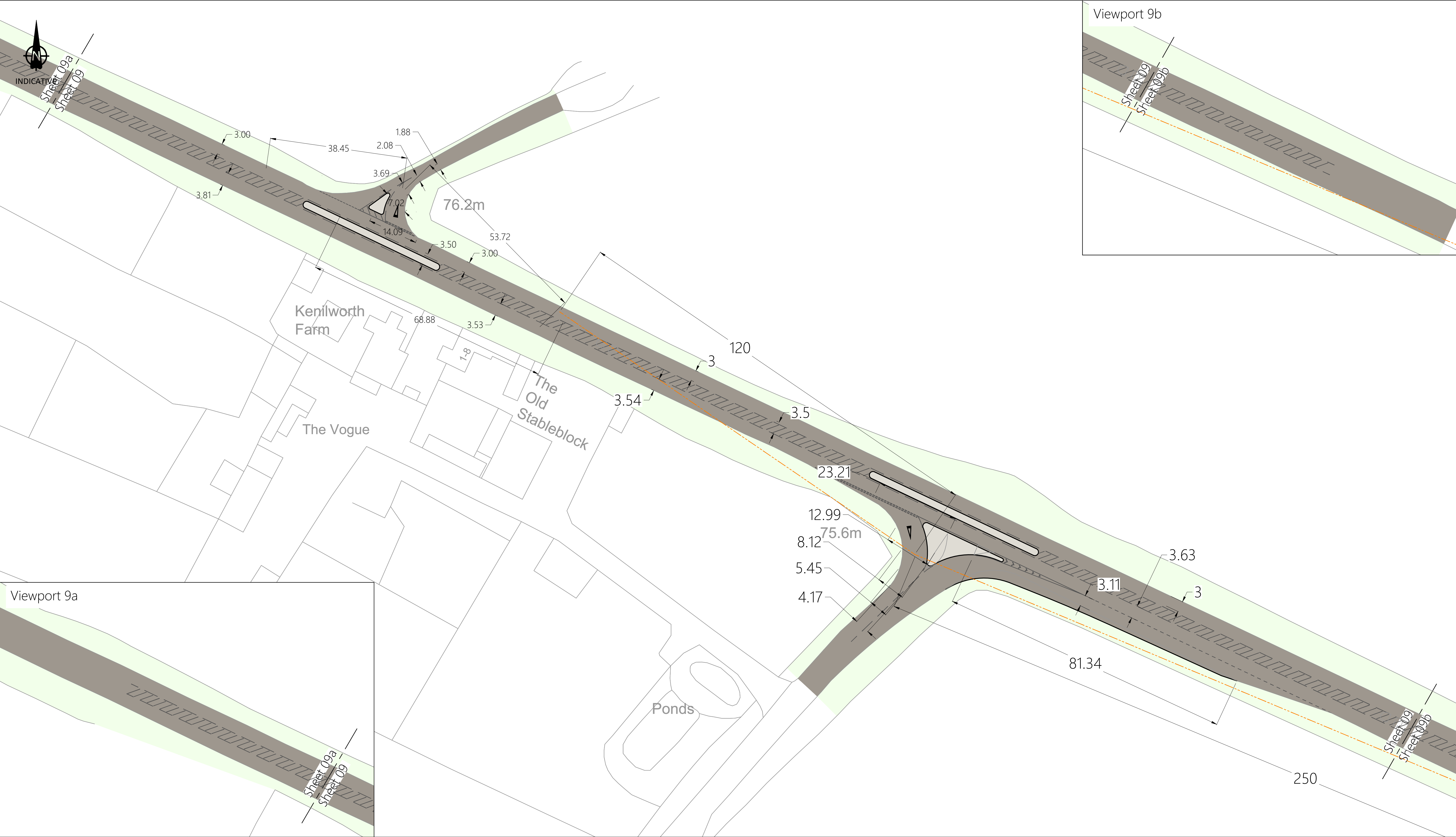


Appendix 16



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Key



Carriageway



Footway

Appendix 17

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.0.1820										
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Filename: 17059 - A5 Watling St-Drayton Ln (Left-In Left-Out) (PRTM).j10

Path: P:\17 jobs\059 MIRA - Southern Manufacturing Sector\Technical Assessments\Modelling PRTM Flows

