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Bosworth Lane, Newbold Verdon Transport Assessment Addendum

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1. Introduction

1.1 Overview

The Transportation Consultancy 'ttc' has been commissioned by Bloor Homes to support the planning application for 200no. dwellings off Bosworth Lane, Newbold Verdon. The application (ref. 25/00515/OUT) was submitted in May 2025. A consultation response was received from Leicestershire County Council (LCC), as Local Highway Authority (LHA), on the 11th August 2025. LCC's full response is included in **Appendix A**.

This Technical Note provides a response to the consultation comments received and where required provides additional information. For consistency, the report has been structured using the same main headings as those included within LCC's consultation response.

2. Site Access

2.1 Introduction

This chapter provides a summary of the response received from LCC with regard to the site access and provides additional information as requested.

2.2 Primary Access

LCC have requested some amendments to the general arrangement drawings for the primary site access, including the addition of dimensions on the junction tapers and ghost island, and the re-running of the refuse vehicle swept path analysis. **Drawings 211988-01g, 211988-02d and 211988-10a** contained within **Appendix B** shows the requested revisions to the general arrangement drawings with swept path analysis. It can also be confirmed that the swept path analysis was undertaken based on a 15kph design speed.

It is noted that LCC have also requested that the speed limit be reduced along Bosworth Lane in the vicinity of the site to 40mph to help reduce speeds on approach to the proposed site access. It is proposed that this would be achieved via a Traffic Regulation Order, which is consistent with the Phase 2 application to the northeast (20/00143/FUL for 116 dwellings). This request is considered appropriate, and the applicant will commit to securing it through a contribution via the Section 106 agreement. It should be recognised however, that visibility splays from the access can be achieved based on current recorded speeds and are not reliant on the speed limit relocation to reduce speeds along Bosworth Lane.

In addition to this, LCC have requested that the footway be extended along the frontage of Bosworth Lane. It is the view that providing a footway along the frontage of the site to link to the existing provision on Hall Lane would result in the removal of the existing hedgerows that front the proposed development site and the Phase 2 development. This is considered unnecessary due to the fact that the development proposals include alternative pedestrian access points to Moat Close which better serve the likely desire lines of future residents.

A comparison of the walking distances to key services and facilities via the suggested footway and proposed Moat Close connection has been provided in detail within ttc's technical note referenced '211988 – Technical Note' (dated 16th September 2025). The comparative assessments showed that the addition of a footway would not make a material difference to walking distance for future residents as the existing link via Moat Close provides a similar or greater benefit to numerous services and facilities.

2.3 Secondary Access

In regard to the secondary access, it is noted that LCC have requested amendments to the proposed link from the proposed development site to the Ferrers Green Development. This includes increasing the forward visibility around the speed control bend from 17m to 25m and plotting a 2.4m x 25m vehicular visibility splay to the northeast at the junction. This is shown in **Drawing 211988-03d** contained within **Appendix B**.

The application red line plan has also been updated to ensure that the visibility splays are within the application boundary, or land that would be adopted as part of the Ferrers Green Development. It is understood an agreed Section 38 agreement is in place for the Ferrers Green Development and the agreed area for adoption is indicated on Drawing **211988-03d**.

2.4 Pedestrian Links

It is noted that LCC welcome the proposed link to Moat Close, however it is stated in the response that this may not be considered for adoption. This matter can be agreed at the reserved matters stage.

Furthermore, the response from LCC also welcomes the proposed link to Newbold Verdon Primary School and recommends this takes the form of a hard bound surface. It is proposed that the details of the route would be agreed with LCC as a reserved matter.

2.5 Highway Safety

It is noted that LCC are in agreement with the applicant over the conclusion that there are not any inherent highway safety issues surrounding the site which the proposed development would exacerbate.

2.6 Construction Access and Construction Traffic

The response notes that a Section 184 permit must be obtained from LCC to carry out off-site works associated with a construction access onto a classified road and this will require planning consent. This is understood by the applicant and will be applied for during the reserved matters stage.

The response from LCC also notes that a Construction Management Plan would need to be submitted and approved prior to any construction works on the site. The applicant agrees that this can be secured via a planning condition.

3. Trip Generation & Distribution

3.1 Introduction

This section provides a response to LCC's comments associated with the trip generation and traffic distribution and assignment.

3.2 Trip Generation

It is noted that the LCC response states the proposed trip rates are acceptable, as well as agreeing with the applicant that the proposed trip generation accommodates the potential trips generated by subsidiary uses such as a health hub or community shop.

3.3 Trip Distribution

The response from LCC notes that the agreed Pan Regional Transport Model (PRTM) assessment presented in the Transport Assessment predicts approximately 35 two-way trips in the AM peak and 20 two-way trips in the PM peak will route via Osbaston Lane, which is a narrow rural road.

LCC state *'The LHA questions why traffic is routing via Osbaston as opposed to via the B585 Bosworth Lane/A447/Bosworth Road (Bull in the Oak) junction and whether this is re-routing via Osbaston to avoid due to congestion at Bull in the Oak. The LHA advise the most appropriate route for additional development traffic would be via the Bull in the Oak junction to avoid rural, single track roads. In addition, whilst PRTM has not specifically routed traffic via the junction of Osbaston Lane with the A447 and only the junction of Hall Lane with the A447, the visibility when exiting Osbaston Lane onto the A447 is sub-standard based on the LHA's site visit. The Applicant should therefore seek to route development traffic via the Bull in the Oak junction. It may be that a scheme of mitigation would result in traffic re-routing this way as opposed to via Osbaston.'*

In order to address this, a sensitivity test has been carried out to determine the likely impact if the development traffic predicted to use Osbaston Lane and Hall Lane instead used the B585 Bosworth Lane/A447/Bosworth Road junction.

In order to determine the level of additional traffic using this junction, the 2029 'Do Minimum' furnished junction turning flows were compared against the 2029 'Do Something' scenario at the Hall Lane/A447 junction. The difference was then added to the B585 Bosworth Lane/A447/Bosworth Road junction. The summary PICADY results are set out below. For comparison reasons the 2029 'Do Nothing' and 2029 'Do Something' (with development traffic re-routing) scenarios have been presented. The summary results are provided in **Table 3.1**, with full PICADY outputs in **Appendix C** and, the original furnished and re-routed flow adjustments included within **Appendix D**.

Table 3.1 Bosworth Lane (B582)/ Ashby Road (A447)/Bosworth Road Development Traffic Re-routing Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
2029 'Do Nothing'						

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Bosworth Lane (LT)	5	96	0.90	1	20	0.44
Bosworth Lane (RT)	6	111	0.91	3	54	0.77
A447 N (RT)	0	9	0.11	0	9	0.14
Bosworth Road (LT)	4	236	0.92	0	18	0.24
Bosworth Road (RT)	10	126	0.97	3	44	0.74
A447 S (RT)	0	11	0.26	0	10	0.28
2029 'Do Something' Re-routing						
Bosworth Lane (LT)	13	222	1.06	1	20	0.46
Bosworth Lane (RT)	15	219	1.07	3	56	0.77
A447 N (RT)	0	9	0.11	0	9	0.14
Bosworth Road (LT)	3	211	0.96	0	19	0.24
Bosworth Road (RT)	9	115	0.95	3	46	0.75
A447 S (RT)	0	10	0.23	0	10	0.29

The results indicate that queues on B585 Bosworth Lane are predicted to increase in the AM by 8 (LT) and 9 (RT) vehicles with delays increasing by 126s for left turning vehicles and 108s for right turning vehicles when compared to the 2029 'Do Nothing' scenario. Queues and delays on Bosworth Road are predicted to remain similar to the 2029 'Do Nothing' scenario. The PM peak is predicted to remain operating within capacity.

Whilst the junction is experiencing some queues and delay under existing condition, the proposed development is predicted to increase the queues and delays, particularly if traffic using Osbaston Lane re-routes towards the junction. As a result, it is accepted that it is likely that development traffic predicted to use Osbaston Lane is doing so due to predicted delays at the B585 Bosworth Lane/A447/Bosworth Road junction.

It is understood that LCC have recently and independently from all current planning applications in the area identified draft proposals to signalise the B585 Bosworth Lane/A447/Bosworth Road junction, which would offer significant capacity benefits in future years. Such a scheme would reduce delays at the junction and encourage development traffic to route via the junction rather than Osbaston Lane which is less attractive due to its narrow roads.

To demonstrate this the journey time assessment tool in Google Maps has been used to indicate typical journey times from the site to a point just north of Hall Lane on the A447. This is demonstrated in **Figure 3.1** below.

Figure 3.1 Journey Times via Bosworth Lane or Osbaston Road

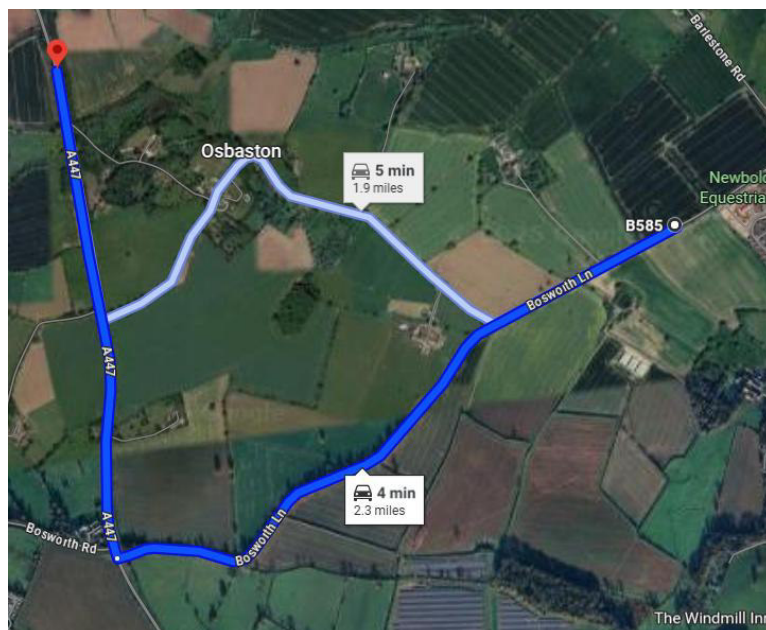


Figure 3.1 highlights that in off peak conditions it is faster to travel via the B585 Bosworth Lane/A447/Bosworth Road junction rather than Osbaston Lane. However, **Table 3.1** indicates that in the 2029 future year during the AM peak period, delays of up to 209 seconds are predicted for right turning traffic, which could result in total journey time of approximately 7-minutes, hence why the PRTM model indicates that development traffic would route via Osbaston Lane.

Implementing a traffic signal arrangement would significantly reduce these delays and tip the balance back in the favour of using the B585 Bosworth Lane/A447/Bosworth Road junction. Furthermore, a signalled arrangement would provide a more controlled access on to the A447 and is likely to be preferred by drivers as opposed to negotiating a priority T-junction on to the A447 from Osbaston Lane or Hall Lane. The potential for delay along Osbaston Road due to it being a single lane track would also likely deter development traffic using this route.

As a result, Bloor Homes are agreeable to the principle of providing a commensurate financial contribution towards the proposed signalised scheme identified by LCC.

4. Junction Capacity Assessments

Dans Lane/A447 and Desford Crossroads Junctions

It is noted that LCC have requested further evidence is presented with regard to the potential impact at Dans Lane/A47 and the Desford Crossroads junction (B582/A47). The initial PRTM assessment indicated limited impact at these locations however, it is acknowledged that these junctions are currently operating over capacity.

As a result, additional interrogation of the PRTM model has been carried out to determine the difference in flows between the 2029 with (Do Something) and without (Do Minimum) development scenarios. The flows on the approach arms of each junction for the relevant scenarios are presented in **Table 4.1** below.

Table 4.1 – Dans Lane and Desford Crossroads Traffic Flow Comparisons

Approach Arms	Scenarios					
	2029 DM (AM Peak)	2029 DS (AM Peak)	Difference	2029 DM (PM Peak)	2029 DS (PM Peak)	Difference
Dans Lane / A447 Junction						
Dan's Lane	343	343	0	309	309	0
Leicester Road	609	612	+3	672	672	0
Desford Road	102	102	0	214	217	+3
Hinckley Road	769	769	0	760	762	+2
Total Junction			+3			+5
Desford Cross Roads						
Leicester Lane	439	441	+2	579	582	+3
Hinckley Road (W)	691	696	+5	745	745	0
Desford Road	573	573	0	612	616	+4
Hinckley Road (E)	616	612	-4	835	834	-1
Total Junction			+3			+6

Table 4.1 indicates that the proposals would not result in a material increase in traffic at these locations, as a result contributions towards any mitigation is not justified.

Main Street/B582 Kirkby Road Junction

LCC have also requested further consideration of the Main Street/B582 Kirkby Road junction and state: 'It is also shown that the Main Street/ B582 Kirkby Road junction is shown to operate between 75- 85% capacity once development traffic is added. The Applicant has again stated the change in traffic flows reported in the PRTM forecast report shows very little change in traffic through this part of the network. As a result, the proposed development is not considered by the Applicant to have a material impact at this location.'

The LHA advise that as part of application reference 24/01061/OUT, an improvement scheme is being proposed by the Applicant to introduce ahead/ right and left turn lanes on the B582 arms of the mini roundabout in order to improve capacity. The LHA would therefore request the Applicant to consider why there would be differences between the two proposals.'

Further investigation of the PRTM assessment has been undertaken to determine the increase in traffic at this location and the results are shown in **Table 4.2**. For comparison purposes, the increase in traffic at this location as a result of application 24/01061/OUT have also been set out. It should be noted that TTC do not have access to the direct PRTM models associated with application 24/01061/OUT, therefore these have been derived by comparing the furnished 'Do nothing' with the 'Do Something' flows presented in MEC's technical note dated September 2025 (ref: 24832-TRAN-0806 Revision A).

Table 4.2 – Dans Lane and Desford Crossroads Traffic Flow Comparisons

Approach Arms	Scenarios	
	AM Peak Change in Flow as result of development	PM Peak Change in Flow as result of development
Bloor Homes Application (25/00515/OUT)		
Main Street	0	-2
High Street (B582)	+12	+2
Kirkby Road	+4	0
Manor Road	+14	+2
Total Junction	+28	2
David Wilson Homes Application (24/01061/OUT)		
Main Street	-6	-1
High Street (B582)	+36	+40
Kirkby Road	-12	+2
Manor Road	+66	+36
Total Junction	+84	+77

Table 4.2 shows that the proposed development would result in less than 30 two-way flows being added to the junction during the AM peak period. The highest increase on any one arm is 14 vehicles which results in one additional vehicle approximately every 4-minutes. In the PM peak an increase of two vehicles across the junction is predicted. Both peak periods are below the 30-trip threshold LCC use to determine if the traffic impact is material at a particular junction. Furthermore, the junction was not included within the Area of Influence within the PRTM assessment.

In comparison, application 24/01061/OUT resulted in an increase of 84 two-way trips in the AM peak and 77 two-way trips in the PM peak.

Overall, it is concluded that the development proposals that are the subject of this report would not result in a material impact at this location and mitigation is not justified.

4.1 Additional Sensitivity Tests

LCC have requested additional sensitivity tests to be carried out to consider potential cumulative impacts related to a number of speculative applications in the area. The sites identified are either live applications or have recently been refused planning permission with the decisions likely to be appealed.

It is noteworthy that guidance from the Ministry of Housing, Communities and Local Government on Transport Assessments states *'It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years)'*. It is therefore clear that only one of the developments identified meet this criteria.

Nevertheless, in the interests of robustness and collaboration, the additional sensitivity assessments have been carried out. The sites identified by LCC are as follows:

- 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth) – Live application, not yet determined;
- 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth) – Application refused – appeal submitted;
- 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon) – Live application, has a resolution to grant planning permission subject to the signing of a S106 agreement; and
- 24/01061/OUT (240 dwellings – Land north of Barlestone Road) – Live application, not yet determined

In order to inform these assessments, the development sites identified above have been added to the PRTM. The methodology was agreed with LCC. Furnished flows for all junctions under assessment in the original TA were then provided by LCC modelling team for the following scenarios:

- Sensitivity - 2029 'Do Nothing' - including cumulative sites; and
- Sensitivity - 2029 'Do Something' - including cumulative sites and development.

The revised flow matrices are presented within **Appendix D**. It should be noted that LCC have confirmed in their consultation response that the junction models presented in the original TA report are correct. The models used in the sensitivity test are consistent with those used in the original TA.

Junction 1 – Proposed Site Access Junction

This proposed site access junction has been assessed using the PICADY module of Junctions 10. A summary of the Site Access junction capacity modelling results is presented in **Table 4.3** below, with full results included within **Appendix E**.

Table 4.3 Proposed Site Access Junction Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity Test - 2029 'Do Something'						
Site Access (All)	0	10	0.29	0	8	0.09
Bosworth Lane (RT)	0	6	0.01	0	6	0.07

Table 4.3 indicates the proposed site access junction is predicted to operate well within capacity with minimal queues and delays on the network. Furthermore, the development proposals will not result in material delays on the B585 Bosworth Lane.

An RFC of 0.85 would suggest that a particular arm of the junction is approaching capacity and any additional traffic after that point would result in a disproportional increase in queues and delays. The results clearly demonstrate that there is excess capacity available in the junction, with a peak RFC of 0.29 being reported on the site access arm. As a result, if traffic from the Ferrers Green development was to use the primary access, this could be accommodated.

Junction 2 – B585 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction

This junction has been modelled as a traffic signal junction using LinSig version 3.

On site observations have indicated that pedestrian movements at the signal junction are minimal, therefore the pedestrian phase is called infrequently. As a result, the signals have been run on the basis that the pedestrian all red phase is called every other cycle. This will provide a robust assessment of the junction as in reality; the pedestrian phase will be called less frequently than this based on site observations. A summary of the capacity modelling results is presented in **Table 4.4** below, with full results included within **Appendix F**.

Table 4.4 Barlestone Road (B585)/Barlestone Road (B582)/Bosworth Lane (B585) Signal Junction Summary Results

ARM	AM Peak Hour				PM Peak Hour			
	DoS (%)	Mean Queue (veh)	Max Queue	Delay (sec/PCU)	DoS (%)	Mean Queue (veh)	Max Queue	Delay (sec/PCU)
Sensitivity Test - 2029 'Do Nothing'								
B585 Barlestone Road	41.9	6		18	48.5	7		18
B582 Barlestone Road	75.3	15		30	68.0	13		26
B585 Bosworth Lane	75.0	10		47	67.0	7		44
Cycle Time	180s (90s double cycle)				180s (90s double cycle)			
PRC	19.5%				32.3%			
Junction Delay	11.95s				10.58s			

ARM	AM Peak Hour				PM Peak Hour			
	DoS (%)	Mean Queue (veh)	Max Queue	Delay (sec/PCU)	DoS (%)	Mean Queue (veh)	Max Queue	Delay (sec/PCU)
Sensitivity Test - 2029 'Do Something'								
B585 Barlestone Road	42.5	6		18	50.5	7		19
B582 Barlestone Road	77.8	16		33	69.5	14		27
B585 Bosworth Lane	76.7	10		47	69.9	8		46
Cycle Time	180s (90s double cycle)				180s (90s double cycle)			
PRC	15.7%				28.8%			
Junction Delay	12.72s				11.25s			

In the 2029 'Do Nothing' scenario there are some minor increases in queues and delays predicted when compared to the existing situation. When development traffic is added to the junction in the 'Do Something' scenario, there is some minor increases to queues and delays compared to the 'Do Nothing' scenario, but the junction is predicted to continue to operate well within capacity (below 90% DoS on any one arm). As a result, the standalone modelling assessment indicates that the development will not have a material impact on the operation of this junction.

