	F
A-B	236	59			236				
A-C	1217	304			1217				
A-D	45	11	387	0.116	45	0.2	0.1	0.176	B
D-A	17	4	11	1.573	11	10.4	12.0	50.883	F
D-BC	232	58	140	1.882	140	130.9	154.0	48.026	F
C-D	290	73			290				
C-A	826	207			826				
C-B	22	5	235	0.092	22	0.1	0.1	0.282	C

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 (min)	LOS
B-C	0	0	285	0.000	0	0.0	0.0	0.000	A
B-AD	75	19	95	0.784	94	73.6	68.8	45.580	F
A-B	197	49			197				
A-C	1019	255			1019				
A-D	38	9	415	0.091	38	0.1	0.1	0.159	A
D-A	14	4	16	0.885	15	12.0	11.8	47.949	F
D-BC	194	49	210	0.923	209	154.0	150.4	43.702	F
C-D	243	61			243				
C-A	692	173			692				
C-B	18	5	274	0.066	18	0.1	0.1	0.234	B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646
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Filename: Comet Corner.j9

Path: P:\14-111 - Land West of Bilsham Road, Yapton\Trans\Picady\Junctions 10 Modelling

Report generation date: 17/11/2017 15:35:37

«2031 Base + Dev 550 Units No Through Link, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results
- »Lane Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
[Lane Simulation] - 2031 Base + Dev 550 Units No Through Link								
Junction 1 - Arm A	0.0	0.00		A	0.0	0.00		A
Junction 1 - Arm B	1.3	0.58		D	0.8	0.51		D
Junction 1 - Arm C	0.0	0.00		A	0.0	0.00		A
Junction 2 - Arm A	0.0	0.00		A	0.0	0.00		A
Junction 2 - Arm B	2.5	0.57		D	0.4	0.25		B
Junction 2 - Arm C	0.1	0.00		A	0.1	0.00		A
Junction 3 - Arm A	0.0	0.00		A	0.0	0.00		A
Junction 3 - Arm B	1.1	0.19		B	2.2	0.29		C
Junction 3 - Arm C	1.1	0.06		A	2.7	0.10		A
Junction 4 - Arm A	0.0	0.00		A	1.3	0.03		A
Junction 4 - Arm B	0.2	0.20		B	0.7	0.81		E
Junction 4 - Arm C	0.1	0.00		A	0.2	0.01		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/04/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
5.75				0.85	0.60	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	486108632	299	171.63

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	80.000	100.000

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	2031 Base + Dev 550 Units No Through Link	AM	ONE HOUR	07:30	09:00	15	✓

2031 Base + Dev 550 Units No Through Link, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	Junction 4	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	Junction 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (min)	Junction LOS
1	untitled	T-Junction	Two-way	0.03	A
2	untitled	T-Junction	Two-way	0.06	A
3	untitled	T-Junction	Two-way	0.06	A
4	untitled	T-Junction	Two-way	0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	A259 Grevatts Lane		Major
	B	B2132 Worms Lane		Minor
	C	A259 Grevatts Lane W		Major
2	A	A259 Grevatts Lane W		Major
	B	B2132 Yapton Road		Minor
	C	A259 Grevatts Lane E		Major
3	A	A259 Grevatts Lane W		Major
	B	B2233 Burndell Road		Minor
	C	A259 Grevatts Lane E		Major
4	A	A259 Grevatts Lane E		Major
	B	Climping Street		Minor
	C	A259 Crookthorne Lanes		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.30	✓	10.00	✓	3.65	100.0		-
2	C	7.30	✓	10.00	✓	3.65	100.0	✓	14.00
3	C	7.30	✓	8.00	✓	3.50	120.0	✓	7.00
4	C	7.30	✓	8.00	✓	3.65	120.0	✓	15.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	3.00								70	35
2	B	One lane	3.70								200	200
3	B	One lane	4.50								240	240
4	B	One lane plus flare		10.00	6.75	4.60	3.00	3.00		2.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	851	0.120	0.302	0.190	0.432
2	B-C	802	0.116	0.293	-	-
2	C-B	732	0.267	0.267	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	633	0.089	0.225	0.141	0.321
1	B-C	646	0.093	0.236	-	-
1	C-B	732	0.267	0.267	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4	B-A	626	0.091	0.231	0.145	0.330
4	B-C	713	0.103	0.261	-	-
4	C-B	745	0.272	0.272	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3	B-A	932	0.136	0.343	0.216	0.491
3	B-C	891	0.129	0.326	-	-
3	C-B	734	0.268	0.268	-	-

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

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

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

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1	A	1 [Give-way line]	1	B,C	✓	3.00	0	99999
	B	1 [Give-way line]	1	A,C		Infinity	0	99999
	C	1 [Give-way line]	1	A		Infinity	0	99999
			2	B		Infinity	0	99999
2	A	1 [Give-way line]	1	B,C	✓	3.00	0	99999
	B	1 [Give-way line]	1	A,C		Infinity	0	99999
	C	1 [Give-way line]	1	A	✓	14.00	0	99999
			2	B	✓	14.00	0	99999
		2	1	(A,B)	✓	3.00		
3	A	1 [Give-way line]	1	B,C	✓	3.00	0	99999
	B	1 [Give-way line]	1	A,C		Infinity	0	99999
	C	1 [Give-way line]	1	A	✓	7.00	0	99999
			2	B	✓	7.00	0	99999
		2	1	(A,B)	✓	3.00		
4	A	1 [Give-way line]	1	B,C		Infinity	0	99999
	B	1 [Give-way line]	1	C	✓	2.00	0	99999
			2	A	✓	2.00	0	99999
		2	1	(A,C)		Infinity		
	C	1 [Give-way line]	1	A	✓	15.00	0	99999
			2	B	✓	15.00	0	99999
		2	1	(A,B)	✓	3.00		

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1	✓		✓
	C	1 [Give-way line]	1	✓		
			2		✓	
		2	1	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1	✓		✓
	C	1 [Give-way line]	1	✓		
			2		✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
4	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1			✓
			2	✓		
		2	1	✓		✓
	C	1 [Give-way line]	1	✓		
			2		✓	
		2	1	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
3	A	1 [Give-way line]	1		✓	✓
	B	1 [Give-way line]	1	✓		✓
	C	1 [Give-way line]	1	✓		
			2		✓	
		2	1	✓	✓	

Traffic Demand

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	A	2	A	Simple (vertical queueing)	Normal	0	100.00	
2	A	1	A	Simple (vertical queueing)	Normal	0	100.00	
	C	3	A	Simple (vertical queueing)	Normal	0	100.00	
3	A	2	C	Simple (vertical queueing)	Normal	0	100.00	
	C	4	C	Simple (vertical queueing)	Normal	0	100.00	
4	C	3	C	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A	✓				
	B		ONE HOUR	✓	153	100.000
	C		ONE HOUR	✓	1506	100.000
2	A	✓				
	B		ONE HOUR	✓	301	100.000
	C	✓				
3	A	✓				
	B		ONE HOUR	✓	343	100.000
	C	✓				
4	A		ONE HOUR	✓	1067	100.000
	B		ONE HOUR	✓	60	100.000
	C	✓				

Origin-Destination Data

Junction 2

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	631	1014
	B	298	0	3
	C	835	16	0

Junction 1

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	111	1023
	B	152	0	1
	C	1493	13	0

Junction 4

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	7	1060
	B	25	0	35
	C	1216	43	0

Junction 3

Demand (PCU/hr)