Report generation date: 07/09/2023 15:35:01

»2031 Base + Dev, AM (08:00 - 09:00)

»2031 Base + Dev, PM (17:00 - 18:00)

Summary of junction performance

	AM (08:00 - 09:00)					PM (17:00 - 18:00)				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 Base + Dev										
Stream B-AC	0.0	0.00	0.00	A	0.00	0.0	0.00	0.00	A	0.00
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	24/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev	AM (08:00 - 09:00)	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Dev	PM (17:00 - 18:00)	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

2031 Base + Dev, AM (08:00 - 09:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	A5 Watling Street (North-West)		Major
B	Drayton Lane		Minor
C	A5 Watling Street (South-East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A5 Watling Street (South-East)	7.20			250.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Drayton Lane	One lane	3.40	40	54

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.093	0.235	0.148	0.335
B-C	684	0.099	0.251	-	-
C-B	719	0.264	0.264	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev	AM (08:00 - 09:00)	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 Watling Street (North-West)		ONE HOUR	✓	1214	100.000
B - Drayton Lane		ONE HOUR	✓	0	100.000
C - A5 Watling Street (South-East)		ONE HOUR	✓	930	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 Watling Street (North-West)	B - Drayton Lane	C - A5 Watling Street (South-East)
From	A - A5 Watling Street (North-West)	0	166	1048
	B - Drayton Lane	0	0	0
	C - A5 Watling Street (South-East)	930	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A5 Watling Street (North-West)	B - Drayton Lane	C - A5 Watling Street (South-East)
From	A - A5 Watling Street (North-West)	0	0	6
	B - Drayton Lane	0	0	0
	C - A5 Watling Street (South-East)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					853	1280					
C-B	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
A-B					152	228					
A-C					962	1442					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	298	0.000	0	0.0	0.0	0.000	A
C-A	700	175			700				
C-B	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	125	31			125				
A-C	789	197			789				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	230	0.000	0	0.0	0.0	0.000	A
C-A	836	209			836				
C-B	0	0	416	0.000	0	0.0	0.0	0.000	A
A-B	149	37			149				
A-C	942	236			942				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	122	0.000	0	0.0	0.0	0.000	A
C-A	1024	256			1024				
C-B	0	0	348	0.000	0	0.0	0.0	0.000	A
A-B	183	46			183				
A-C	1154	288			1154				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	122	0.000	0	0.0	0.0	0.000	A
C-A	1024	256			1024				
C-B	0	0	348	0.000	0	0.0	0.0	0.000	A
A-B	183	46			183				
A-C	1154	288			1154				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	230	0.000	0	0.0	0.0	0.000	A
C-A	836	209			836				
C-B	0	0	416	0.000	0	0.0	0.0	0.000	A
A-B	149	37			149				
A-C	942	236			942				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	298	0.000	0	0.0	0.0	0.000	A
C-A	700	175			700				
C-B	0	0	465	0.000	0	0.0	0.0	0.000	A
A-B	125	31			125				
A-C	789	197			789				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

2031 Base + Dev, PM (17:00 - 18:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Base + Dev	PM (17:00 - 18:00)	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 Watling Street (North-West)		ONE HOUR	✓	1062	100.000
B - Drayton Lane		ONE HOUR	✓	0	100.000
C - A5 Watling Street (South-East)		ONE HOUR	✓	1140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 Watling Street (North-West)	B - Drayton Lane	C - A5 Watling Street (South-East)
From	A - A5 Watling Street (North-West)	0	143	919
	B - Drayton Lane	0	0	0
	C - A5 Watling Street (South-East)	1140	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A5 Watling Street (North-West)	B - Drayton Lane	C - A5 Watling Street (South-East)
From	A - A5 Watling Street (North-West)	0	0	3
	B - Drayton Lane	0	0	0
	C - A5 Watling Street (South-East)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					1046	1569					
C-B	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
A-B					131	197					
A-C					843	1265					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	314	0.000	0	0.0	0.0	0.000	A
C-A	858	215			858				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
A-B	108	27			108				
A-C	692	173			692				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	1025	256			1025				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	129	32			129				
A-C	826	207			826				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	144	0.000	0	0.0	0.0	0.000	A
C-A	1255	314			1255				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	157	39			157				
A-C	1012	253			1012				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	144	0.000	0	0.0	0.0	0.000	A
C-A	1255	314			1255				
C-B	0	0	402	0.000	0	0.0	0.0	0.000	A
A-B	157	39			157				
A-C	1012	253			1012				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	248	0.000	0	0.0	0.0	0.000	A
C-A	1025	256			1025				
C-B	0	0	460	0.000	0	0.0	0.0	0.000	A
A-B	129	32			129				
A-C	826	207			826				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	314	0.000	0	0.0	0.0	0.000	A
C-A	858	215			858				
C-B	0	0	502	0.000	0	0.0	0.0	0.000	A
A-B	108	27			108				
A-C	692	173			692				