Junction 3 – Barlestone Road (B585)/Bagworth Road Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.5** below, with full results included within **Appendix G**.

Table 4.5 Barlestone Road (B585)/Bagworth Road Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity Test - 2029 ‘Do Nothing’						
Bagworth Road (LT)	1	11	0.49	2	19	0.69
Bagworth Road (RT)	0	12	0.05	0	10	0.09
Barlestone Road N (RT)	2	14	0.64	1	10	0.50
Sensitivity Test - 2029 ‘Do Something’						
Bagworth Road (LT)	1	11	0.48	3	22	0.73
Bagworth Road (RT)	0	13	0.06	0	11	0.10
Barlestone Road N (RT)	2	16	0.68	1	10	0.51

The junction is predicted to continue to operate well within capacity with minimal queues and delays on the network in the Sensitivity 2029 'Do Something' scenario. Furthermore, the inclusion of the development proposals has a minimal impact on forecast queues and vehicle delays. As a result, the proposed development is not predicted to result in a material impact on this junction.

Junction 4 – B582 Barlestone Road/Dragon Lane Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.6** below, with full results included within **Appendix H**.

Table 4.6 B582 Barlestone Road/Dragon Lane Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Nothing'						
Dragon Lane (RT)	1	13	0.43	0	10	0.28
Dragon Lane (LT)	0	18	0.21	0	18	0.12
Barlestone Road N (RT)	1	7	0.42	2	8	0.51
Sensitivity - 2029 'Do Something'						
Dragon Lane (RT)	1	13	0.44	0	10	0.29
Dragon Lane (LT)	0	18	0.21	0	18	0.12
Barlestone Road N (RT)	1	7	0.42	2	9	0.52

In the 2029 'Do Nothing;' and 'Do Something' scenarios the junction continues to operate well within capacity. The predicted increases in queues and delays between the 'Do Nothing' and 'Do Something' scenarios is minimal; therefore, the proposed development is not predicted to have a material impact on the operation of this junction when taking account of the potential cumulative impacts.

Junction 5 – Barlestone Road (B582)/Mill Lane Priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.7** below, with full results included within **Appendix I**.

Table 4.7 Barlestone Road (B582)/Mill Lane Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Nothing'						
Stream B-AC	0	10	0.19	0	8	0.10
Mill Lane (All))	0	5	0.10	0	5	0.12

Sensitivity – ‘2029 Do Something’						
Stream B-AC	0	10	0.20	0	8	0.10
Mill Lane (All)	0	5	0.10	0	5	0.12

In the 2029 ‘Do Nothing’ and ‘Do Something’ scenarios the junction continues to operate well within capacity. The predicted increases in queues and delays between the ‘Do Nothing’ and ‘Do Something’ scenarios is minimal; therefore, the proposed development is not predicted to have a material impact on the operation of this junction.

Junction 6 – Bosworth Lane (B585)/Ashby Road (A447)/Bosworth Road Staggered priority T-junction

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.8** below, with full results included within **Appendix J**.

Table 4.8 Bosworth Lane (B582)/ Ashby Road (A447)/Bosworth Road Sensitivity Test Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Nothing'						
Bosworth Lane (LT)	4	92	0.88	2	40	0.65
Bosworth Lane (RT)	6	113	0.90			
A447 N (RT)	0	9	0.12	0	9	0.14
Bosworth Road (LT)	6	343	1.09	1	29	0.34
Bosworth Road (RT)	20	218	1.08			
A447 S (RT)	0	12	0.27	0	10	0.29
Sensitivity - 2029 'Do Something'						
Bosworth Lane (LT)	6	116	0.97	1	24	0.51
Bosworth Lane (RT)	6	125	0.93			
A447 N (RT)	0	9	0.12	0	9	0.13
Bosworth Road (LT)	5	281	1.04	0	26	0.30
Bosworth Road (RT)	15	171	1.03			
A447 S (RT)	0	11	0.23	1	10	0.31

Table 4.8 indicates that in the 2029 ‘Do Nothing’ scenario, the junction is predicted to be operating well beyond capacity during the AM peak. Delays of up to 343 seconds are predicted on Bosworth Road. This indicates that the potential developments that form part of the sensitivity cumulative assessment contributes to the poor operation of the junction in future years.

In the 2029 'Do Something' AM peak scenario, queues on B585 Bosworth Lane increase by two vehicles for the left turn movement. However, due to the reassignment of traffic as a result of the development, queues and delays are predicted to reduce on Bosworth Road.

An additional assessment has been carried out to manually add development traffic to the junction that is currently shown travelling along Osbaston Lane, as set out in the previous chapter. The summary PICADY results are set out in **Table 4.9** below.

Table 4.9 Bosworth Lane (B582)/ Ashby Road (A447)/Bosworth Road Sensitivity Test Development Traffic Re-routing Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Something' Re-routing						
Bosworth Lane (LT)	13	244	1.08	1	27	0.55
Bosworth Lane (RT)	16	239	1.09	4	70	0.81
A447 N (RT)	0	9	0.12	0	9	0.13
Bosworth Road (LT)	5	325	1.07	1	28	0.32
Bosworth Road (RT)	18	209	1.08	4	60	0.82
A447 S (RT)	0	11	0.23	1	10	0.31

Table 4.9 indicates that queues on B585 Bosworth Lane are predicted to increase in the AM by 9 vehicles in the (LT) arm and 10 vehicles in the (RT) arm, with delays increasing by 152s for (LT) vehicles and 126s for (RT) vehicles when compared to the 2029 'Do Nothing' scenario. Queues and delays on Bosworth Road are predicted to marginally decrease in comparison to the 2029 'Do Nothing' scenario. The PM peak is predicted to remain operating within capacity.

It is acknowledged that given the cumulative impacts of various developments at this location, the junction would benefit from a mitigation scheme. As set out in the previous chapter, LCC have developed a signalised improvement scheme for this location and Bloor Homes are agreeable to the principle of providing financial contributions towards this.

Junction 7 – Hall Lane/A447 Priority Junction

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.11** below, with full results included within **Appendix K**.

Table 4.11 Hall Lane/A447 Priority Modelling Summary

Streams	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Nothing'						
Hall Lane (All)	0	14	0.04	0	0	0
A447 S (RT)	0	5	0	0	0	0
Sensitivity - 2029 'Do Something'						
Hall Lane (All)	0	16	0.20	0	7	0.03
A447 S (RT)	0	5	0.01	0	0	0

Table 4.11 indicates that the junction would continue to operate well within capacity with minimal queues and delays on the network in the future assessment years. Furthermore, the inclusion of the development proposals has a minimal impact on forecast queues and vehicle delays, which remain low.

Overall, the proposed development is not predicted to result in a material impact at this location. It should be noted that this assessment robustly assumes development traffic would route through the Osbaston Lane and Hall Lane to reach the A447. However, if mitigation is provided at the B585 Bosworth Lane/A447/Bosworth Road junction then it is envisaged the majority of development traffic would remain on the B585 Bosworth Lane.

Junction 8 – A447/Barton Road/Lount Road Priority Cross-roads.

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.12** below, with full results included within **Appendix L**.

Table 4.12 A447/Barton Road/Lount Road Priority Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 'Do Nothing'						
Lount Road (All)	2	33	0.69	1	24	0.56
A447 S (All)	0	4	0.02	0	5	0.02
Barton Road (All)	0	11	0.21	0	13	0.22
A447 N (All)	0	5	0.1	1	6	0.29
Sensitivity - 2029 'Do Something'						
Lount Road (All)	2	35	0.70	1	25	0.56
A447 S (All)	0	4	0.02	0	5	0.02
Barton Road (All)	0	12	0.22	0	14	0.23

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
A447 N (All)	0	5	0.11	1	6	0.30

Table 4.12 indicates that the junction operates within capacity during the AM and PM peak under existing conditions. This reflects on-site observations. In the 2029 'Do Nothing' scenario, the junction is predicted to continue to operate within capacity with minimal queues and delays. Once the development traffic is added to the network, the junction continues to operate within capacity with minimal increases in queue and delay in both peak periods. As a result, the development is not predicted to result in a material impact at this location.

Junction 9 – A447/Main Street/Barton Lane Crossroads

This junction has been assessed using the PICADY module of Junctions 10. A summary of the capacity modelling results is presented in **Table 4.13** below, with full results included within **Appendix M**.

Table 4.13 A447/Main Street/Barton Lane Modelling Summary

Stream	Queue	Delay	RFC	Queue	Delay	RFC
	AM Peak			PM Peak		
Sensitivity - 2029 Do Nothing						
Main Street (LT)	2	24	0.64	1	17	0.55
Main Street (RT)	0	20	0.26	0	17	0.17
A447 N (All)	1	6	0.22	0	5	0.10
Barton Lane (All)	1	15	0.42	1	13	0.35
A447 S (All)	2	11	0.54	2	10	0.53
Sensitivity - 2029 Do Something						
Main Street (LT)	2	25	0.64	1	17	0.55
Main Street (RT)	0	21	0.26	0	17	0.17
A447 N (All)	1	6	0.23	0	5	0.10
Barton Lane (All)	1	16	0.44	1	13	0.36
A447 S (All)	2	12	0.58	2	10	0.53

Table 4.13 indicates in the 2029 'Do Nothing' scenario, the junction is predicted to continue to operate within capacity with minimal queues and delays. Once the development traffic is added to the network, the junction continues to operate within capacity with minimal increases in queue and delay in both peak periods. As a result, the development is not predicted to result in a material impact at this location.

5. Accessibility

5.1 Transport Sustainability

It is noted that LCC have requested contributions for Travel Plan Monitoring (£6,000) and travel packs (£52.85 per pack), which is considered appropriate by the applicant. It is proposed that the agreed contributions would form part of the Section 106 agreement.

With regard to bus services, LCC stated: *'The LHA advise that as part of application reference 24/01061/OUT, within the submitted TA for that application consideration was given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to that site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggested that the operator would not be willing to re-route the service as this would increase the walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.'*

As part of that application, Arriva suggested as an alternative that the Applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.'

Since the original planning application was submitted the timetable for the 153 service that serves Newbold Verdon has been updated. The service now provides services towards Leicester City Centre from 06:54, with another service at 07:51. This is an improvement over the previous timetable which provided the first service at 07:48.

In addition, the LC6 service has also been introduced which routes between Coalville and Hinckley, via Barlestone, Newbold Verdon and Market Bosworth. The services offers two services in the morning (07:17, 10:17) and two services in the afternoon (14:02, 17:37).

Overall the existing service provision is considered to be suitable to offer residents of the proposed development a suitable alternative to single occupancy car trips. Therefore, asking the applicant to pump-prime the existing service is not considered necessary or justified. Furthermore, it is understood that application 24/01158/OUT, for residential development off Brascote Lane, has recently been approved at planning committee. However, no contributions toward improving the bus service were secured as part of that application, therefore, this approach is consistent with other developments in the area.

Public Rights of Way

The response from LCC has requested that the PROW S19, which runs to the east of the site, be upgraded to form an all-weather surface, with a financial contribution of £89,784 requested by LCC to secure this. Further to discussion with Hinckley and Bosworth Borough Council (HBBC) and LCC, we confirm that PROW S19 will be upgraded as set out above and will be re-routed along the edge of the field boundary. This would be secured through financial contribution as requested by LCC. **Figure 5.1** indicates the likely routing of the diverted PROW, however this will be agreed between HBBC and LCC in due course.

Figure 5.1 PRow S19 – Potential Diversion



6. Conclusion

6.1 Conclusion

This Technical Note has been produced to provide a response to the consultation comments received from LCC for application ref. 25/00515/OUT. This response has demonstrated the following:

- The primary and secondary site access junction have been updated to take account of LCC's suggested amendments, with updated general arrangement drawings provided within this report. As a result safe and suitable access to the development can be achieved.
- Evidence has been provided which outlines that the proposals would not result in a material increase in traffic at the Desford Crossroads, A47/Dans Lane or Manor Road/High Street (B585)/Main Street junction. As a result, contributions towards any mitigation are not required.
- Sensitivity tests have been run on all the 9no. key junctions using the updated suite of PRTM flows which incorporate traffic from the identified four neighbouring residential developments that have recently been subject to live planning applications. The tests have shown that all but the Bosworth Lane (B585)/Ashby Road (A447)/Bosworth Road junction can accommodate future growth and, committed and development traffic.
- A mitigation strategy for the Bosworth Lane (B585)/Ashby Road (A447)/Bosworth Road junction has been identified by LCC. This will provide a significant capacity benefit at this location and help encourage development traffic pass through the junction rather than using alternative routes via Osbaston Lane. Bloor Homes are agreeable to the principle of providing financial contributions towards this scheme.
- The existing bus provision that serves Newbold Verdon is considered suitable to accommodate the needs of residents of the proposed development site.

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area, and traffic impacts can be suitably mitigated, and safe and suitable access can be provided. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 116 of the NPPF, which states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*'.

Appendix A

LCC Consultation Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00515/OUT

Highway Reference Number: 2025/0515/04/H/R1

Application Address: Land South of Bosworth Lane Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant:

County Councillor: Mallory ED – Mark Bools CC

Parish: Osbaston

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works. The site is located at land south of Bosworth Lane, Newbold Verdon. All matters other than access are reserved at this stage.

The LHA has reviewed the following documents which have been submitted by the Applicant in support of the proposals:

- Transport Assessment ([TA] Project Reference 210988-03 Rev C dated 20th May 2025 and authored by TTC); and

- Travel Plan ([TP] Project Reference 210988-04 Rev B dated 20th May 2025 and authored by TTC).

The LHA visited the site on 10th July 2025.

Site Access

Two points of vehicular access are proposed to the site, details of which are shown on TTC drawing numbers 210988-01 Rev. D (the primary access) and 210988-03 Rev. A (the secondary access), included within Appendix F of the TA.

Primary Access

The Primary access to the site is proposed off Bosworth Lane, a B classified road (B585) subject to the national speed limit. Here, the Applicant is proposing a ghost right turn lane with a 6.75m wide access and 15.0m junction radii.

The Applicant has undertaken a speed survey on Bosworth Lane, which is stated to have been undertaken as part of an Automatic Traffic Count between Tuesday 11th and Wednesday 17th April 2024. It is stated within Part 4.4 of the TA that the traffic counter was located south of the proposed access location and that the results of the speed survey have been subject to a wet weather correction. The results of the speed survey indicated the following 85th percentile speeds:

- 57.4mph northeast bound
- 57.5mph southwest bound

However, Table 2.1 of the Applicants TA states speeds of 55.3mph in each direction.

The LHA holds records of a survey permit along this section of Bosworth Lane for the dates stated by the Applicant, however the survey data does not appear to be available on the planning portal and this is therefore requested.

The Applicant has stated that visibility splays of 2.4m x 186m would be required to the northeast of the access and 2.4 x 187m to the southwest based on recorded vehicle speeds, however splays of 2.4 x 215m can be achieved in each direction and have been detailed on the drawing. Following a site visit, the LHA is satisfied splays of 2.4m x 215m can be achieved in each direction, which based on [Table 6](#) of the [Leicestershire Highway Design Guide](#) would be suitable for recorded vehicle speeds of between 54 to 62mph.

The primary site access proposals have been accompanied by a Stage 1 Road Safety Audit (RSA1) and a Designer's Response, which are included within Appendix I of the TA. The RSA raised three problems in respect of drainage street lighting and overgrown hedges withing visibility splays. The Applicant has accepted all three problems and outlined measures to resolve these within the Designer's Response. This is accepted by the LHA.

After reviewing TTC drawing number 210988-01 Rev. D (Primary access), the LHA provide the following comments:

- At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (Design Manual for Roads and Bridges CD123 5.6.3). Although the correct radii are shown on the

drawing, the LHA requests the Applicant to confirm the tapers on the drawing.

- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the turning length, deceleration length and the direct taper length in accordance with DMRB CD123 Table 5.22. The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
- The LHA accept the carriageway width at the site access and can confirm the lane widths on the B585 meet the requirements of the DMRB CD123 para 6.8 and 6.105.

Swept path analysis of the primary site access has also been undertaken using a refuse collection vehicle, as shown on TRC drawing number 210988-02 Rev. C available within Appendix H of the TA. The LHA provide the following comments:

- The right turn in manoeuvre shows the rear of the vehicle kicking out into the straight-ahead lane, which could result in collisions with adjacent vehicles. This should be considered by the Applicant.
- As per the LHA's [swept path analysis](#) guidance, the LHA advises a vehicle speed of 15kph is used for swept path analysis. Swept path analysis should therefore be undertaken at this speed and a note should be added to the drawing confirming this.

The LHA has also considered the proposed access arrangements against [HDM policy 2: access to the existing highway network](#). Bosworth Lane does not form part of the Department for Transport's Major Road Network, or Leicestershire County Council's Resilient Network. The LHA notes that one Personal Injury Collision has occurred within 500m of the access road on Bosworth Lane within the last five years. 85th percentile vehicle speeds, whilst high, are also marginally below the legal speed limit.

As part of application reference 20/00143/FUL (116 dwellings, land south of Bosworth Lane, Newbold Verdon), the now existing access on to Bosworth Lane required the reduction of the speed limit to 40mph. A 2m wide footway was also continued from Barlestone Road along the edge of the carriageway to the site access.

The LHA advise that given recorded speeds are higher at the proposed access location than at the location surveyed for the now existing access given the proximity of the nearby junction, the Applicant should seek to reduce the speed limit to 40mph fronting the site to encourage lower vehicle speeds. This would require a Traffic Regulation Order at a cost of £7,500. In addition, the LHA would request that the 2m wide footway alongside Bosworth Lane is continued from the existing access up to the proposed access into the site. Whilst the LHA acknowledge pedestrian footfall is likely to be higher on other links to the south of the development, this is consistent with the access strategy for the existing development and would also provide the most direct link to existing bus stops on Barlestone Road.

Secondary Access

The LHA has also reviewed TTC drawing number 210988-03 Rev. A (secondary access) which would connect the development to the existing internal roads constructed as part of application reference 20/00143/FUL. The following comments are provided:

- Dimensions should be added for the corner radii ensuring these meet the requirements of [Table 9](#) of the LHDG.
- The 2m footway width and 5.50m carriageway width is in accordance with [Table 3](#) of the LHDG for an access serving up to 400 dwellings from more than one access.
- The 2m wide footway is in accordance with the [Table 18](#) of the LHDG.
- The 2m footway width and 5.50m carriageway width are therefore considered acceptable.
- A 15m forward visibility splay has been shown on the bend in the road outside Plot 107 of the existing development. The LHA would require a 25m forward visibility splay at the bend, this should therefore be detailed on the drawing. It is however noted that the forward visibility splay falls within land outside of the Applicants red line boundary and the LHA understand does not form part of the current Section 38 agreement for the adoption of the existing development roads. The Applicant would therefore need to show this area within their red line and could potentially add it to the existing S38 agreement for the existing development.
- In addition to the above, a 2.4m x 25m visibility splay should be shown to the southwest of the junction and the maximum achievable splay to the northeast of the junction.

Pedestrian Links

A 2m wide pedestrian footway link to Moat Close, shown on TTC drawing number 210988-05 is proposed by the Applicant. This is welcomed by the LHA, however may not be considered for adoption.