Queueing Delay Results for each time segment
16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:30 - 17:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:45 - 18:00

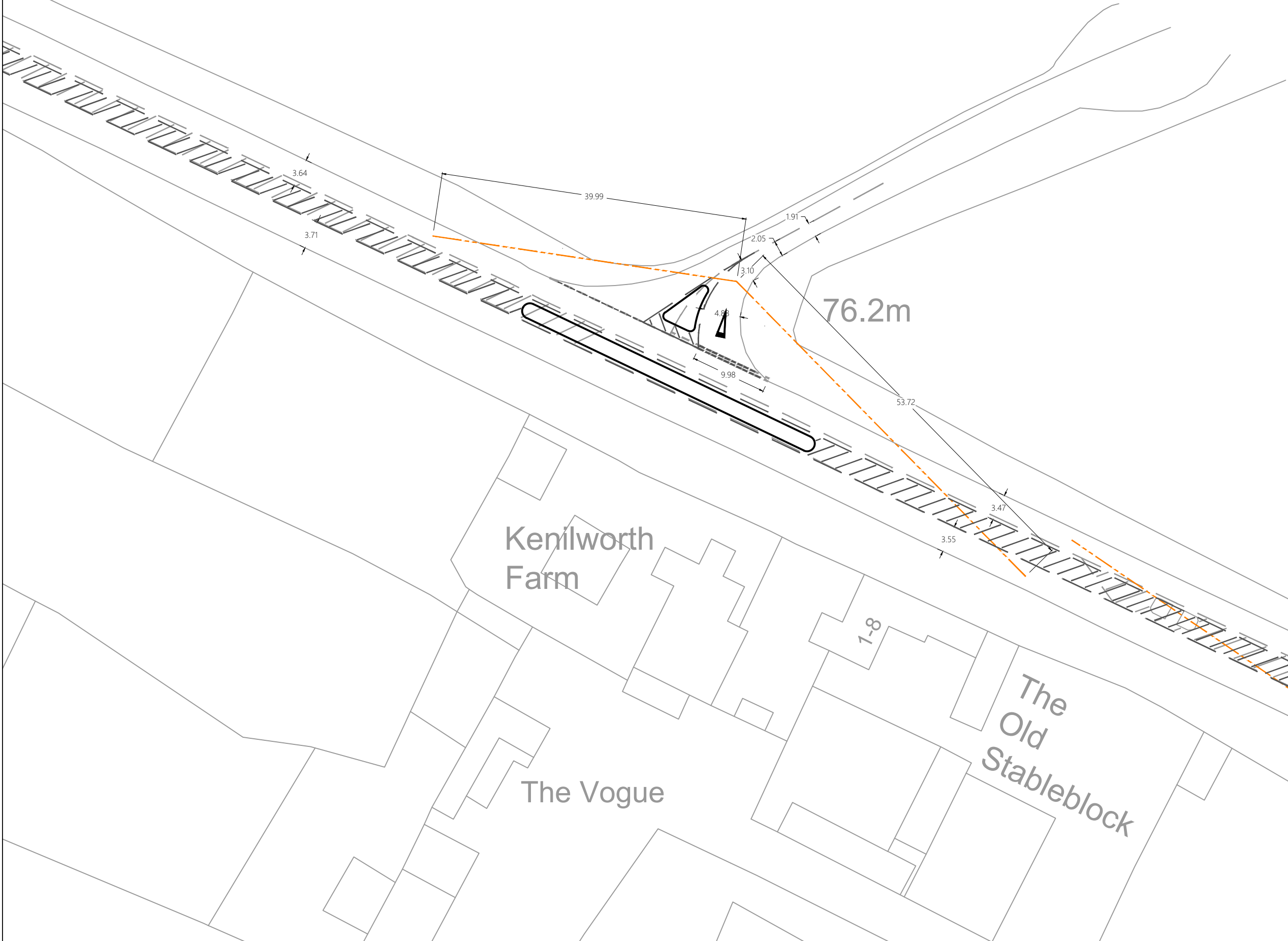
Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-AC	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A



INDICATIVE



- Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details	Chk:
-	JB	18/07/2023	First issue	MS-

Client

ERI MTP Ltd

Project

MIRA Technology Park South Site

Title

A5 Watling Street / Drayton Lane (Left-In / Left-Out) Geometries

MILESTONE
TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 17059/GEO/SK15	Scale: 1:500 @ A3
	Revision: -

Appendix 18

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.0.1820							
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Filename: 17059 - A5 Watling St-Woodford Lane (Left-In Left-Out) (PRTM).j10

Path: P:\17 jobs\059 MIRA - Southern Manufacturing Sector\Technical Assessments\Modelling PRTM Flows

Report generation date: 07/09/2023 15:43:00

»2031 Base + Dev, AM (08:00 - 09:00)

»2031 Base + Dev, PM (17:00 - 18:00)

Summary of junction performance

	AM (08:00 - 09:00)					PM (17:00 - 18:00)				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 Base + Dev										
Stream B-C	1.3	13.23	0.57	B	1.85	1.0	13.96	0.50	B	1.27
Stream B-A	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	24/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTGeneral
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev	AM (08:00 - 09:00)	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Dev	PM (17:00 - 18:00)	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

2031 Base + Dev, AM (08:00 - 09:00)

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	A5 Watling Street (South-East)		Major
B	Woodford Lane		Minor
C	A5 Watling Street (North-West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A5 Watling Street (North-West)	7.00			250.0		-

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

Minor Arm Geometry

Arm	Minor arm type	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 - Woodford Lane	One lane plus flare	10.00	10.00	8.12	5.45	4.17	✓	3.00	120	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	671	0.117	0.296	0.186	0.422
B-C	925	0.136	0.343	-	-
C-B	719	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev	AM (08:00 - 09:00)	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 Watling Street (South-East)		ONE HOUR	✓	868	100.000
B - Woodford Lane		ONE HOUR	✓	332	100.000
C - A5 Watling Street (North-West)		ONE HOUR	✓	1048	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A5 Watling Street (South-East)	B - Woodford Lane	C - A5 Watling Street (North-West)
	A - A5 Watling Street (South-East)	0	270	598
	B - Woodford Lane	0	0	332
	C - A5 Watling Street (North-West)	1048	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A5 Watling Street (South-East)	B - Woodford Lane	C - A5 Watling Street (North-West)
	A - A5 Watling Street (South-East)	0	3	9
	B - Woodford Lane	0	0	0
	C - A5 Watling Street (North-West)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.57	13.23	1.3	B	305	457	76.73	10.07	0.85	76.74	10.08
B-A	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					962	1442					
C-B	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
A-B					248	372					
A-C					549	823					

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	728	0.343	248	0.0	0.5	7.464	A
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-A	789	197			789				
C-B	0	0	532	0.000	0	0.0	0.0	0.000	A
A-B	203	51			203				
A-C	450	113			450				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	690	0.433	298	0.5	0.7	9.149	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	942	236			942				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	243	61			243				
A-C	538	134			538				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	366	91	637	0.574	363	0.7	1.3	13.033	B
B-A	0	0	196	0.000	0	0.0	0.0	0.000	A
C-A	1154	288			1154				
C-B	0	0	446	0.000	0	0.0	0.0	0.000	A
A-B	297	74			297				
A-C	658	165			658				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	366	91	637	0.574	365	1.3	1.3	13.228	B
B-A	0	0	196	0.000	0	0.0	0.0	0.000	A
C-A	1154	288			1154				
C-B	0	0	446	0.000	0	0.0	0.0	0.000	A
A-B	297	74			297				
A-C	658	165			658				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	298	75	690	0.433	301	1.3	0.8	9.297	A
B-A	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	942	236			942				
C-B	0	0	496	0.000	0	0.0	0.0	0.000	A
A-B	243	61			243				
A-C	538	134			538				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	250	62	728	0.343	251	0.8	0.5	7.560	A
B-A	0	0	346	0.000	0	0.0	0.0	0.000	A
C-A	789	197			789				
C-B	0	0	532	0.000	0	0.0	0.0	0.000	A
A-B	203	51			203				
A-C	450	113			450				