The LHA note the Applicant has also stated within the TA that a pedestrian connection will be provided from the southeast part of the site to the back of Newbold Verdon Primary School. This would reduce walking distances from the site to the school, and it is stated this has been agreed with the Local Education Facility. The LHA would welcome such a connection and would strongly advise that a hard bound surface is provided along any such link.

The Applicant has stated that as the main desire lines from the development would be towards the centre of Newbold Verdon, providing a footway connection along the B585 Bosworth Lane was not deemed necessary, and doing so would have resulted in the loss of green vegetation along the frontage of the site and further north along the frontage of the Ferrers Green development. In addition, the Applicant states any pedestrians wishing to travel towards Barlestone Road would be able to through the Ferrers Green development utilising the proposed links to Moat Close or via the proposed secondary access.

Notwithstanding this, as detailed within the Primary Site Access section further above, the LHA would expect a continuation of the 2m wide footway link from the existing site access up to the proposed development access alongside Bosworth Lane and therefore this is required.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from Leicestershire County Council for between 1st January 2019 and 31st August 2024. This is summarised within Table 2.5 of the TA, along with a location plan which is included within Appendix D.

The LHA advise that it has reviewed its PIC database and there has been one additional PIC recoded since the Applicant's review. This occurred on Bosworth Lane (B585) close to the Osbaston Lane junction in April 2025 and was recorded as serious in severity. The PIC involved a pedestrian and another vehicle.

Notwithstanding the additional PIC, the LHA accepts the Applicants conclusion that overall, whilst all PIAs are regrettable, the frequency and severity of PIC's recorded within the study area over the latest five-year period does not suggest there are any inherent safety issues on the network. As a result, subject to a safe and suitable access design being demonstrated, the LHA considers the proposals are unlikely to exacerbate any existing highway safety concerns.

Trip Generation and Distribution

Trip Generation

In order to establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours, the Applicant has used the same TRICs trip rates as those accepted by the LHA as part of approved application reference 22/00277/OUT and live application reference 24/01061/OUT (Land North of Barlestone Road Newbold Verdon), and 24/01158/OUT (Land off Brascote Lane Brascote Lane Newbold Verdon). The LHA therefore considers the vehicular trip rates shown in Table 1 to be acceptable.

It should be noted that the proposals also include for a community use as either a health hub and well-being centre or community shop. However, due to the size of this development (108sqm gross external area) it is envisaged that the community health hub and well-being centre would have a limited number of consultant rooms. Furthermore, the Applicant states the community shop would only afford basic provisions and would not be a significant draw from the local area aside from residents in the immediate vicinity of the proposed development. The Applicant has therefore assessed trip rates for 220 dwellings as opposed to 200 in order to account for peak hour traffic which could be generated by the community use area.

The LHA has reviewed the TRICs database for both convenience stores and a GP surgery and considers that similar levels of traffic could be generated in comparison to the additional 20 dwellings in the AM and PM peaks, however there could be a negligible increase in arrivals in the AM peak and departures in the PM peak in comparison to residential use. On this basis, the LHA accept the analysis based on 220 dwellings.

Time Range	Trip Rate			Trip Generation (220-dwellings)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (07:00 – 08:00)	0.074	0.606	0.681	16	133	149
PM Peak (17:00 – 18:00)	0.521	0.170	0.691	115	37	152

Table 1: Vehicular trip rates (220 dwellings).

Trip Distribution

In order to distribute the development traffic through the network, the Applicant has used Leicestershire County Council's [Pan Regional Transport Model](#) (PRTM).

The LHA has worked with the Applicant throughout the pre-application stage and agreed the Base Year Model Review and Uncertainty Logs. The results of the PRTM assessment indicate development trips are forecast to route predominantly via the following roads:

- to and from the north, via the A447 and B585, towards Coalville with some trips accessing the M1 at junction 22;
- to and from the east via Merrylees Road and Desford Lane, towards Ratby and Groby, to access the A46;
- to and from the south use the A447 to access Hinckley;
- to and from the southeast via Desford and beyond.

The LHA note that PRTM indicates approximately 35 vehicle trips (32 departures and three arrivals) would route through Osbaston via Osbaston Lane and Hall Lane during the AM peak. In the PM peak, approximately 20 trips (12 arrivals and eight departures) use the route.

The Applicant suggests that whilst these roads take the form of country lanes with occasional passing places, any additional flows along Osbaston Lane and Hall Lane associated with the proposed development site are predicted to be tidal in nature, with northwest-bound traffic from the B585 (Bosworth Lane) towards the A447 being the primary direction of travel in the AM peak period. The baseline turning counts indicate that at the A447/Hall Lane junction during the AM peak, just two vehicles are shown heading southeast-bound on Hall Lane. As a result, the chances of conflicts between traffic passing in opposite directions is low.

The LHA questions why traffic is routing via Osbaston as opposed to via the B585 Bosworth Lane/A447/Bosworth Road (Bull in the Oak) junction and whether this is re-routing via Osbaston to avoid due to congestion at Bull in the Oak. The LHA advise the most appropriate route for additional development traffic would be via the Bull in the Oak junction to avoid rural, single track roads. In addition, whilst PRTM has not specifically routed traffic via the junction of Osbaston Lane with the A447 and only the junction of Hall Lane with the A447, the visibility when exiting Osbaston Lane onto the A447 is sub-standard based on the LHA's site visit. The Applicant should therefore seek to route development traffic via the Bull in the Oak junction. It may be that a scheme of mitigation would result in traffic re-routing this way as opposed to via Osbaston.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Proposed Site Access Junction with B582 Barlestone Road.
2. B582 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction.
3. B585 Barlestone Road/Bagworth Road Priority T-junction.
4. B582 Barlestone Road/Dragon Lane Priority T-junction.
5. B582 Barlestone Road/Mill Lane Priority T-junction.
6. B585 Bosworth Lane/A447/Bosworth Road Staggered priority T-junction (Bull in the Oak).
7. Hall Lane/A447 Priority Junction.
8. A447/Barton Road/Lount Road Priority Cross-roads.
9. A447/Main Street/Barton Lane Crossroads.

The Applicant has also undertaken estimates for junction capacities within the PRTM analysis. This has indicated the Dans Lane/ A47 Hinckley Road and B582 Leicester Lane/ A47 Hinckley Road/ B582 Leicester Lane (Desford Crossroads) junctions in Desford exceed capacity in the 'do nothing' scenario in both the AM and PM peaks. The Applicant has stated this does not suggest the issues

are as a result of the development traffic, rather these issues exist in the 2024 base scenario and get worse with the 'Do Nothing' scenario as a result of growth associated with committed developments. Furthermore, the Applicant states the forecast change in traffic flows show little to no change in flows at these locations as a result of the development traffic being added to the network.

The LHA request further evidence in respect of the impact of the development on the Desford Crossroads in particular, given that it is seeking to implement an improvement scheme at the junction and is obtaining developer contributions towards the works.

It is also shown that the Main Street/ B582 Kirkby Road junction is shown to operate between 75-85% capacity once development traffic is added. The Applicant has again stated the change in traffic flows reported in the PRTM forecast report shows very little change in traffic through this part of the network. As a result, the proposed development is not considered by the Applicant to have a material impact at this location.

The LHA advise that as part of application reference 24/01061/OUT, an improvement scheme is being proposed by the Applicant to introduce ahead/ right and left turn lanes on the B582 arms of the mini roundabout in order to improve capacity. The LHA would therefore request the Applicant to consider why there would be differences between the two proposals.

The LHA has obtained the junction modelling files from the Applicant for junctions 1 – 9 above and can confirm that the junctions have been modelled correctly.

The LHA advise that as part of application reference 24/01061/OUT, the Applicant was required to undertake a sensitivity test as part of the PRTM work which included the following residential developments:

- 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth);
- 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth); and
- 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon).

Those applications are either still to be determined by the LPA or, in the case of application 24/00831/OUT, an appeal has been submitted. The LHA advises it is essential it has an understanding of the cumulative impact of all developments in the area and how these could impact the operation of the Bull in the Oak junction in particular in the event that all planning applications were granted planning permission. Without this, it is not possible to advise the LPA what the cumulative impact of all development in the area could be.

The LHA therefore advise the Applicant undertakes a sensitivity test using PRTM which includes the above three developments, as well as application 24/01061/OUT, so the cumulative impact of all development in the area can be considered.

It should be noted that recently permitted application 24/00560/HYB (135 dwellings and 0.6ha employment - Land Off Station Road, Market Bosworth) was included as a committed development within PRTM and therefore traffic for that development would already be included within the sensitivity test.

Off-Site Implications

The LHA will consider whether there are any improvements required to nearby junctions as a result of the proposals, once further information has been submitted by the Applicant in respect the above.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the LHDG if they wish for the internal development roads to be put forward for adoption, which is strongly advised given the proposed through route to the neighbouring development. The LHA are aware that whilst a Section 38 agreement for the internal development roads of the neighbouring development has been signed and the roads are prospectively maintainable by Leicestershire County Council, the roads have yet to be formally adopted. Should the roads within that development not be put forward for adoption, this could have implications for the proposed development in terms of adoptability due to the vehicular link.

The Applicant should also note the requirement to provide some [visitor parking](#) as part of the planning layout if planning permission is granted.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and considers this to be acceptable.

The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of a Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

It is noted that the closest bus stops to the site are 550m away from the centre of the site on Dragon Lane and are served by the Arriva 153 service. It is also noted that these stops are well equipped. Walking distances between many of the dwellings and these stops will be above the desired 400m distance within the LHDG. It is identified that it would not be feasible to divert existing bus services closer to the site due to minimal width of the roads close to the site.

The LHA advise that as part of application reference 24/01061/OUT, within the submitted TA for that application consideration was given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to that site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggested that the operator would not be willing to re-route the service as this would increase the walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.

As part of that application, Arriva suggested as an alternative that the Applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early

morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.

Given the above, and the similar scale of development, the LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals.

Public Rights of Way

As noted in Page 18 of the submitted Design & Access Statement “*A Public Right of Way runs along the south west of the Site, providing convenient access to main street and access to facilities in the village.*” The public right of way is Footpath S19. However, it requires physical enhancement and possible legal changes to fulfil this role. As a result, a Footpath Improvements Contribution would be requested by the LHA. This would include 2.0m wide surfacing, lighting, fencing and diversions at a cost of £89,784.

Any development would bring greater use of Footpath S19, at least for leisure in better weather, however its present condition is unsuited to everyday all-weather pedestrian access to this site. Currently Footpath S19 is across a grass paddock used for grazing; via a short corridor prone to weed overgrowth; and along a secluded unlit section beside the cemetery. The landowners may want the grazing animals separated from the public by fencing which would require the footpath diverting around the field edges. That would involve a separate legal order made by the Local Planning Authority, for which a separate application is needed before the development is substantially complete. Also, the route is secluded and goes via several right-angle bends, so street lighting is advisable to deter anti-social behaviour.

The National Planning Policy Framework (NPPF) Dec 2024 paragraph 105 requires that:

“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ...”

This requirement is echoed in the National Design Guide para 82. The NPPF is accompanied by Planning Practice Guidance (PPG) that includes Defra Rights of Way circular 1/09. These are applied locally by the Leicestershire Highways Design Guide (LHDG) annex on Development and public rights of way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>.

There also needs to be more detailed consideration of the treatment of footpath S19 inside the application site and at the associated boundary crossing points, including the crossing of Bosworth Lane. The LHA advise this section within the site could be dealt with by means of a suitably worded condition, which it would advise if it was mindful to advise it had no objection to the proposals in the future.

Construction Access and Construction Traffic

Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused. It is therefore strongly advised the Applicant provides details of any construction access, should it not be in accordance with one of the two proposed site accesses, at this stage.

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities.

Closing

Based on the above, the following information should be submitted to the LPA for consideration by the LHA:

- Amendments to the primary site access design as detailed further above;
- Further information in respect of forward/ junction visibility splays at the secondary access outside Plot 107 of the existing development;
- Provision of a pedestrian footway link alongside the B585 Bosworth Lane from the existing development access to the proposed development access;
- Consideration as to why PRTM is routing development traffic through Osbaston as opposed to the Bull in the Oak junction and whether a scheme of mitigation at the Bull in the Oak junction could prevent this;
- Further evidence of the developments impact at the Desford Crossroads and A47/ Dans Lane junction;
- Further consideration of the impact of the development at the Main Street/ B582 Kirkby Road junction in Desford given application 24/01061/OUT has proposed an improvement scheme;
- A sensitivity test considering the four live/ refused developments in Newbold Verdon/ Market Bosworth detailed further above; and
- Further consideration of bus route improvements given those proposed as part of application 24/01061/OUT.

Date Received
25 July 2025

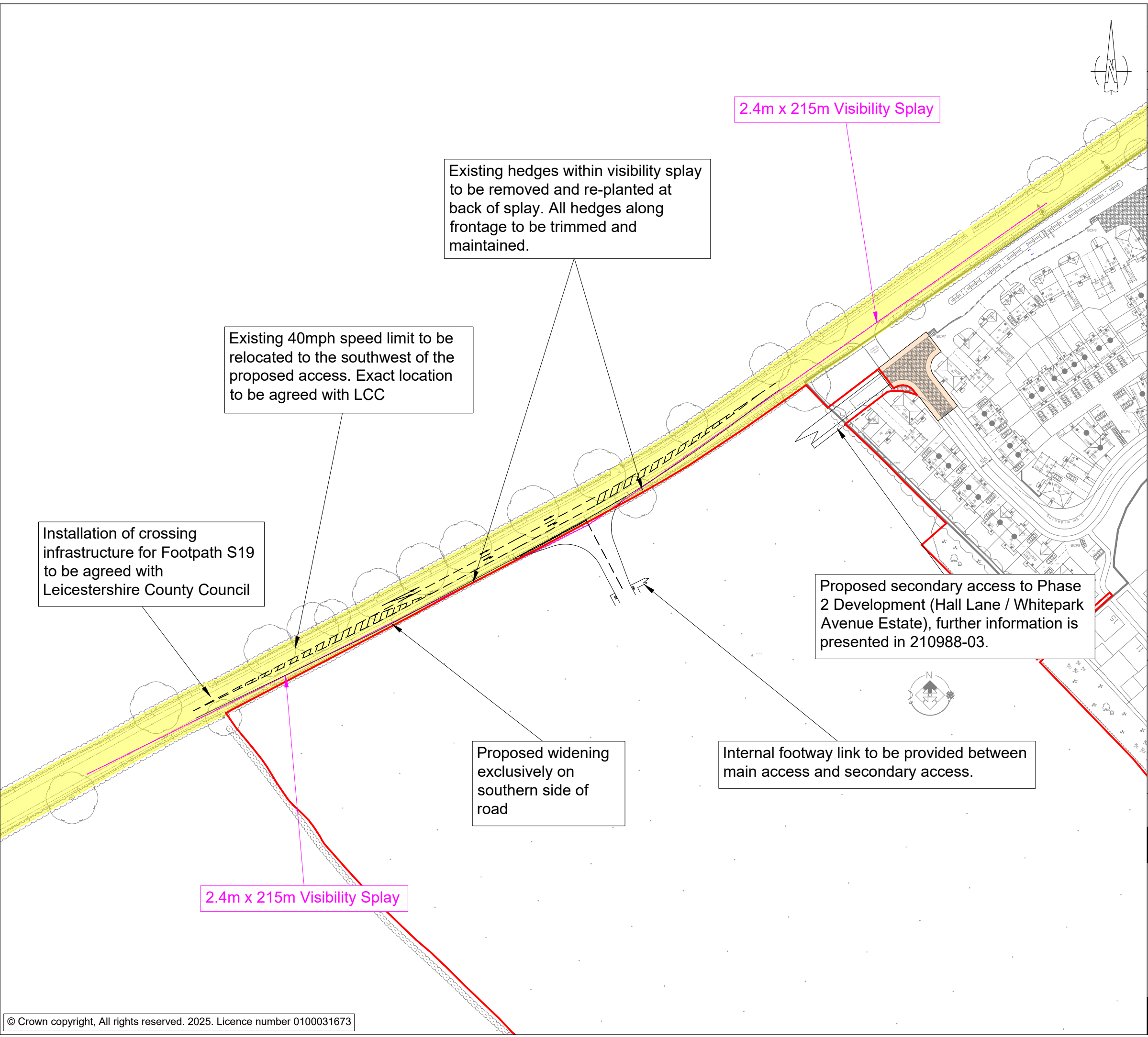
Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 August 2025

Appendix B

Site Access Drawings



Date of 1st Issue
25/04/2024

Description
First Issue

Drawn by
SB

Checked by
LF

REVISIONS

Mark	Revision	Drawn	Date	Chkd
a	Inclusion of topographical survey data	SB	25/10/24	JC
b	Amendments to access plans following comments from project team	OH	13/11/24	JC
c	Location of access amended	SB	25.11.24	JC
d	Update to site boundary	SB	07/02/25	JC
e	Addition of crossing details	SB	07/08/25	JM
f	Update to site boundary	SB	22/09/25	JC
g	Inclusion of speed limit relocation	SB	22/10/25	JC

Key:

Site Boundary

Topographical Survey Data

Proposed Design

Notes:

1.

 Drawing units are in metres unless specified otherwise.

2.

 Drawing is based on topographical survey data.

3.

 Ghost Island design based on guidance taken from DMRB CD 123.

4.

 Internal access road design and footway based on guidance from the Leicestershire Highway Design Guide.

5.

 Visibility Splays based on National Speed Limit.

6.

 Extent of adopted highway interpreted from plans recieved from Leicestershire County Council.

A3 SCALE

1:1250

Drawing Title

Newbold Verdon

Design Package

Visibility Splays & General Arrangement

Client

Bloor Homes

Drawing Status

Planning

27 Park Street

Leamington Spa

CV32 4QN

E: info@ttc-transportplanning.com

ttc

the transportation consultancy

Drawing Number

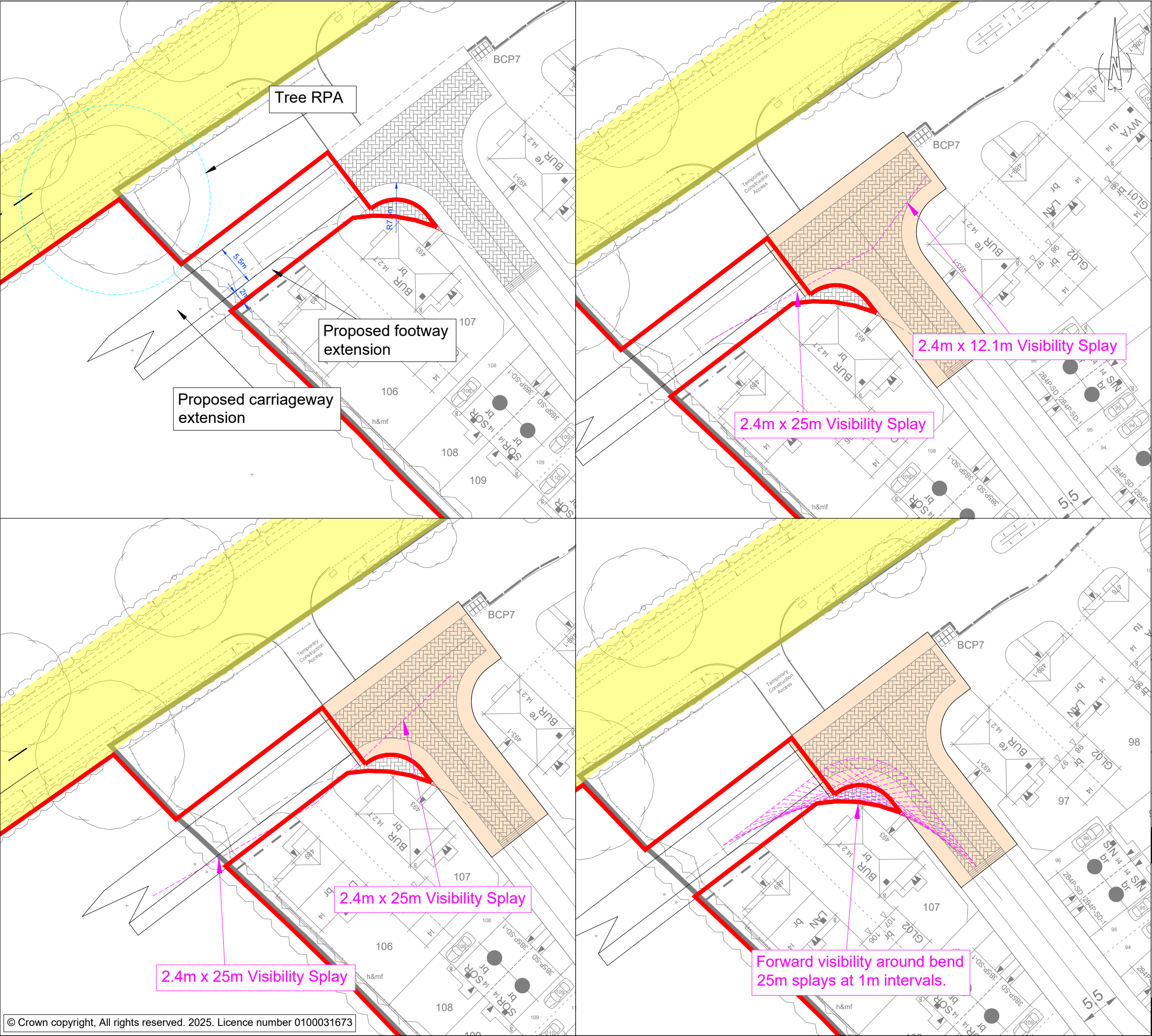
210988-01

Revision

g

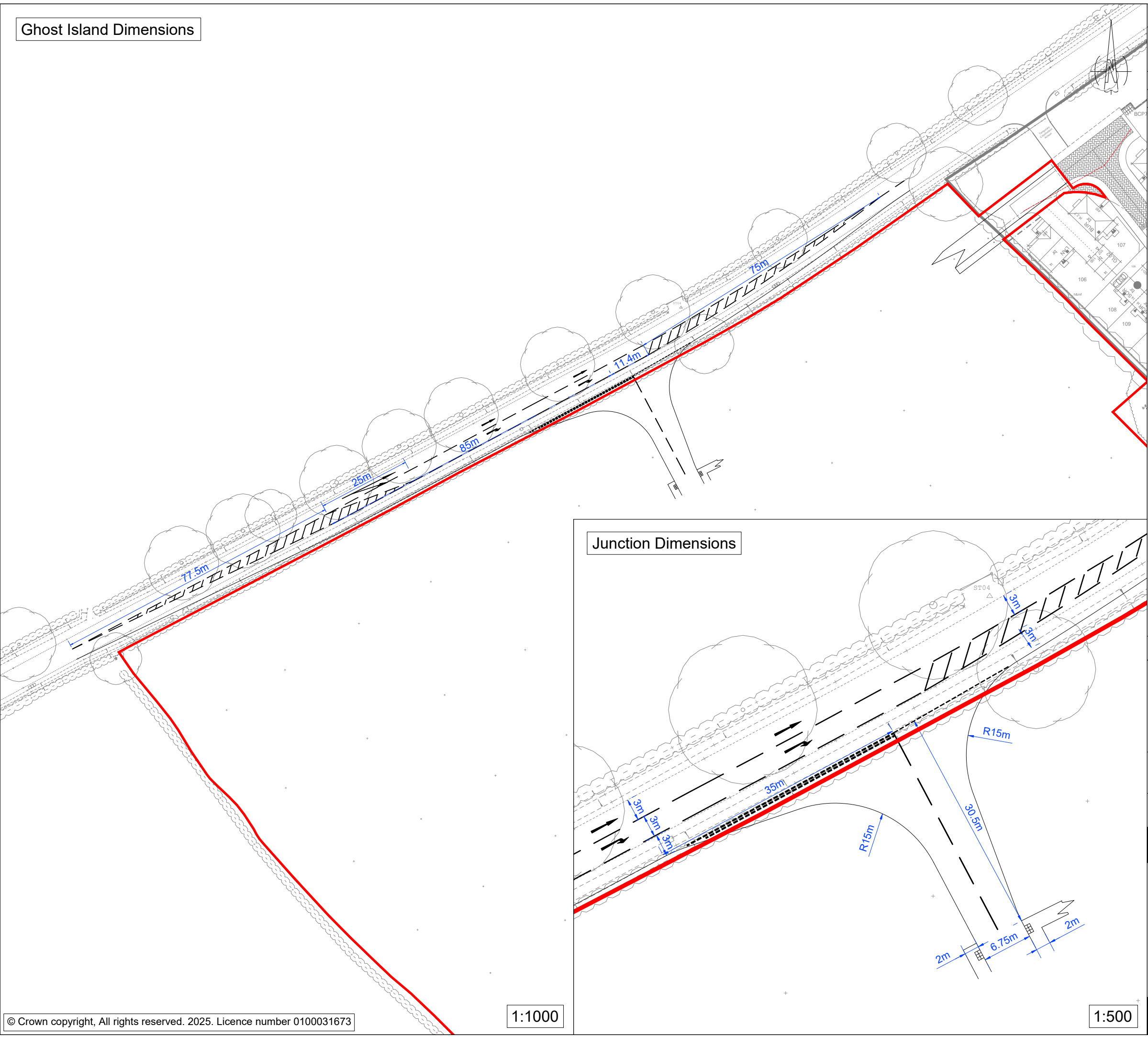


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Date of 1st Issue 30/10/2024	Description First Issue	Drawn by OH	Checked by JC	
REVISIONS				
Mark	Revision	Drawn	Date	Chkd
A	Minor amendments to footway provision	SB	25.11.24	JC
b	Addition of dimension	SB	07/08/25	JM
c	Addition of visibility splays	SB	22/08/25	JC
d	Addition of site boundary and Phase 2 adoption	SB	22/09/25	JC
Key:				
		Architect Layout		
		Proposed Design		
		Visibility Splays		
		Key Dimensions		
		Area offered for adoption as part of Phase 2 Development		
Notes:				
1. Drawing units are in metres unless specified otherwise.				
2. Drawing is based on Architectural Layout provided by Bloor Homes.				
3. Forward visibility splays around bend have identified that 25m can be achieved at 1m intervals, in accordance with the guidance within the Leicestershire Highway Design Guide.				
A3 SCALE 1:250				
Drawing Title Newbold Verdon Secondary Site Access				
Client Bloor Homes				
Drawing Status Planning				
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com				
 the transportation consultancy				
Drawing Number 210988-03				Revision d

Ghost Island Dimensions



Junction Dimensions

1:1000

1:500

Date of 1st Issue 07/08/25	Description First Issue	Drawn by SB	Checked by JM
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
a	Update to site boundary	SB	22/09/25	JC

Key:

- Site Boundary
- Topographical Survey Data
- Proposed Design
- Dimensions

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on topographical survey data.
- Ghost Island design based on guidance taken from DMRB CD 123.
- Internal access road design and footway based on guidance from the Leicestershire Highway Design Guide.

A3 SCALE
As Shown

Drawing Title
Newbold Verdon
Design Package
General Arrangement Dimensions

Client
Bloor Homes

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com



Drawing Number 210988-10	Revision a
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Appendix C

PICADY Results- B585 Bosworth Lane/A447/Bosworth Road with Re-routing

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: Import of 6 Bosworth Lane B585 - Ashby Road A447 - Bosworth Road.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\6 Bosworth Lane B585 - Ashby Road A447 - Bosworth Road

Report generation date: 24/10/2025 13:37:19

»2024 | Base | AM
 »2024 | Base | PM
 »2029 | Do Nothing | AM
 »2029 | Do Nothing | PM
 »2029 | Do Something | AM
 »2029 | Do Something | PM
 »2029 | Do Something Sensitivity Test | AM
 »2029 | Do Something Sensitivity Test | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.5	13.88	0.32	B	D2	0.4	12.52	0.30	B
Stream B-AD		1.7	41.51	0.63	E		1.8	34.13	0.64	D
Stream A-BCD		0.1	8.15	0.11	A		0.2	8.44	0.13	A
Stream D-A		3.4	205.77	0.94	F		0.2	13.82	0.19	B
Stream D-BC		8.4	105.06	0.94	F		2.0	34.08	0.68	D
Stream C-ABD		0.3	10.81	0.25	B		0.4	9.35	0.26	A
	2029 - Do Nothing									
Stream B-C	D3	4.6	95.59	0.90	F	D4	0.8	19.60	0.44	C
Stream B-AD		5.9	110.75	0.91	F		3.1	54.37	0.77	F
Stream A-BCD		0.1	8.52	0.11	A		0.2	8.86	0.14	A
Stream D-A		3.7	235.74	0.92	F		0.3	17.84	0.24	C
Stream D-BC		10.1	126.00	0.97	F		2.6	43.65	0.74	E
Stream C-ABD		0.4	10.98	0.26	B		0.4	9.67	0.28	A
	2029 - Do Something									
Stream B-C	D5	6.6	118.08	0.97	F	D6	0.7	18.70	0.42	C
Stream B-AD		7.1	126.58	0.94	F		2.9	53.59	0.76	F
Stream A-BCD		0.1	8.54	0.11	A		0.2	8.88	0.14	A
Stream D-A		2.1	149.08	0.77	F		0.3	18.18	0.23	C
Stream D-BC		6.9	94.51	0.92	F		2.7	44.61	0.74	E
Stream C-ABD		0.3	10.35	0.22	B		0.4	9.76	0.29	A
	2029 - Do Something Sensitivity Test									
Stream B-C	D7	13.0	222.19	1.06	F	D8	0.8	20.10	0.46	C
Stream B-AD		14.9	219.38	1.07	F		3.1	56.13	0.77	F
Stream A-BCD		0.1	8.80	0.11	A		0.2	8.88	0.14	A
Stream D-A		3.4	210.58	0.96	F		0.3	18.62	0.24	C
Stream D-BC		8.5	114.45	0.95	F		2.8	45.78	0.75	E
Stream C-ABD		0.3	10.42	0.23	B		0.4	9.85	0.29	A

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

File summary

File Description

Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2029	Do Something Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D8	2029	Do Something Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		26.20	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.20	D

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (N)		Major
B	Bosworth Lane		Minor
C	A447 (S)		Major
D	Bosworth Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.50		✓	3.00	210.0	✓	16.00
C	6.50		✓	3.00	150.0	✓	12.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.00	4.50	3.50	✓	2.00	105	152
D	One lane plus flare	10.00	7.00	4.00	2.75	2.75	✓	1.00	85	141

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	756	-	-	-	0.287	0.287	0.287	-	0.287	-	-
B-AD	654	0.117	0.294	-	-	-	0.185	0.421	0.185	0.117	0.294
B-C	776	0.116	0.294	-	-	-	-	-	-	0.116	0.294
C-B	718	0.272	0.272	-	-	-	-	-	-	0.272	0.272
D-A	748	-	-	-	0.284	0.112	0.284	-	0.112	-	-
D-BC	628	0.178	0.178	0.404	0.283	0.112	0.283	-	0.112	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	605	100.000
B		✓	256	100.000
C		✓	678	100.000
D		✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	13	537	55
	B	13	0	114	129
	C	387	106	0	185
	D	52	173	105	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	18	5	6
	B	30	0	3	6
	C	8	4	0	2
	D	11	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	13.88	0.5	B
B-AD	0.63	41.51	1.7	E
A-BCD	0.11	8.15	0.1	A
A-B				
A-C				
D-A	0.94	205.77	3.4	F
D-BC	0.94	105.06	8.4	F
C-ABD	0.25	10.81	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	0.00	572	0.150	85	0.2	7.612	A
B-AD	107	0.00	382	0.280	105	0.4	13.966	B
A-BCD	41	0.00	602	0.069	41	0.1	6.799	A
A-B	10	0.00			10			
A-C	404	0.00			404			
D-A	39	0.00	493	0.079	39	0.1	8.783	A
D-BC	209	0.00	425	0.492	205	1.0	16.576	C
C-ABD	80	0.00	549	0.145	79	0.2	7.962	A
C-D	139	0.00			139			
C-A	291	0.00			291			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	0.00	519	0.198	102	0.3	8.900	A
B-AD	128	0.00	327	0.390	127	0.7	19.227	C
A-BCD	49	0.00	572	0.086	49	0.1	7.305	A
A-B	12	0.00			12			
A-C	483	0.00			483			
D-A	47	0.00	375	0.125	47	0.2	12.159	B
D-BC	250	0.00	384	0.651	247	1.8	26.274	D
C-ABD	95	0.00	515	0.185	95	0.2	8.918	A
C-D	166	0.00			166			
C-A	348	0.00			348			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	406	0.309	125	0.5	13.131	B
B-AD	156	0.00	252	0.621	153	1.6	37.765	E
A-BCD	61	0.00	530	0.114	60	0.1	8.122	A
A-B	14	0.00			14			
A-C	591	0.00			591			
D-A	57	0.00	101	0.564	53	1.2	77.455	F
D-BC	306	0.00	326	0.938	287	6.5	72.920	F
C-ABD	117	0.00	468	0.249	116	0.3	10.625	B
C-D	204	0.00			204			
C-A	426	0.00			426			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	392	0.320	125	0.5	13.876	B
B-AD	156	0.00	248	0.630	156	1.7	41.509	E
A-BCD	61	0.00	529	0.114	61	0.1	8.145	A
A-B	14	0.00			14			
A-C	591	0.00			591			
D-A	57	0.00	61	0.944	48	3.4	205.775	F
D-BC	306	0.00	325	0.942	298	8.4	105.061	F
C-ABD	117	0.00	463	0.252	117	0.3	10.807	B
C-D	204	0.00			204			
C-A	426	0.00			426			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	0.00	507	0.202	103	0.3	9.201	A
B-AD	128	0.00	322	0.396	132	0.7	20.755	C
A-BCD	49	0.00	570	0.087	50	0.1	7.330	A
A-B	12	0.00			12			
A-C	483	0.00			483			
D-A	47	0.00	315	0.149	60	0.2	16.431	C
D-BC	250	0.00	381	0.655	275	2.1	40.866	E
C-ABD	95	0.00	507	0.188	96	0.2	9.123	A
C-D	166	0.00			166			
C-A	348	0.00			348			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	0.00	568	0.151	86	0.2	7.703	A
B-AD	107	0.00	380	0.281	108	0.4	14.342	B
A-BCD	41	0.00	601	0.069	41	0.1	6.817	A
A-B	10	0.00			10			
A-C	404	0.00			404			
D-A	39	0.00	482	0.081	40	0.1	9.041	A
D-BC	209	0.00	424	0.493	214	1.0	17.907	C
C-ABD	80	0.00	546	0.146	80	0.2	8.034	A
C-D	139	0.00			139			
C-A	291	0.00			291			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	479	100.000
B		✓	292	100.000
C		✓	700	100.000
D		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	9	407	63
	B	8	0	116	168
	C	471	125	0	104
	D	55	118	86	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	0	3	5
	B	14	0	3	3
	C	1	2	0	0
	D	2	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	12.52	0.4	B
B-AD	0.64	34.13	1.8	D
A-BCD	0.13	8.44	0.2	A
A-B				
A-C				
D-A	0.19	13.82	0.2	B
D-BC	0.68	34.08	2.0	D
C-ABD	0.26	9.35	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	591	0.148	87	0.2	7.334	A
B-AD	133	0.00	418	0.317	131	0.5	12.857	B
A-BCD	47	0.00	594	0.080	47	0.1	6.905	A
A-B	7	0.00			7			
A-C	306	0.00			306			
D-A	41	0.00	544	0.076	41	0.1	7.303	A
D-BC	154	0.00	428	0.359	151	0.6	13.217	B
C-ABD	94	0.00	591	0.159	93	0.2	7.364	A
C-D	78	0.00			78			
C-A	355	0.00			355			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	542	0.193	104	0.2	8.468	A
B-AD	158	0.00	370	0.428	157	0.7	17.391	C
A-BCD	57	0.00	562	0.101	57	0.1	7.474	A
A-B	8	0.00			8			
A-C	366	0.00			366			
D-A	49	0.00	475	0.104	49	0.1	8.614	A
D-BC	183	0.00	388	0.473	182	0.9	17.781	C
C-ABD	112	0.00	566	0.199	112	0.2	8.086	A
C-D	93	0.00			93			
C-A	423	0.00			423			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	432	0.296	127	0.4	12.123	B
B-AD	194	0.00	303	0.640	190	1.7	32.058	D
A-BCD	69	0.00	518	0.134	69	0.2	8.410	A
A-B	10	0.00			10			
A-C	448	0.00			448			
D-A	61	0.00	336	0.180	60	0.2	13.295	B
D-BC	225	0.00	332	0.677	220	1.9	31.871	D
C-ABD	138	0.00	532	0.259	137	0.4	9.303	A
C-D	115	0.00			115			
C-A	519	0.00			519			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	424	0.301	128	0.4	12.519	B
B-AD	194	0.00	302	0.642	193	1.8	34.125	D
A-BCD	69	0.00	517	0.134	69	0.2	8.439	A
A-B	10	0.00			10			
A-C	448	0.00			448			
D-A	61	0.00	326	0.186	61	0.2	13.820	B
D-BC	225	0.00	331	0.678	224	2.0	34.085	D
C-ABD	138	0.00	530	0.259	138	0.4	9.348	A
C-D	115	0.00			115			
C-A	519	0.00			519			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	535	0.195	105	0.3	8.630	A
B-AD	158	0.00	369	0.429	162	0.8	18.300	C
A-BCD	57	0.00	561	0.101	57	0.1	7.504	A
A-B	8	0.00			8			
A-C	366	0.00			366			
D-A	49	0.00	467	0.106	50	0.1	8.803	A
D-BC	183	0.00	387	0.474	188	1.0	18.852	C
C-ABD	112	0.00	564	0.199	113	0.3	8.139	A
C-D	93	0.00			93			
C-A	423	0.00			423			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	588	0.148	88	0.2	7.406	A
B-AD	133	0.00	418	0.317	134	0.5	13.176	B
A-BCD	47	0.00	593	0.080	48	0.1	6.928	A
A-B	7	0.00			7			
A-C	306	0.00			306			
D-A	41	0.00	540	0.077	42	0.1	7.370	A
D-BC	154	0.00	427	0.360	155	0.6	13.602	B
C-ABD	94	0.00	590	0.159	94	0.2	7.410	A
C-D	78	0.00			78			
C-A	355	0.00			355			

2029 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		42.27	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.27	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	615	100.000
B		✓	346	100.000
C		✓	701	100.000
D		✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A	B	C	D
	A	0	12	551	52
	B	19	0	160	167
	C	409	108	0	184
	D	51	166	107	0