Queueing Delay Results for each time segment

07:45 - 08:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	7.42	0.49	7.464	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:00 - 08:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	10.83	0.72	9.149	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:15 - 08:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	18.38	1.23	13.033	B
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:30 - 08:45

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	19.72	1.31	13.228	B
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

08:45 - 09:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	12.18	0.81	9.297	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

09:00 - 09:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	8.20	0.55	7.560	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

2031 Base + Dev, PM (17:00 - 18:00)

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 Base + Dev	PM (17:00 - 18:00)	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A5 Watling Street (South-East)		ONE HOUR	✓	1309	100.000
B - Woodford Lane		ONE HOUR	✓	230	100.000
C - A5 Watling Street (North-West)		ONE HOUR	✓	919	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A5 Watling Street (South-East)	B - Woodford Lane	C - A5 Watling Street (North-West)
From	A - A5 Watling Street (South-East)	0	401	908
	B - Woodford Lane	0	0	230
	C - A5 Watling Street (North-West)	919	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A5 Watling Street (South-East)	B - Woodford Lane	C - A5 Watling Street (North-West)
From	A - A5 Watling Street (South-East)	0	2	3
	B - Woodford Lane	0	0	0
	C - A5 Watling Street (North-West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.50	13.96	1.0	B	211	317	55.43	10.51	0.62	55.44	10.51
B-A	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					843	1265					
C-B	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
A-B					368	552					
A-C					833	1250					

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	642	0.270	172	0.0	0.4	7.636	A
B-A	0	0	295	0.000	0	0.0	0.0	0.000	A
C-A	692	173			692				
C-B	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	302	75			302				
A-C	684	171			684				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	587	0.352	206	0.4	0.5	9.439	A
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	826	207			826				
C-B	0	0	397	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	816	204			816				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	511	0.496	252	0.5	1.0	13.795	B
B-A	0	0	120	0.000	0	0.0	0.0	0.000	A
C-A	1012	253			1012				
C-B	0	0	325	0.000	0	0.0	0.0	0.000	A
A-B	442	110			442				
A-C	1000	250			1000				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	253	63	511	0.496	253	1.0	1.0	13.964	B
B-A	0	0	120	0.000	0	0.0	0.0	0.000	A
C-A	1012	253			1012				
C-B	0	0	325	0.000	0	0.0	0.0	0.000	A
A-B	442	110			442				
A-C	1000	250			1000				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	207	52	587	0.352	208	1.0	0.6	9.555	A
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-A	826	207			826				
C-B	0	0	397	0.000	0	0.0	0.0	0.000	A
A-B	360	90			360				
A-C	816	204			816				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	642	0.270	174	0.6	0.4	7.706	A
B-A	0	0	295	0.000	0	0.0	0.0	0.000	A
C-A	692	173			692				
C-B	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	302	75			302				
A-C	684	171			684				

Queueing Delay Results for each time segment
16:45 - 17:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	5.26	0.35	7.636	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:00 - 17:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	7.76	0.52	9.439	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:15 - 17:30

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	13.51	0.90	13.795	B
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:30 - 17:45