Vehicle Mix

Heavy Vehicle %

From	To				
		A	B	C	D
	A	0	17	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.90	95.59	4.6	F
B-AD	0.91	110.75	5.9	F
A-BCD	0.11	8.52	0.1	A
A-B				
A-C				
D-A	0.92	235.74	3.7	F
D-BC	0.97	126.00	10.1	F
C-ABD	0.26	10.98	0.4	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	552	0.218	119	0.3	8.475	A
B-AD	140	0.00	373	0.376	138	0.6	15.931	C
A-BCD	39	0.00	588	0.067	39	0.1	6.945	A
A-B	9	0.00			9			
A-C	415	0.00			415			
D-A	38	0.00	485	0.079	38	0.1	8.846	A
D-BC	206	0.00	415	0.495	202	1.0	17.042	C
C-ABD	81	0.00	547	0.149	81	0.2	8.015	A
C-D	139	0.00			139			
C-A	308	0.00			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	0.00	478	0.301	143	0.4	10.952	B
B-AD	167	0.00	316	0.529	165	1.1	24.727	C
A-BCD	47	0.00	555	0.084	47	0.1	7.511	A
A-B	11	0.00			11			
A-C	495	0.00			495			
D-A	46	0.00	362	0.127	46	0.2	12.496	B
D-BC	245	0.00	372	0.659	242	1.8	27.655	D
C-ABD	97	0.00	513	0.189	97	0.2	8.997	A
C-D	165	0.00			165			
C-A	368	0.00			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	0.00	261	0.675	170	1.9	38.476	E
B-AD	205	0.00	233	0.880	192	4.4	75.866	F
A-BCD	57	0.00	509	0.112	57	0.1	8.441	A
A-B	13	0.00			13			
A-C	607	0.00			607			
D-A	56	0.00	70	0.805	48	2.3	148.958	F
D-BC	301	0.00	312	0.964	279	7.3	82.153	F
C-ABD	119	0.00	466	0.255	118	0.4	10.766	B
C-D	203	0.00			203			
C-A	450	0.00			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	0.00	196	0.899	165	4.6	95.591	F
B-AD	205	0.00	226	0.907	199	5.9	110.750	F
A-BCD	57	0.00	505	0.113	57	0.1	8.517	A
A-B	13	0.00			13			
A-C	607	0.00			607			
D-A	56	0.00	61	0.918	51	3.7	235.737	F
D-BC	301	0.00	309	0.973	290	10.1	125.998	F
C-ABD	119	0.00	460	0.259	119	0.4	10.981	B
C-D	203	0.00			203			
C-A	450	0.00			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	0.00	441	0.326	160	0.5	13.828	B
B-AD	167	0.00	307	0.545	185	1.3	34.978	D
A-BCD	47	0.00	549	0.085	47	0.1	7.605	A
A-B	11	0.00			11			
A-C	495	0.00			495			
D-A	46	0.00	280	0.164	60	0.2	19.030	C
D-BC	245	0.00	367	0.669	276	2.3	50.219	F
C-ABD	97	0.00	503	0.193	98	0.3	9.248	A
C-D	165	0.00			165			
C-A	368	0.00			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	545	0.221	121	0.3	8.678	A
B-AD	140	0.00	371	0.377	143	0.7	16.769	C
A-BCD	39	0.00	587	0.067	39	0.1	6.973	A
A-B	9	0.00			9			
A-C	415	0.00			415			
D-A	38	0.00	472	0.081	39	0.1	9.147	A
D-BC	206	0.00	414	0.496	211	1.1	18.591	C
C-ABD	81	0.00	544	0.149	82	0.2	8.092	A
C-D	139	0.00			139			
C-A	308	0.00			308			

2029 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		13.79	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.79	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	485	100.000
B		✓	331	100.000
C		✓	754	100.000
D		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	9	414	62
	B	9	0	134	188
	C	517	133	0	104
	D	58	122	87	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.44	19.60	0.8	C
B-AD	0.77	54.37	3.1	F
A-BCD	0.14	8.86	0.2	A
A-B				
A-C				
D-A	0.24	17.84	0.3	C
D-BC	0.74	43.65	2.6	E
C-ABD	0.28	9.67	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0.00	580	0.174	100	0.2	7.642	A
B-AD	148	0.00	406	0.365	146	0.6	14.174	B
A-BCD	47	0.00	580	0.081	46	0.1	7.083	A
A-B	7	0.00			7			
A-C	312	0.00			312			
D-A	44	0.00	526	0.083	43	0.1	7.596	A
D-BC	157	0.00	415	0.379	155	0.6	13.959	B
C-ABD	100	0.00	589	0.170	99	0.2	7.489	A
C-D	78	0.00			78			
C-A	389	0.00			389			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	518	0.232	120	0.3	9.211	A
B-AD	177	0.00	355	0.498	175	1.0	20.496	C
A-BCD	56	0.00	545	0.102	56	0.1	7.727	A
A-B	8	0.00			8			
A-C	372	0.00			372			
D-A	52	0.00	450	0.116	52	0.1	9.227	A
D-BC	188	0.00	373	0.504	186	1.0	19.508	C
C-ABD	120	0.00	563	0.212	119	0.3	8.270	A
C-D	93	0.00			93			
C-A	465	0.00			465			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	0.00	356	0.414	146	0.7	17.333	C
B-AD	217	0.00	283	0.766	210	2.8	46.741	E
A-BCD	68	0.00	497	0.137	68	0.2	8.811	A
A-B	10	0.00			10			
A-C	456	0.00			456			
D-A	64	0.00	285	0.224	63	0.3	16.481	C
D-BC	230	0.00	313	0.736	224	2.4	39.098	E
C-ABD	146	0.00	528	0.277	146	0.4	9.605	A
C-D	115	0.00			115			
C-A	569	0.00			569			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	0.00	334	0.442	147	0.8	19.597	C
B-AD	217	0.00	282	0.770	216	3.1	54.367	F
A-BCD	68	0.00	495	0.138	68	0.2	8.860	A
A-B	10	0.00			10			
A-C	456	0.00			456			
D-A	64	0.00	269	0.237	64	0.3	17.836	C
D-BC	230	0.00	312	0.739	229	2.6	43.646	E
C-ABD	146	0.00	526	0.278	146	0.4	9.667	A
C-D	115	0.00			115			
C-A	569	0.00			569			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	505	0.239	122	0.3	9.636	A
B-AD	177	0.00	354	0.500	185	1.1	22.940	C
A-BCD	56	0.00	542	0.103	56	0.1	7.782	A
A-B	8	0.00			8			
A-C	372	0.00			372			
D-A	52	0.00	437	0.119	53	0.1	9.574	A
D-BC	188	0.00	371	0.506	194	1.1	21.359	C
C-ABD	120	0.00	561	0.213	120	0.3	8.338	A
C-D	93	0.00			93			
C-A	465	0.00			465			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0.00	576	0.175	101	0.2	7.749	A
B-AD	148	0.00	405	0.366	150	0.6	14.690	B
A-BCD	47	0.00	578	0.081	47	0.1	7.113	A
A-B	7	0.00			7			
A-C	312	0.00			312			
D-A	44	0.00	522	0.084	44	0.1	7.684	A
D-BC	157	0.00	414	0.380	159	0.6	14.456	B
C-ABD	100	0.00	588	0.170	100	0.2	7.542	A
C-D	78	0.00			78			
C-A	389	0.00			389			

2029 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		39.62	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.62	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	614	100.000
B		✓	371	100.000
C		✓	693	100.000
D		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	11	554	49
	B	19	0	178	174
	C	413	95	0	185
	D	51	144	112	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	18	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.97	118.08	6.6	F
B-AD	0.94	126.58	7.1	F
A-BCD	0.11	8.54	0.1	A
A-B				
A-C				
D-A	0.77	149.08	2.1	F
D-BC	0.92	94.51	6.9	F
C-ABD	0.22	10.35	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	0.00	551	0.243	133	0.3	8.745	A
B-AD	145	0.00	374	0.388	143	0.6	16.164	C
A-BCD	37	0.00	585	0.063	37	0.1	6.949	A
A-B	8	0.00			8			
A-C	417	0.00			417			
D-A	38	0.00	499	0.077	38	0.1	8.588	A
D-BC	193	0.00	414	0.465	189	0.9	16.306	C
C-ABD	72	0.00	550	0.130	71	0.2	7.803	A
C-D	139	0.00			139			
C-A	311	0.00			311			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	475	0.337	159	0.5	11.604	B
B-AD	174	0.00	318	0.546	171	1.2	25.417	D
A-BCD	44	0.00	552	0.080	44	0.1	7.517	A
A-B	10	0.00			10			
A-C	498	0.00			498			
D-A	46	0.00	389	0.118	46	0.1	11.516	B
D-BC	230	0.00	371	0.620	227	1.6	25.333	D
C-ABD	85	0.00	516	0.165	85	0.2	8.678	A
C-D	166	0.00			166			
C-A	371	0.00			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	0.00	249	0.788	186	2.9	52.720	F
B-AD	212	0.00	232	0.914	197	5.1	83.613	F
A-BCD	54	0.00	505	0.107	54	0.1	8.451	A
A-B	12	0.00			12			
A-C	610	0.00			610			
D-A	56	0.00	132	0.424	54	0.7	49.093	E
D-BC	282	0.00	311	0.907	266	5.5	67.752	F
C-ABD	105	0.00	471	0.222	104	0.3	10.210	B
C-D	204	0.00			204			
C-A	455	0.00			455			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	196	0.00	202	0.971	181	6.6	118.083	F
B-AD	212	0.00	226	0.939	205	7.1	126.580	F
A-BCD	54	0.00	501	0.108	54	0.1	8.542	A
A-B	12	0.00			12			
A-C	610	0.00			610			
D-A	56	0.00	73	0.767	51	2.1	149.081	F
D-BC	282	0.00	308	0.916	276	6.9	94.513	F
C-ABD	105	0.00	466	0.224	105	0.3	10.350	B
C-D	204	0.00			204			
C-A	455	0.00			455			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	433	0.370	184	0.6	16.149	C
B-AD	174	0.00	309	0.562	196	1.4	38.928	E
A-BCD	44	0.00	544	0.081	44	0.1	7.635	A
A-B	10	0.00			10			
A-C	498	0.00			498			
D-A	46	0.00	337	0.136	54	0.2	14.337	B
D-BC	230	0.00	367	0.627	250	1.9	36.260	E
C-ABD	85	0.00	510	0.167	86	0.2	8.834	A
C-D	166	0.00			166			
C-A	371	0.00			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	0.00	545	0.246	135	0.3	8.981	A
B-AD	145	0.00	373	0.390	148	0.7	17.068	C
A-BCD	37	0.00	584	0.063	37	0.1	6.978	A
A-B	8	0.00			8			
A-C	417	0.00			417			
D-A	38	0.00	489	0.079	39	0.1	8.800	A
D-BC	193	0.00	413	0.466	197	0.9	17.460	C
C-ABD	72	0.00	548	0.131	72	0.2	7.865	A
C-D	139	0.00			139			
C-A	311	0.00			311			

2029 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		13.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.58	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	486	100.000
B		✓	322	100.000
C		✓	768	100.000
D		✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	9	415	62
	B	9	0	130	183
	C	520	139	0	109
	D	56	123	87	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.42	18.70	0.7	C
B-AD	0.76	53.59	2.9	F
A-BCD	0.14	8.88	0.2	A
A-B				
A-C				
D-A	0.23	18.18	0.3	C
D-BC	0.74	44.61	2.7	E
C-ABD	0.29	9.76	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	0.00	581	0.168	97	0.2	7.577	A
B-AD	145	0.00	403	0.359	142	0.6	14.152	B
A-BCD	47	0.00	579	0.081	46	0.1	7.091	A
A-B	7	0.00			7			
A-C	312	0.00			312			
D-A	42	0.00	525	0.080	42	0.1	7.596	A
D-BC	158	0.00	414	0.381	156	0.6	14.036	B
C-ABD	105	0.00	588	0.178	104	0.2	7.488	A
C-D	82	0.00			82			
C-A	391	0.00			391			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	0.00	520	0.225	117	0.3	9.085	A
B-AD	173	0.00	352	0.491	171	1.0	20.429	C
A-BCD	56	0.00	544	0.102	56	0.1	7.738	A
A-B	8	0.00			8			
A-C	373	0.00			373			
D-A	50	0.00	447	0.113	50	0.1	9.244	A
D-BC	189	0.00	372	0.508	187	1.0	19.682	C
C-ABD	125	0.00	563	0.222	125	0.3	8.299	A
C-D	98	0.00			98			
C-A	467	0.00			467			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	0.00	360	0.397	142	0.7	16.686	C
B-AD	211	0.00	279	0.758	205	2.7	46.330	E
A-BCD	68	0.00	496	0.138	68	0.2	8.830	A
A-B	10	0.00			10			
A-C	457	0.00			457			
D-A	62	0.00	280	0.220	61	0.3	16.723	C
D-BC	231	0.00	312	0.741	225	2.5	39.805	E
C-ABD	153	0.00	527	0.290	153	0.4	9.692	A
C-D	120	0.00			120			
C-A	573	0.00			573			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	0.00	339	0.423	143	0.7	18.703	C
B-AD	211	0.00	277	0.762	210	2.9	53.590	F
A-BCD	68	0.00	494	0.138	68	0.2	8.878	A
A-B	10	0.00			10			
A-C	457	0.00			457			
D-A	62	0.00	263	0.234	62	0.3	18.175	C
D-BC	231	0.00	311	0.744	230	2.7	44.608	E
C-ABD	153	0.00	526	0.291	153	0.4	9.759	A
C-D	120	0.00			120			
C-A	573	0.00			573			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	0.00	508	0.230	119	0.3	9.479	A
B-AD	173	0.00	350	0.493	180	1.0	22.763	C
A-BCD	56	0.00	541	0.103	56	0.1	7.791	A
A-B	8	0.00			8			
A-C	373	0.00			373			
D-A	50	0.00	434	0.116	51	0.1	9.602	A
D-BC	189	0.00	370	0.510	195	1.1	21.611	C
C-ABD	125	0.00	560	0.223	125	0.3	8.371	A
C-D	98	0.00			98			
C-A	467	0.00			467			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	0.00	577	0.170	98	0.2	7.681	A
B-AD	145	0.00	402	0.360	146	0.6	14.650	B
A-BCD	47	0.00	578	0.081	47	0.1	7.122	A
A-B	7	0.00			7			
A-C	312	0.00			312			
D-A	42	0.00	520	0.081	42	0.1	7.685	A
D-BC	158	0.00	414	0.382	160	0.6	14.543	B
C-ABD	105	0.00	587	0.178	105	0.2	7.543	A
C-D	82	0.00			82			
C-A	391	0.00			391			

2029 | Do Something Sensitivity Test | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		64.79	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.79	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Do Something Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	616	100.000
B		✓	406	100.000
C		✓	694	100.000
D		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	13	554	49
	B	46	0	186	174
	C	413	96	0	185
	D	51	144	112	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	18	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.06	222.19	13.0	F
B-AD	1.07	219.38	14.9	F
A-BCD	0.11	8.80	0.1	A
A-B				
A-C				
D-A	0.96	210.58	3.4	F
D-BC	0.95	114.45	8.5	F
C-ABD	0.23	10.42	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	0.00	534	0.262	139	0.4	9.248	A
B-AD	166	0.00	375	0.441	162	0.8	17.717	C
A-BCD	37	0.00	580	0.064	37	0.1	7.024	A
A-B	10	0.00			10			
A-C	417	0.00			417			
D-A	38	0.00	491	0.078	38	0.1	8.730	A
D-BC	193	0.00	408	0.472	189	0.9	16.735	C
C-ABD	72	0.00	550	0.131	72	0.2	7.822	A
C-D	139	0.00			139			
C-A	311	0.00			311			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	0.00	441	0.379	166	0.6	13.332	B
B-AD	198	0.00	317	0.623	195	1.6	30.346	D
A-BCD	44	0.00	544	0.081	44	0.1	7.624	A
A-B	12	0.00			12			
A-C	498	0.00			498			
D-A	46	0.00	376	0.122	46	0.2	11.970	B
D-BC	230	0.00	364	0.632	227	1.7	26.595	D
C-ABD	86	0.00	516	0.167	86	0.2	8.707	A
C-D	166	0.00			166			
C-A	371	0.00			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	0.00	193	1.063	174	8.4	126.663	F
B-AD	242	0.00	231	1.048	212	9.3	123.938	F
A-BCD	54	0.00	496	0.109	54	0.1	8.623	A
A-B	14	0.00			14			
A-C	610	0.00			610			
D-A	56	0.00	101	0.554	52	1.1	75.811	F
D-BC	282	0.00	301	0.935	264	6.2	75.975	F
C-ABD	106	0.00	470	0.225	105	0.3	10.260	B
C-D	204	0.00			204			
C-A	455	0.00			455			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	205	0.00	194	1.058	187	13.0	222.188	F
B-AD	242	0.00	227	1.068	220	14.9	219.378	F
A-BCD	54	0.00	487	0.111	54	0.1	8.803	A
A-B	14	0.00			14			
A-C	610	0.00			610			
D-A	56	0.00	59	0.958	47	3.4	210.575	F
D-BC	282	0.00	296	0.952	273	8.5	114.452	F
C-ABD	106	0.00	465	0.227	106	0.3	10.423	B
C-D	204	0.00			204			
C-A	455	0.00			455			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	0.00	319	0.525	214	1.2	49.281	E
B-AD	198	0.00	297	0.666	247	2.5	100.998	F
A-BCD	44	0.00	528	0.083	44	0.1	7.884	A
A-B	12	0.00			12			
A-C	498	0.00			498			
D-A	46	0.00	299	0.153	59	0.2	17.361	C
D-BC	230	0.00	353	0.651	256	2.1	45.143	E
C-ABD	86	0.00	508	0.170	87	0.2	8.899	A
C-D	166	0.00			166			
C-A	371	0.00			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	0.00	524	0.267	143	0.4	9.740	A
B-AD	166	0.00	374	0.443	172	0.9	19.588	C
A-BCD	37	0.00	577	0.064	37	0.1	7.073	A
A-B	10	0.00			10			
A-C	417	0.00			417			
D-A	38	0.00	479	0.080	39	0.1	9.012	A
D-BC	193	0.00	407	0.474	197	1.0	18.172	C
C-ABD	72	0.00	547	0.132	72	0.2	7.889	A
C-D	139	0.00			139			
C-A	311	0.00			311			