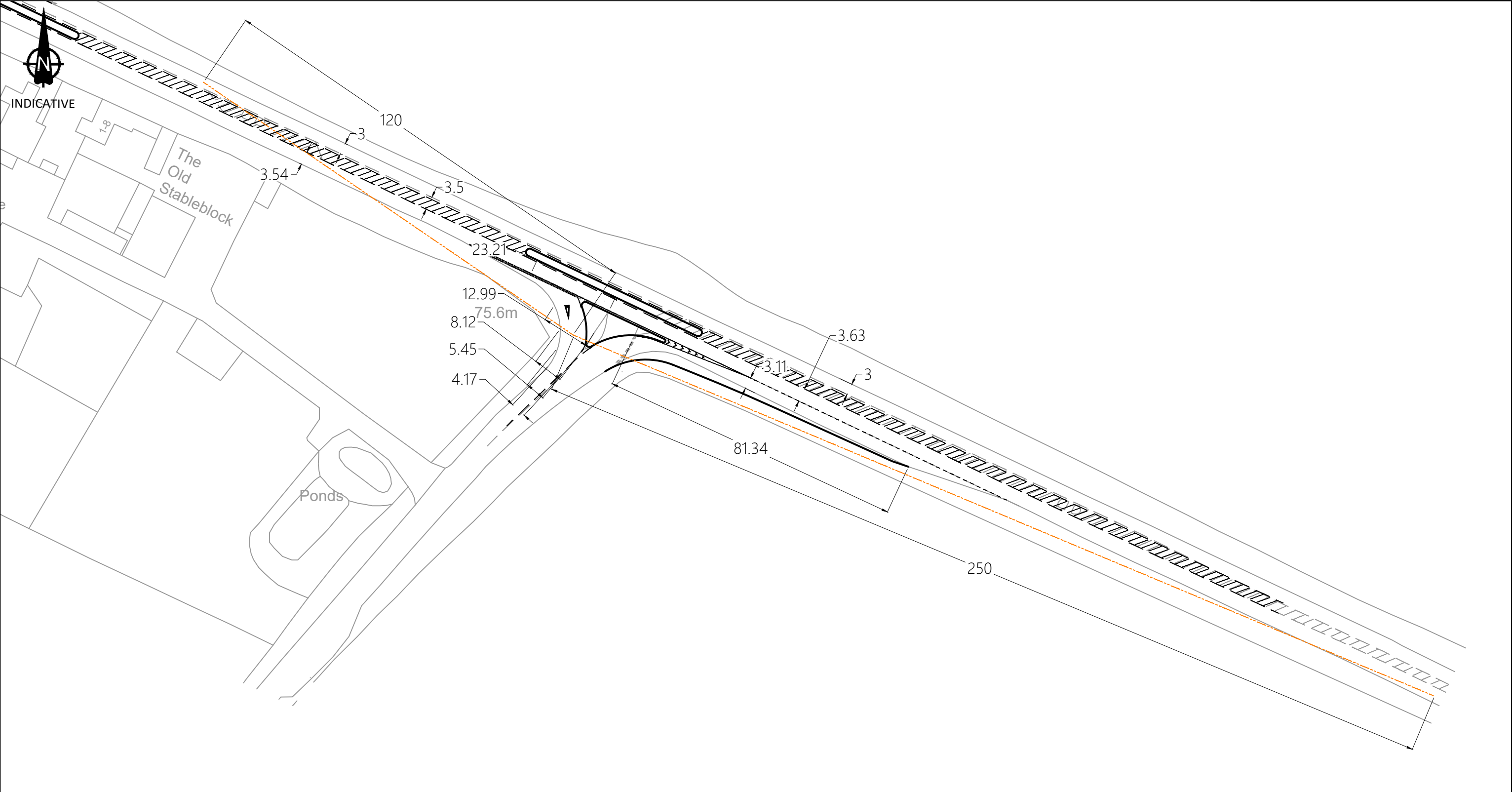
Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	14.45	0.96	13.964	B
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

17:45 - 18:00

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	8.66	0.58	9.555	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A

18:00 - 18:15

Stream	Queueing total delay (Veh-min)	Queueing rate of delay (Veh-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service
B-C	5.79	0.39	7.706	A
B-A	0.00	0.00	0.000	A
C-B	0.00	0.00	0.000	A



Notes

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Drawing Revisions					Title	
Rev:	Drn:	Date:	Details	Chk:	A5 Watling Street / Woodford Lane Geometries (Proposed Layout)	
-	ZM	28/11/2022	First issue	MS		
A	JB	17/07/2023	Updated title block and dimensions	MS		
Client					MILESTONE TRANSPORT PLANNING 7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY Tel: 01483 397888 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220	
ERI MTP Ltd						
Project					Drawing Number:	Scale:
MIRA Technology Park South Site					17059/GEO/SK14	1:500 @ A3
						Revision: A