2029 | Do Something Sensitivity Test | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		14.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.04	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Do Something Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	497	100.000
B		✓	330	100.000
C		✓	768	100.000
D		✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	20	415	62
	B	9	0	138	183
	C	520	139	0	109
	D	56	123	87	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.46	20.10	0.8	C
B-AD	0.77	56.13	3.1	F
A-BCD	0.14	8.88	0.2	A
A-B				
A-C				
D-A	0.24	18.62	0.3	C
D-BC	0.75	45.78	2.8	E
C-ABD	0.29	9.85	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	582	0.179	103	0.2	7.656	A
B-AD	145	0.00	400	0.361	142	0.6	14.288	B
A-BCD	47	0.00	579	0.081	46	0.1	7.091	A
A-B	15	0.00			15			
A-C	312	0.00			312			
D-A	42	0.00	524	0.080	42	0.1	7.604	A
D-BC	158	0.00	413	0.383	156	0.6	14.114	B
C-ABD	105	0.00	586	0.179	104	0.2	7.523	A
C-D	82	0.00			82			
C-A	391	0.00			391			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	0.00	520	0.238	124	0.3	9.245	A
B-AD	173	0.00	349	0.495	171	1.0	20.729	C
A-BCD	56	0.00	544	0.102	56	0.1	7.739	A
A-B	18	0.00			18			
A-C	373	0.00			373			
D-A	50	0.00	446	0.113	50	0.1	9.272	A
D-BC	189	0.00	370	0.510	187	1.0	19.864	C
C-ABD	125	0.00	560	0.223	125	0.3	8.351	A
C-D	98	0.00			98			
C-A	467	0.00			467			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	0.00	357	0.426	150	0.7	17.643	C
B-AD	211	0.00	276	0.767	204	2.8	47.985	E
A-BCD	68	0.00	496	0.138	68	0.2	8.830	A
A-B	22	0.00			22			
A-C	457	0.00			457			
D-A	62	0.00	276	0.223	61	0.3	17.030	C
D-BC	231	0.00	310	0.746	225	2.6	40.632	E
C-ABD	153	0.00	524	0.292	153	0.4	9.778	A
C-D	120	0.00			120			
C-A	573	0.00			573			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	0.00	334	0.455	152	0.8	20.104	C
B-AD	211	0.00	274	0.772	210	3.1	56.130	F
A-BCD	68	0.00	494	0.138	68	0.2	8.880	A
A-B	22	0.00			22			
A-C	457	0.00			457			
D-A	62	0.00	259	0.238	62	0.3	18.617	C
D-BC	231	0.00	309	0.749	230	2.8	45.778	E
C-ABD	153	0.00	522	0.293	153	0.4	9.848	A
C-D	120	0.00			120			
C-A	573	0.00			573			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	0.00	507	0.245	126	0.3	9.692	A
B-AD	173	0.00	347	0.497	181	1.1	23.272	C
A-BCD	56	0.00	541	0.103	56	0.1	7.795	A
A-B	18	0.00			18			
A-C	373	0.00			373			
D-A	50	0.00	432	0.116	51	0.1	9.646	A
D-BC	189	0.00	369	0.512	195	1.1	21.899	C
C-ABD	125	0.00	557	0.224	125	0.3	8.425	A
C-D	98	0.00			98			
C-A	467	0.00			467			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	578	0.180	104	0.2	7.765	A
B-AD	145	0.00	399	0.362	146	0.6	14.805	B
A-BCD	47	0.00	578	0.081	47	0.1	7.119	A
A-B	15	0.00			15			
A-C	312	0.00			312			
D-A	42	0.00	520	0.081	42	0.1	7.694	A
D-BC	158	0.00	412	0.384	160	0.6	14.633	B
C-ABD	105	0.00	585	0.179	105	0.2	7.578	A
C-D	82	0.00			82			
C-A	391	0.00			391			

Appendix D

Furnished Traffic Flow Matrices

PRTM assessment without speculative applications

<

2029 DN AM

	A	B	C	D	Target
A	0	13	537	55	615
B	13	0	114	129	346
C	387	106	0	185	701
D	52	173	105	0	324
Target	477	285	822	403	

2029 DN PM

	A	B	C	D	Target
A	0	9	407	63	485
B	8	0	116	168	331
C	471	125	0	104	754
D	55	118	86	0	267
Target	585	265	634	353	

2029 DN AM

	A	B	C	Target
A	0	1	590	606
B	6	0	2	12
C	462	1	0	479
Target	488	2	607	

2029 DN PM

	A	B	C	Target
A	0	2	473	480
B	0	0	1	3
C	551	0	0	593
Target	596	4	478	

2029 DS AM

	A	B	C	D	Target
A	0	13	537	55	614
B	13	0	114	129	371
C	387	106	0	185	693
D	52	173	105	0	307
Target	481	249	848	407	

2029 DS PM

	A	B	C	D	Target
A	0	9	407	63	486
B	8	0	116	168	322
C	471	125	0	104	768
D	55	118	86	0	266
Target	587	271	631	353	

2029 DS AM

	A	B	C	Target
A	0	1	590	607
B	6	0	2	47
C	462	1	0	483
Target	527	5	605	

2029 DS PM

	A	B	C	Target
A	0	2	473	493
B	0	0	1	11
C	551	0	0	595
Target	606	15	478	

2029 DN AM

	A	B	C	D	Total
A	0	12	551	52	615
B	19	0	160	167	346
C	409	108	0	184	701
D	51	166	107	0	324
Total	479	286	818	403	

2029 DN PM

	A	B	C	D	Total
A	0	9	414	62	485
B	9	0	134	188	331
C	517	133	0	104	754
D	58	122	87	0	267
Total	584	264	635	354	

2029 DN AM

	A	B	C	Total
A	0	1	605	606
B	9	0	3	12
C	478	1	0	479
Total	487	2	608	

2029 DN PM

	A	B	C	Total
A	0	4	476	480
B	0	0	3	3
C	593	0	0	593
Total	593	4	479	

2029 DS AM

	A	B	C	D	Total
A	0	11	554	49	614
B	19	0	178	174	371
C	413	95	0	185	693
D	51	144	112	0	307
Total	483	250	844	408	

2029 DS PM

	A	B	C	D	Total
A	0	9	415	62	486
B	9	0	130	183	322
C	520	139	0	109	768
D	56	123	87	0	266
Total	585	271	632	354	

2029 DS AM

	A	B	C	Total
A	0	3	604	607
B	36	0	11	47
C	481	2	0	483
Total	517	5	615	

2029 DS PM

	A	B	C	Total
A	0	15	478	493
B	0	0	11	11
C	595	0	0	595
Total	595	15	489	

Re-routed Flows

	A	B	C	D
A		13	554	49
B	46		186	174
C	413	96		185
D	51	144	112	

	A	B	C	D
A		20	415	62
B	9		138	183
C	520	139		109
D	56	123	87	

Arm B Difference

	A	B	C	Total
A		2		
B	27	0	8	
C		1		
Total				

Arm B Difference

	A	B	C	Total
A		11		
B	0	0	8	
C		0		
Total				

PRTM assessment including speculative applications

Site Access

A = B585 to the East

B = Site Access

C = B585 to the West

Observed Counts - 2024

AM

	A	B	C	Total
A	0	0	259	259
B	0	0	0	0
C	234	0	0	234
Total	234	0	259	

PM

	A	B	C	Total
A	0	0	229	229
B	0	0	0	0
C	277	0	0	277
Total	277	0	229	

B585/B582 Signalised junction

A = B582 Barlestone Road

B = B585 Bosworth Lane

C = B585 Barlestone Road

Observed Counts - 2024

AM

	A	B	C	Total
A	0	196	241	437
B	240	0	78	318
C	295	70	0	365
Total	535	266	319	

PM

	A	B	C	Total
A	0	206	285	491
B	197	0	68	265
C	259	105	0	364
Total	456	311	353	

Barlestone Rd/Bagworth Rd T junction

A = B585 to the North

B = Bagworth Road

C = B585 to the South

Observed Counts - 2024

AM

	A	B	C	Total
A	0	25	182	207
B	15	0	192	207
C	126	191	0	317
Total	141	216	374	

PM

	A	B	C	Total
A	0	9	124	133
B	29	0	250	279
C	165	203	0	368
Total	194	212	374	

Furnished Matrices

2029 DN AM

	A	B	C	Total
A	0	0	259	322
B	0	0	0	0
C	234	0	0	235
Total	235	0	322	

2029 DN PM

	A	B	C	Total
A	0	0	229	289
B	0	0	0	0
C	277	0	0	296
Total	296	0	289	

2029 DS AM

	A	B	C	Total
A	0	11	318	329
B	68	0	65	133
C	195	5	0	200
Total	263	16	383	

2029 DS PM

	A	B	C	Total
A	0	77	263	340
B	23	0	14	37
C	279	38	0	317
Total	302	115	277	

2029 DN AM

	A	B	C	Total
A	0	239	388	627
B	242	0	97	339
C	374	84	0	458
Total	616	323	485	

2029 DN PM

	A	B	C	Total
A	0	237	350	587
B	212	0	71	283
C	406	150	0	556
Total	618	387	421	

2029 DS AM

	A	B	C	Total
A	0	236	395	631
B	251	0	111	362
C	369	88	0	457
Total	620	324	506	

2029 DS PM

	A	B	C	Total
A	0	258	348	606
B	212	0	76	288
C	408	176	0	584
Total	620	434	424	

2029 DN AM

	A	B	C	Total
A	0	29	189	218
B	16	0	276	292
C	137	345	0	482
Total	153	374	465	

2029 DN PM

	A	B	C	Total
A	0	11	177	188
B	30	0	390	420
C	165	272	0	437
Total	195	283	567	

2029 DS AM

	A	B	C	Total
A	0	33	189	222
B	17	0	274	291
C	133	369	0	502
Total	150	402	463	

2029 DS PM

	A	B	C	Total
A	0	11	179	190
B	31	0	415	446
C	164	277	0	441
Total	195	288	594	

Barlestone Rd/Dragon Ln T junction

A = B582 to the South
B = Dragon Lane
C = B582 to the North

AM

	A	B	C	Total
A	0	26	332	358
B	46	0	109	155
C	433	104	0	537
Total	479	130	441	

PM

	A	B	C	Total
A	0	24	406	430
B	17	0	82	99
C	333	117	0	450
Total	350	141	488	

Barlestone Rd/Mill Lane T junction

A = B582 to the South
B = Mill Lane
C = B582 to the North
D = Unnamed Road

AM

	A	B	C	D	Total
A	0	20	312	4	336
B	29	0	50	0	79
C	445	28	0	0	473
D	2	0	0	0	2
Total	476	48	362	4	

PM

	A	B	C	D	Total
A	0	19	400	0	419
B	10	0	28	0	38
C	311	40	0	1	352
D	0	0	2	0	2
Total	321	59	430	1	

Bosworth Ln/Ashby Rd/Bosworth Rd staggered T junction

A = A447 to the North
B = Bosworth Lane
C = A447 to the South
D = Bosworth Road

AM

	A	B	C	D	Total
A	0	13	537	55	605
B	13	0	114	129	256
C	387	106	0	185	678
D	52	173	105	0	330
Total	452	292	756	369	

PM

	A	B	C	D	Total
A	0	9	407	63	479
B	8	0	116	168	292
C	471	125	0	104	700
D	55	118	86	0	259
Total	534	252	609	335	

2029 DN AM

	A	B	C	Total
A	0	26	428	454
B	50	0	200	250
C	468	152	0	620
Total	518	178	628	

2029 DN PM

	A	B	C	Total
A	0	33	450	483
B	27	0	129	156
C	419	191	0	610
Total	446	224	579	

2029 DS AM

	A	B	C	Total
A	0	26	431	457
B	50	0	201	251
C	471	152	0	623
Total	521	178	632	

2029 DS PM

	A	B	C	Total
A	0	33	465	498
B	27	0	134	161
C	420	191	0	611
Total	447	224	599	

2029 DN AM

	A	B	C	D	Total
A	0	22	328	4	354
B	31	0	53	0	84
C	513	35	0	0	548
D	2	0	0	0	2
Total	546	57	381	4	

2029 DN PM

	A	B	C	D	Total
A	0	21	453	0	474
B	12	0	32	0	44
C	333	45	0	1	379
D	0	0	2	0	2
Total	345	66	487	1	

2029 DS AM

	A	B	C	D	Total
A	0	21	332	4	357
B	32	0	55	0	87
C	520	34	0	0	554
D	2	0	0	0	2
Total	554	55	387	4	

2029 DS PM

	A	B	C	D	Total
A	0	21	468	0	489
B	12	0	32	0	44
C	336	43	0	1	380
D	0	0	2	0	2
Total	348	64	502	1	

The 'Unnamed Road' or 'D' is not represented in PRMT2019, therefore this arm has not been Furnished but it is included in all the matrices for ease.

Re-routed Flows

	A	B	C	D
A		11	589	55
B	47		169	161
C	411	94		198
D	56	154	126	

	A	B	C	D
A		23	420	57
B	9		150	178
C	524	146		127
D	55	121	106	

Appendix E

Junction 1 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 1 Site Access Sensitivity.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\1 Site Access
Report generation date: 08/10/2025 17:10:51

»2029 | Do Something Sensitivity | AM
»2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2029 - Do Something Sensitivity										
Stream B-AC	D5	0.4	9.89	0.29	A	D6	0.1	8.25	0.09	A
Stream C-AB		0.0	5.63	0.01	A		0.1	6.01	0.07	A

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

File summary

File Description

Title	
Location	
Site number	
Date	18/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OscarHodges
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bosworth Lane (E)		Major
B	Site Access		Minor
C	Bosworth Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	200.0	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.30	32	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	565	0.103	0.260	0.164	0.371
B-C	722	0.111	0.280	-	-
C-B	750	0.291	0.291	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	329	100.000
B		✓	133	100.000
C		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	318
	B	68	0	65
	C	195	5	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	248	248
	B	100	100
	C	151	151
08:00-08:15	A	296	296
	B	120	120
	C	180	180
08:15-08:30	A	362	362
	B	146	146
	C	220	220
08:30-08:45	A	362	362
	B	146	146
	C	220	220
08:45-09:00	A	296	296
	B	120	120
	C	180	180
09:00-09:15	A	248	248
	B	100	100
	C	151	151

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.89	0.4	A
C-AB	0.01	5.63	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	549	0.182	99	0.2	7.984	A
C-AB	4	0.00	678	0.006	4	0.0	5.339	A
C-A	147	0.00			147			
A-B	8	0.00			8			
A-C	239	0.00			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	533	0.224	119	0.3	8.695	A
C-AB	4	0.00	664	0.007	4	0.0	5.458	A
C-A	175	0.00			175			
A-B	10	0.00			10			
A-C	286	0.00			286			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	0.00	510	0.287	146	0.4	9.865	A
C-AB	6	0.00	645	0.009	5	0.0	5.632	A
C-A	215	0.00			215			
A-B	12	0.00			12			
A-C	350	0.00			350			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	146	0.00	510	0.287	146	0.4	9.889	A
C-AB	6	0.00	645	0.009	6	0.0	5.632	A
C-A	215	0.00			215			
A-B	12	0.00			12			
A-C	350	0.00			350			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	533	0.224	120	0.3	8.725	A
C-AB	4	0.00	664	0.007	5	0.0	5.458	A
C-A	175	0.00			175			
A-B	10	0.00			10			
A-C	286	0.00			286			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	0.00	549	0.182	100	0.2	8.025	A
C-AB	4	0.00	678	0.006	4	0.0	5.339	A
C-A	147	0.00			147			
A-B	8	0.00			8			
A-C	239	0.00			239			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	340	100.000
B		✓	37	100.000
C		✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	77	263
	B	23	0	14
	C	279	38	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	256	256
	B	28	28
	C	239	239
17:00-17:15	A	306	306
	B	33	33
	C	285	285
17:15-17:30	A	374	374
	B	41	41
	C	349	349
17:30-17:45	A	374	374
	B	41	41
	C	349	349
17:45-18:00	A	306	306
	B	33	33
	C	285	285
18:00-18:15	A	256	256
	B	28	28
	C	239	239

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.25	0.1	A
C-AB	0.07	6.01	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	522	0.053	28	0.1	7.285	A
C-AB	29	0.00	675	0.042	28	0.0	5.562	A
C-A	210	0.00			210			
A-B	58	0.00			58			
A-C	198	0.00			198			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	503	0.066	33	0.1	7.665	A
C-AB	34	0.00	661	0.052	34	0.1	5.742	A
C-A	251	0.00			251			
A-B	69	0.00			69			
A-C	236	0.00			236			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	477	0.085	41	0.1	8.251	A
C-AB	42	0.00	641	0.065	42	0.1	6.006	A
C-A	307	0.00			307			
A-B	85	0.00			85			
A-C	290	0.00			290			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	477	0.085	41	0.1	8.254	A
C-AB	42	0.00	641	0.065	42	0.1	6.006	A
C-A	307	0.00			307			
A-B	85	0.00			85			
A-C	290	0.00			290			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	503	0.066	33	0.1	7.668	A
C-AB	34	0.00	661	0.052	34	0.1	5.745	A
C-A	251	0.00			251			
A-B	69	0.00			69			
A-C	236	0.00			236			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	521	0.053	28	0.1	7.293	A
C-AB	29	0.00	675	0.042	29	0.0	5.565	A
C-A	210	0.00			210			
A-B	58	0.00			58			
A-C	198	0.00			198			

Appendix F

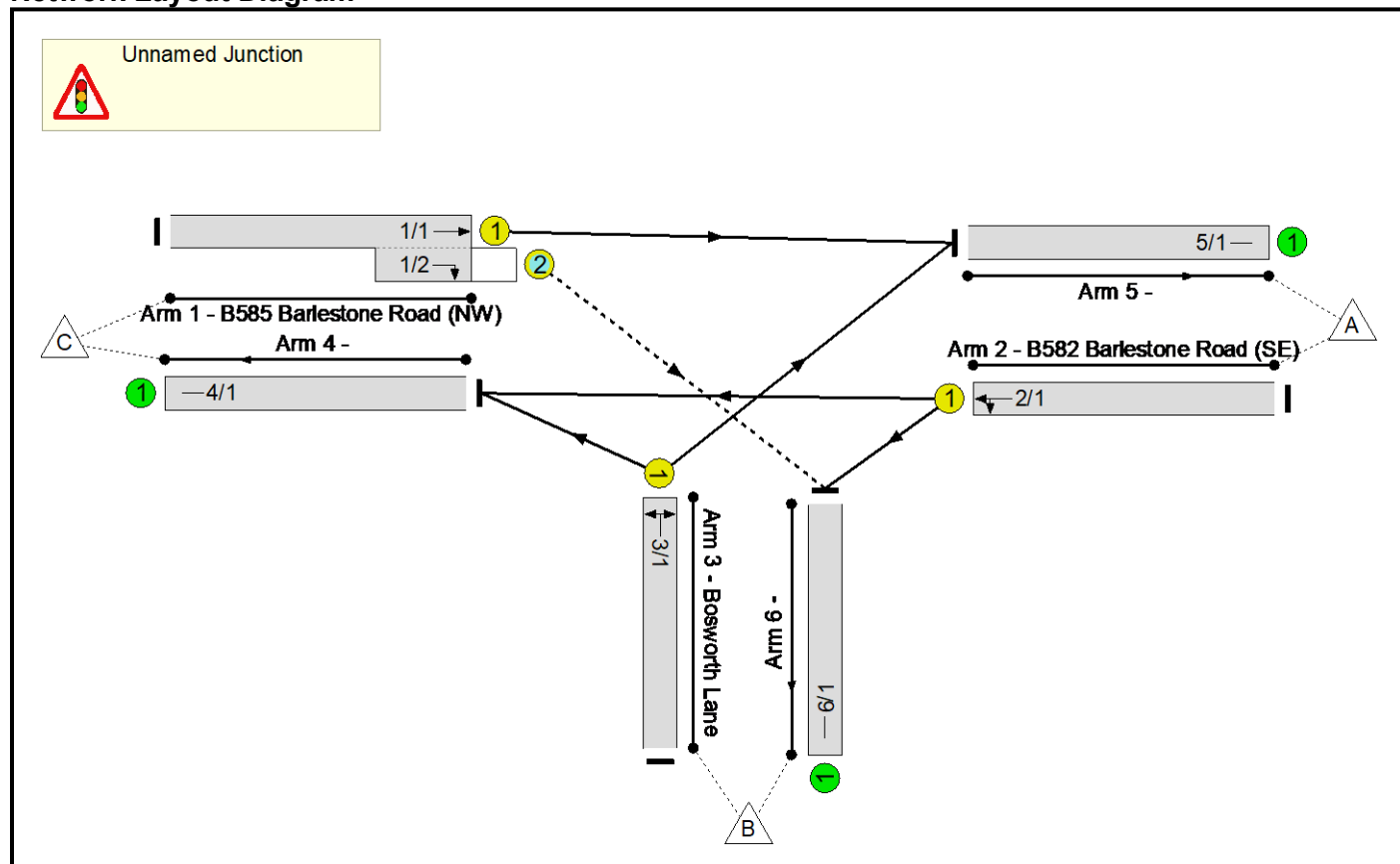
Junction 2 – LinSig Results

Detailed Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	2 B585 Bosworth Lane - B585 Barlestone Road S New.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



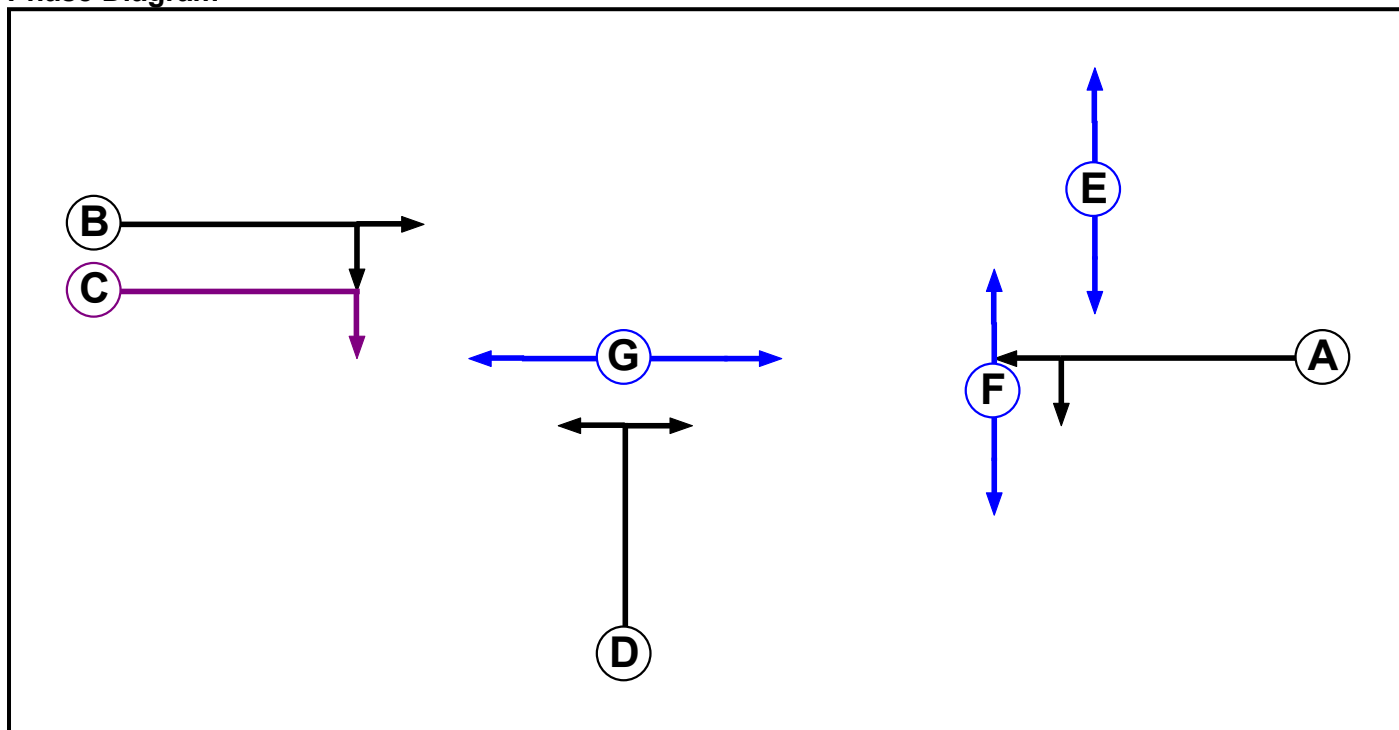
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Base AM	2024 Base AM	Network Control Plan 1	08:00 - 09:00	180	50.9	8.37
2	2024 Base PM	2024 Base PM	Network Control Plan 1	17:00 - 18:00	180	52.0	7.98
3	2029 Do Nothing Sensitivity AM	2029 Do Nothing Sensitivity AM	Network Control Plan 1	08:00 - 09:00	180	19.5	11.95
4	2029 Do Nothing Sensitivity PM	2029 Do Nothing Sensitivity PM	Network Control Plan 1	17:00 - 18:00	180	32.3	10.58
5	2029 Do Something Sensitivity AM	2029 Do Something Sensitivity AM	Network Control Plan 1	08:00 - 09:00	180	15.7	12.72
6	2029 Do Something Sensitivity PM	2029 Do Something Sensitivity PM	Network Control Plan 1	17:00 - 18:00	180	28.8	11.25

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	7	4	Unnamed Junction	

Phase Diagram



Phase Input Data

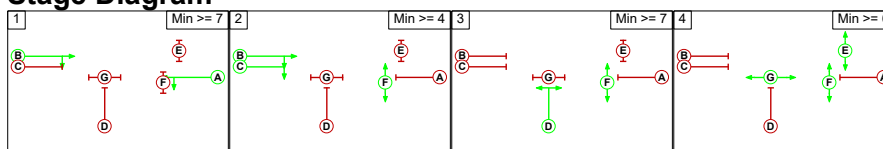
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6

Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	6	6	-	6	9
	B	-		-	6	9	-	9
	C	6	-		6	-	-	9
	D	6	6	6		10	-	9
	E	-	6	-	6		-	-
	F	6	-	-	-	-		-
	G	8	8	8	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C F
3	D F
4	E F G

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1		6	6	9
	2	6		6	9
	3	6	6		10
	4	8	8	8	

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B585 Barlestone Road (NW))	U	B C	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (B585 Barlestone Road (NW))	O	B C	2	3	4.3	Geom	-	3.23	0.00	Y	Arm 6 Right	20.50
2/1 (B582 Barlestone Road (SE))	U	A	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
3/1 (Bosworth Lane)	U	D	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 6 Left	17.00
											Arm 4 Left	13.80
											Arm 5 Right	22.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B585 Barlestone Road (NW))	6/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Lane Connector Input Data

Junction: Unnamed Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	6/1	Internal	5	35
2/1	4/1	Internal	5	35
2/1	6/1	Internal	5	35
3/1	4/1	Internal	5	35
3/1	5/1	Internal	5	35

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	55.1 % 44.9 %	1934	1934
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	24.5 % 75.5 %	1811	1811
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806		
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	58.0 %	1939	1939		
				Arm 6 Left	17.00	42.0 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	25.7 %	1810	1810		
				Arm 5 Right	22.60	74.3 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2029 Do Nothing Sensitivity AM' (FG3: '2029 Do Nothing Sensitivity AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

and Saturation Flow

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806		
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	61.9 %	1946	1946		
				Arm 6 Left	17.00	38.1 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	28.6 %	1808	1808		
				Arm 5 Right	22.60	71.4 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2029 Do Nothing Sensitivity PM' (FG4: '2029 Do Nothing Sensitivity PM', Plan 1: 'Network Control Plan 1')

Detailed Input Data And Results

1')

Lane Saturation Flows

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958		
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806		
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	59.6 %	1942	1942		
				Arm 6 Left	17.00	40.4 %				
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	25.1 %	1811	1811		
				Arm 5 Right	22.60	74.9 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2029 Do Something Sensitivity AM' (FG5: '2029 Do Something Sensitivity AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	62.6 %	1947	1947
				Arm 6 Left	17.00	37.4 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	30.7 %	1807	1807
				Arm 5 Right	22.60	69.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2029 Do Something Sensitivity PM' (FG6: '2029 Do Something Sensitivity PM', Plan 1: 'Network

Lane Saturation Flows

Junction: Unnamed Junction									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B585 Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958	
1/2 (B585 Barlestone Road (NW))	3.23	0.00	Y	Arm 6 Right	20.50	100.0 %	1806	1806	
2/1 (B582 Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	57.4 %	1938	1938	
				Arm 6 Left	17.00	42.6 %			
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	26.4 %	1810	1810	
				Arm 5 Right	22.60	73.6 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	08:00	09:00	01:00	
2: '2024 Base PM'	17:00	18:00	01:00	
3: '2029 Do Nothing Sensitivity AM'	08:00	09:00	01:00	
4: '2029 Do Nothing Sensitivity PM'	17:00	18:00	01:00	
5: '2029 Do Something Sensitivity AM'	08:00	09:00	01:00	
6: '2029 Do Something Sensitivity PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2024 Base AM'

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	196	241	437
	B	240	0	78	318
	C	295	70	0	365
	Tot.	535	266	319	1120

Detailed Input Data And Results

FG2: '2024 Base PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	206	285	491
	B	197	0	68	265
	C	259	105	0	364
	Tot.	456	311	353	1120

FG3: '2029 Do Nothing Sensitivity AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	239	388	627
	B	242	0	97	339
	C	374	84	0	458
	Tot.	616	323	485	1424

FG4: '2029 Do Nothing Sensitivity PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	237	350	587
	B	212	0	71	283
	C	406	150	0	556
	Tot.	618	387	421	1426

FG5: '2029 Do Something Sensitivity AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	236	395	631
	B	251	0	111	362
	C	369	88	0	457
	Tot.	620	324	506	1450

FG6: '2029 Do Something Sensitivity PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	258	348	606
	B	212	0	76	288
	C	408	176	0	584
	Tot.	620	434	424	1478

Detailed Input Data And Results

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	196	241	437
	B	240	0	78	318
	C	295	70	0	365
	Tot.	535	266	319	1120

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	206	285	491
	B	197	0	68	265
	C	259	105	0	364
	Tot.	456	311	353	1120

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2029 Do Nothing Sensitivity AM' (FG3: '2029 Do Nothing Sensitivity AM', Plan 1: 'Network Control Plan

Detailed Input Data And Results

1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	239	388	627
	B	242	0	97	339
	C	374	84	0	458
	Tot.	616	323	485	1424

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2029 Do Nothing Sensitivity PM' (FG4: '2029 Do Nothing Sensitivity PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	237	350	587
	B	212	0	71	283
	C	406	150	0	556
	Tot.	618	387	421	1426

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 5: '2029 Do Something Sensitivity AM' (FG5: '2029 Do Something Sensitivity AM', Plan 1: 'Network

Detailed Input Data And Results
Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	236	395	631
	B	251	0	111	362
	C	369	88	0	457
	Tot.	620	324	506	1450

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2029 Do Something Sensitivity PM' (FG6: '2029 Do Something Sensitivity PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	258	348	606
	B	212	0	76	288
	C	408	176	0	584
	Tot.	620	434	424	1478

Traffic Flows, Difference

Difference :

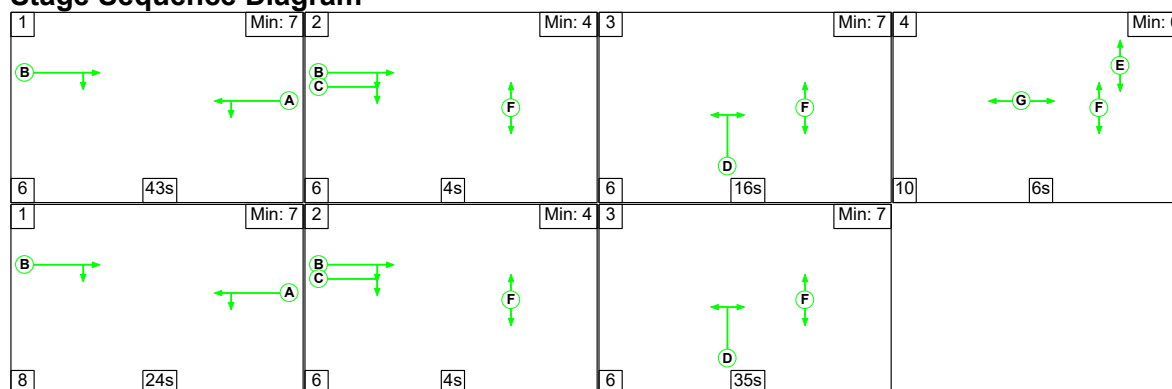
	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM	Scenario 2: 2024 Base PM	Scenario 3: 2029 Do Nothing Sensitivity AM	Scenario 4: 2029 Do Nothing Sensitivity PM	Scenario 5: 2029 Do Something Sensitivity AM	Scenario 6: 2029 Do Something Sensitivity PM
Junction: Unnamed Junction						
1/1 (with short)	365(In) 295(Out)	364(In) 259(Out)	458(In) 374(Out)	556(In) 406(Out)	457(In) 369(Out)	584(In) 408(Out)
1/2 (short)	70	105	84	150	88	176
2/1	437	491	627	587	631	606
3/1	318	265	339	283	362	288
4/1	319	353	485	421	506	424
5/1	535	456	616	618	620	620
6/1	266	311	323	387	324	434

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



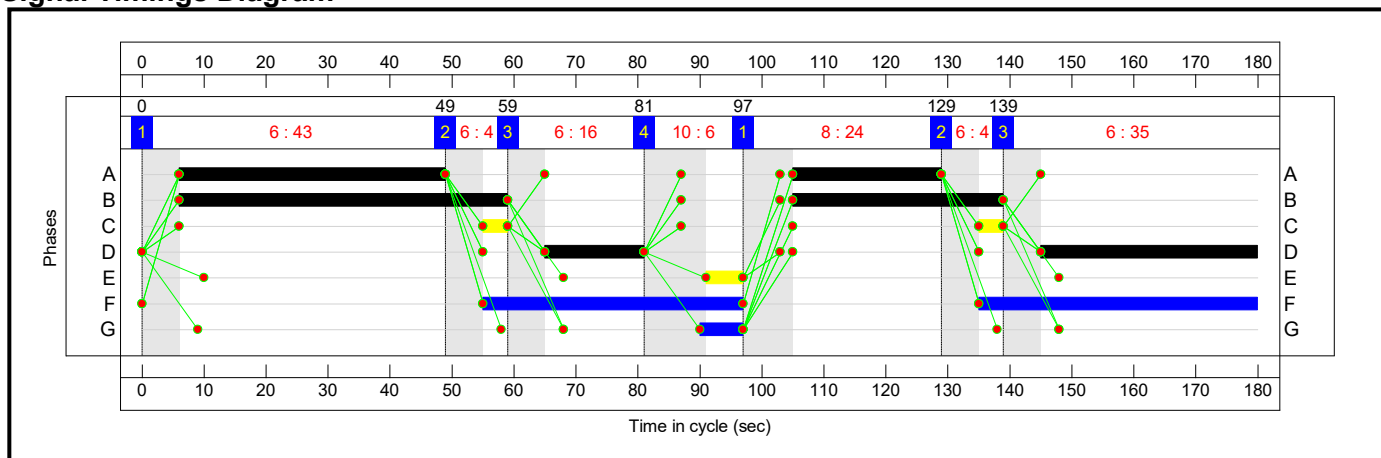
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	43	4	16	6	24	4	35
Change Point	0	49	59	81	97	129	139

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	43	6	49	24	105	129
B	B585 Barlestone Road (NW) Ahead Right	Traffic	53	6	59	34	105	139
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	55	59	4	135	139
D	Bosworth Lane Left Right	Traffic	16	65	81	35	145	0
E	Pedestrians across	Pedestrian	6	91	97			
F	Pedestrians across	Pedestrian	42	55	97	45	135	0
G	Pedestrians across	Pedestrian	7	90	97			

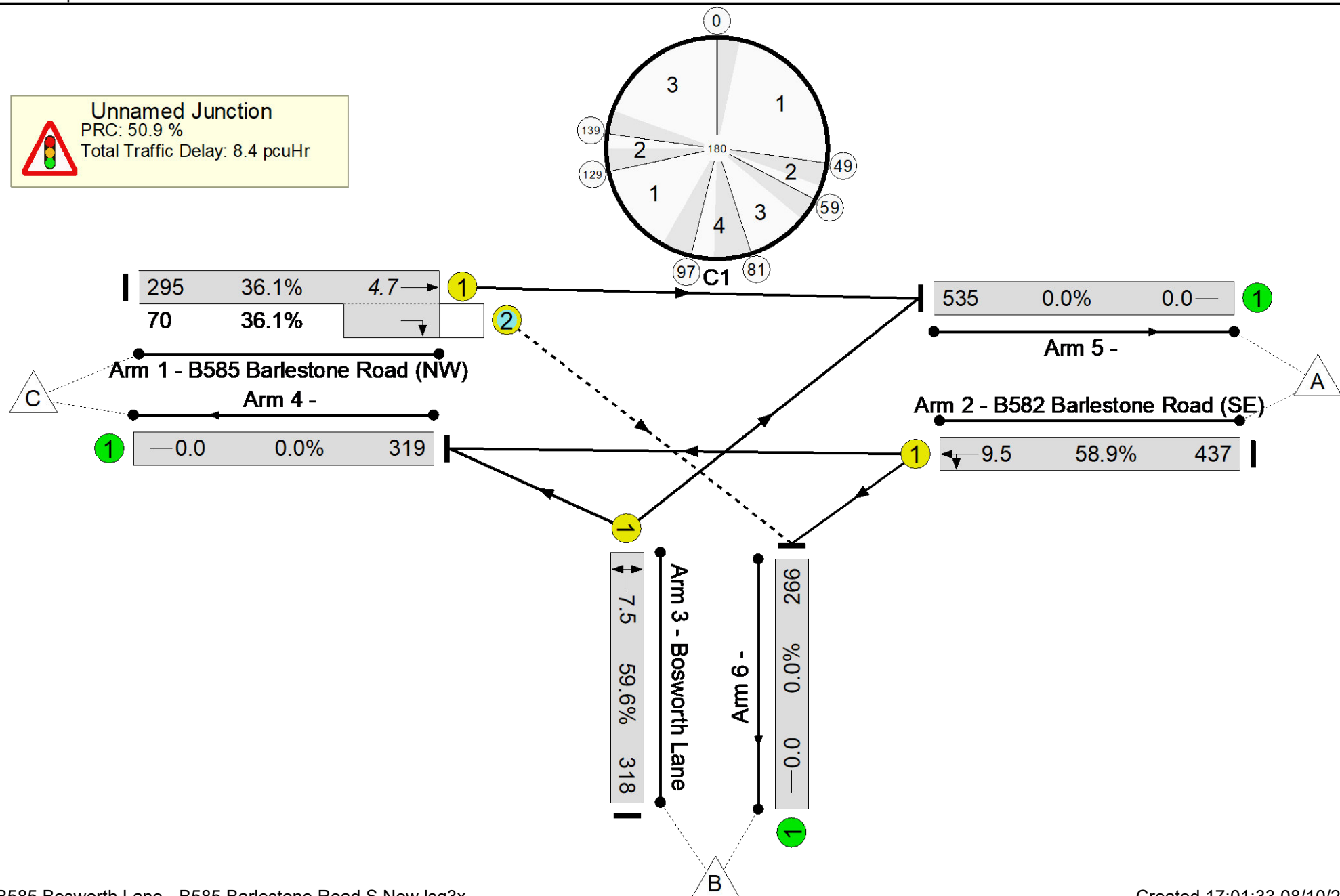
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	59
				105	139
1/2	B585 Barlestone Road (NW) Right	O	B C	6	59
				105	139
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	49
				105	129
3/1	Bosworth Lane Left Right	U	D	65	81
				145	0

Unnamed Junction
 PRC: 50.9 %
 Total Traffic Delay: 8.4 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	59.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	59.6%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	87	8:8	-	365	1958:1806	816+194	36.1 : 36.1%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	67	-	-	437	1934	741	58.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	51	-	-	318	1811	533	59.6%
4/1		U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	535	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	266	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	62	6	2	6.4	1.7	0.2	8.4	-	-	-	-	
Unnamed Junction	-	-	62	6	2	6.4	1.7	0.2	8.4	-	-	-	-	
1/1+1/2	365	365	62	6	2	1.3	0.3	0.2	1.8	18.1	4.4	0.3	4.7	
2/1	437	437	-	-	-	2.7	0.7	-	3.4	28.0	8.7	0.7	9.5	
3/1	318	318	-	-	-	2.4	0.7	-	3.1	35.5	6.8	0.7	7.5	
4/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

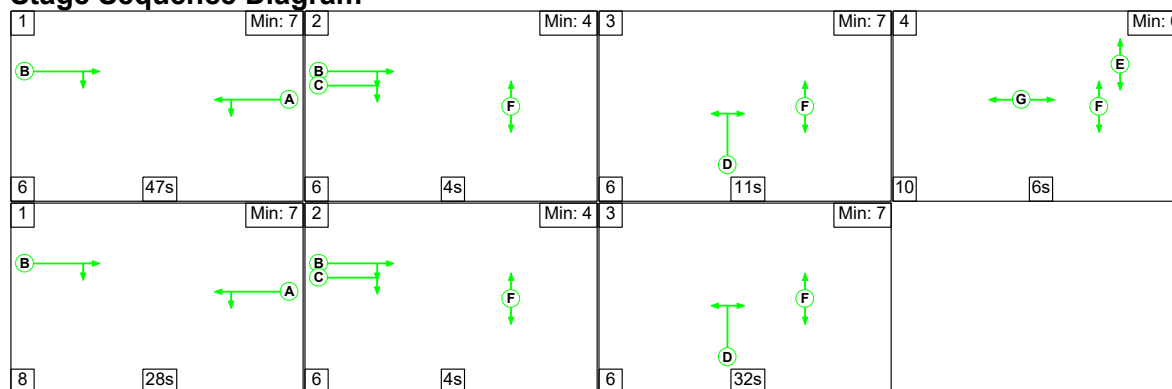
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	50.9	Total Delay for Signalled Lanes (pcuHr):	8.37	Cycle Time (s):	180
	PRC Over All Lanes (%):	50.9	Total Delay Over All Lanes(pcuHr):	8.37		

Detailed Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



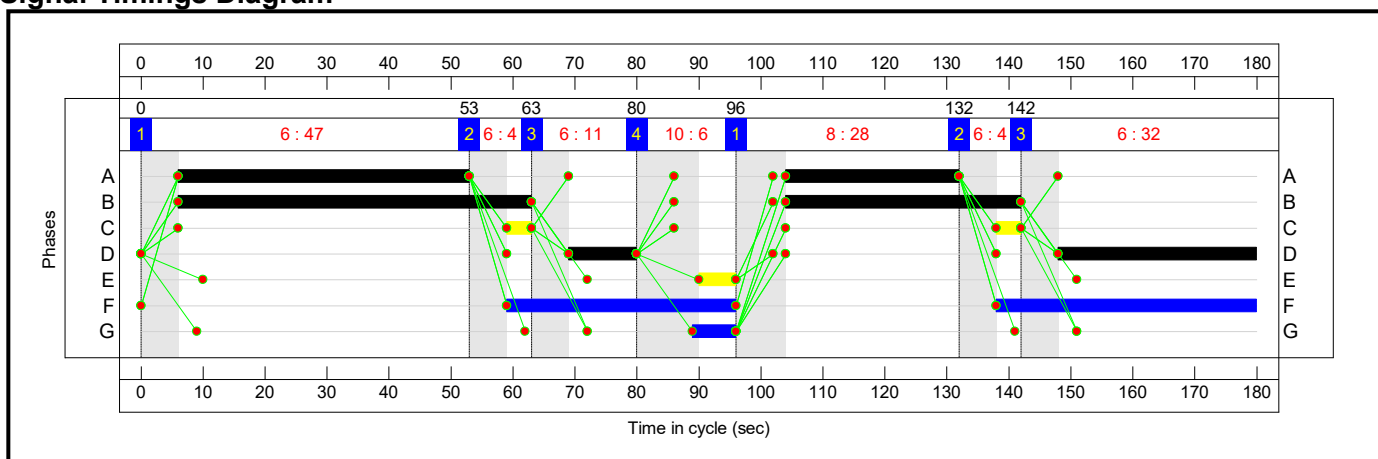
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	47	4	11	6	28	4	32
Change Point	0	53	63	80	96	132	142

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	47	6	53	28	104	132
B	B585 Barlestone Road (NW) Ahead Right	Traffic	57	6	63	38	104	142
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	59	63	4	138	142
D	Bosworth Lane Left Right	Traffic	11	69	80	32	148	0
E	Pedestrians across	Pedestrian	6	90	96			
F	Pedestrians across	Pedestrian	37	59	96	42	138	0
G	Pedestrians across	Pedestrian	7	89	96			

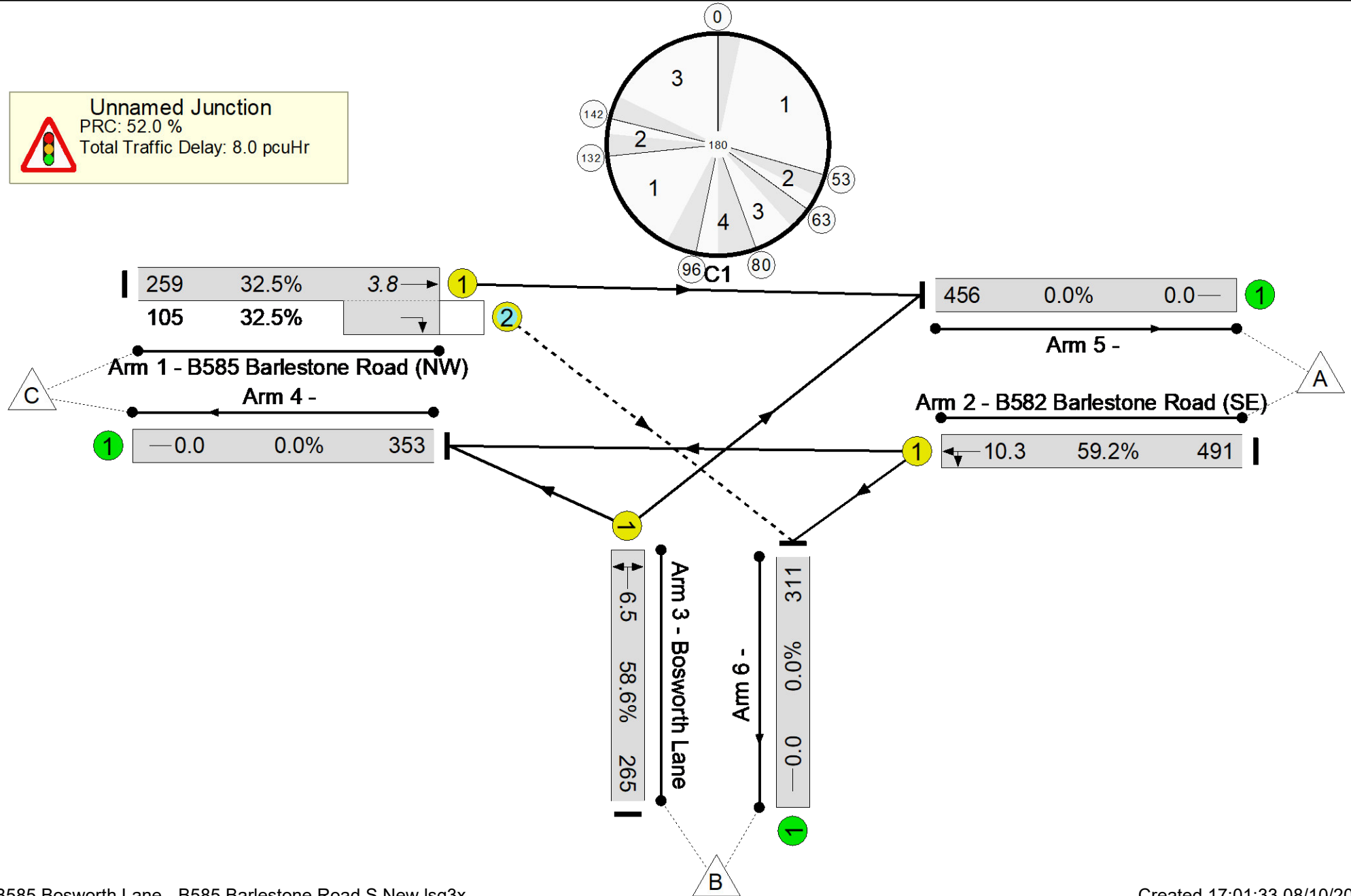
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	63
				104	142
1/2	B585 Barlestone Road (NW) Right	O	B C	6	63
				104	142
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	53
				104	132
3/1	Bosworth Lane Left Right	U	D	69	80
				148	0

Unnamed Junction
 PRC: 52.0 %
 Total Traffic Delay: 8.0 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	59.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	59.2%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	95	8:8	-	364	1958:1806	796+323	32.5 : 32.5%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	75	-	-	491	1939	829	59.2%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	43	-	-	265	1810	453	58.6%
4/1		U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	456	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	93	9	2	6.0	1.7	0.3	8.0	-	-	-	-	
Unnamed Junction	-	-	93	9	2	6.0	1.7	0.3	8.0	-	-	-	-	
1/1+1/2	364	364	93	9	2	1.1	0.2	0.3	1.7	16.6	3.5	0.2	3.8	
2/1	491	491	-	-	-	2.7	0.7	-	3.4	25.0	9.5	0.7	10.3	
3/1	265	265	-	-	-	2.2	0.7	-	2.9	39.2	5.8	0.7	6.5	
4/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

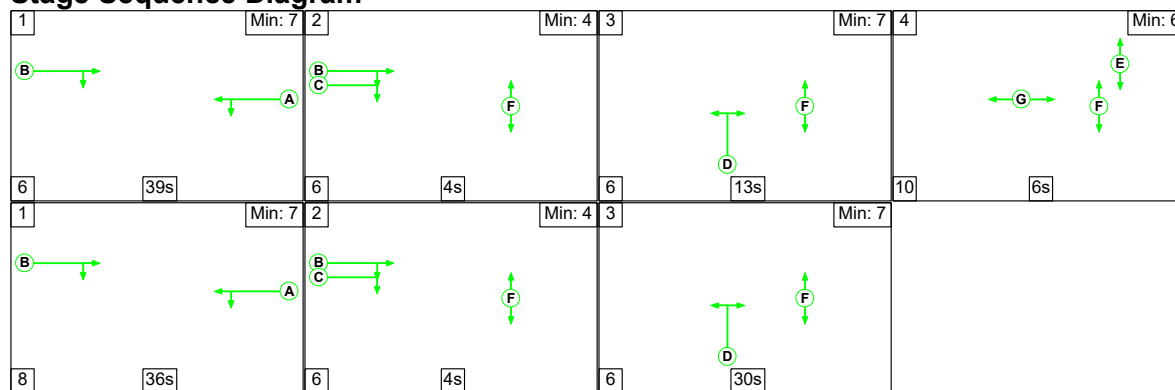
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	52.0	Total Delay for Signalled Lanes (pcuHr):	7.98	Cycle Time (s):	180
	PRC Over All Lanes (%):	52.0	Total Delay Over All Lanes(pcuHr):	7.98		

Detailed Input Data And Results

Scenario 3: '2029 Do Nothing Sensitivity AM' (FG3: '2029 Do Nothing Sensitivity AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



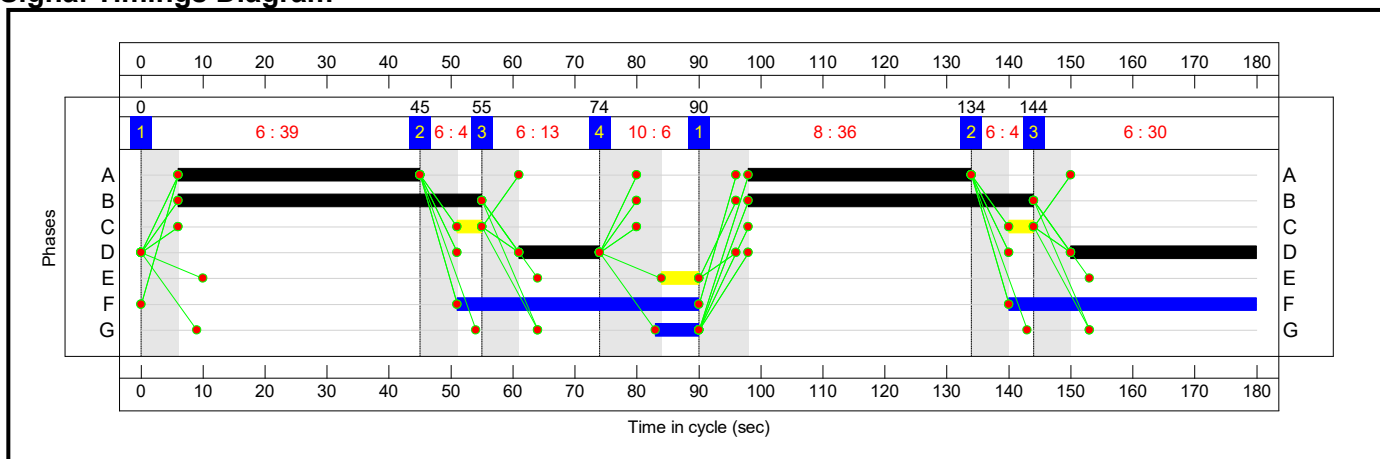
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	39	4	13	6	36	4	30
Change Point	0	45	55	74	90	134	144

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	39	6	45	36	98	134
B	B585 Barlestone Road (NW) Ahead Right	Traffic	49	6	55	46	98	144
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	51	55	4	140	144
D	Bosworth Lane Left Right	Traffic	13	61	74	30	150	0
E	Pedestrians across	Pedestrian	6	84	90			
F	Pedestrians across	Pedestrian	39	51	90	40	140	0
G	Pedestrians across	Pedestrian	7	83	90			

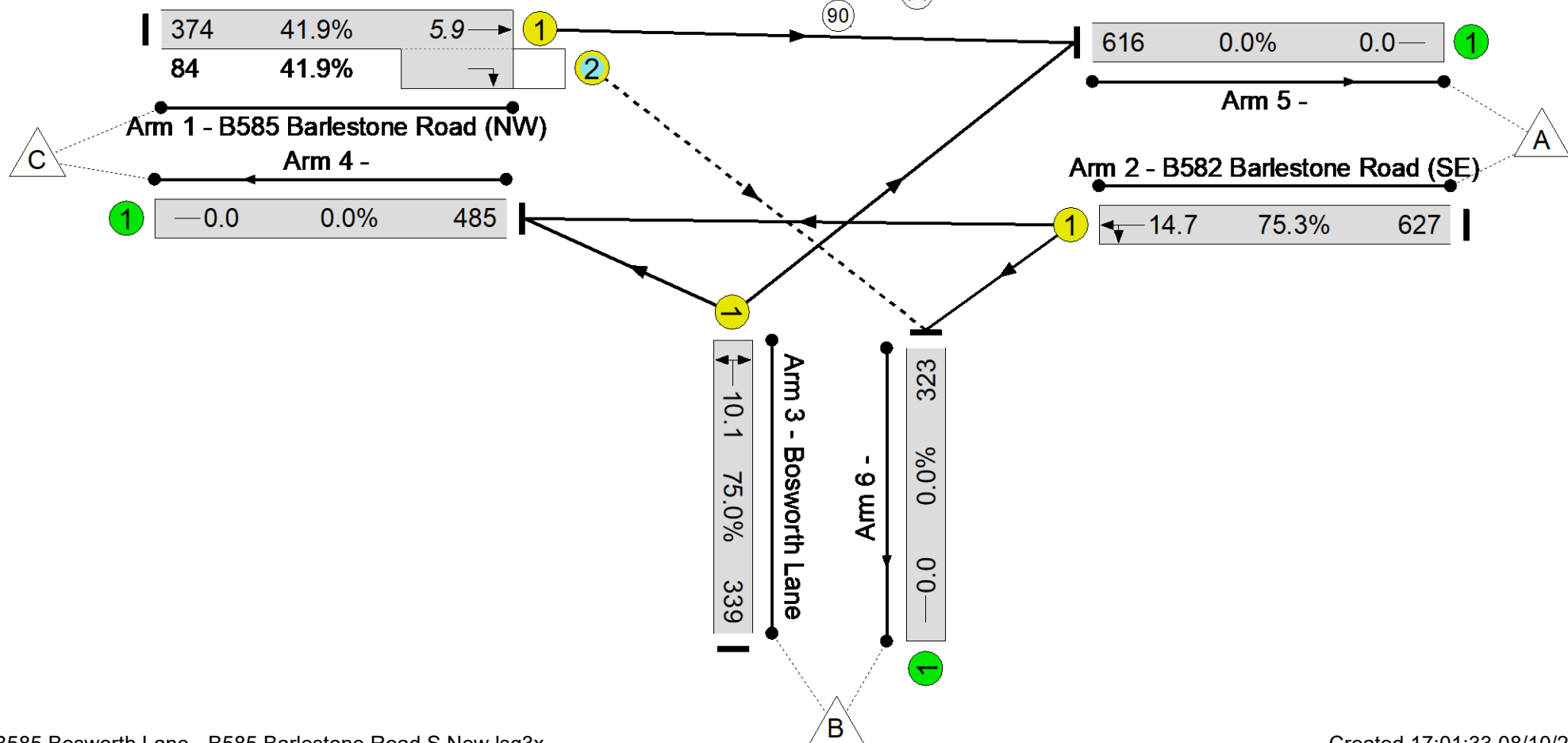
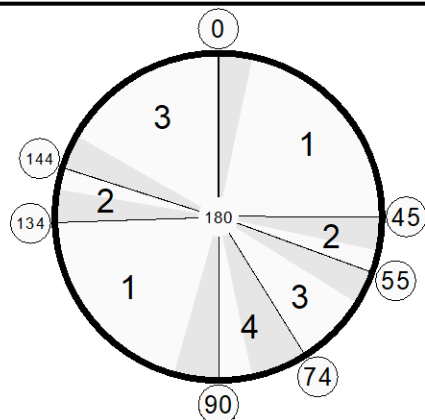
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	55
				98	144
1/2	B585 Barlestone Road (NW) Right	O	B C	6	55
				98	144
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	45
				98	134
3/1	Bosworth Lane Left Right	U	D	61	74
				150	0

Unnamed Junction
 PRC: 19.5 %
 Total Traffic Delay: 12.0 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	75.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	75.3%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	95	8:8	-	458	1958:1806	894+201	41.9 : 41.9%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	75	-	-	627	1946	832	75.3%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	43	-	-	339	1808	452	75.0%
4/1		U	N/A	N/A	-		-	-	-	-	485	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	75	7	2	8.2	3.3	0.4	12.0	-	-	-	-	
Unnamed Junction	-	-	75	7	2	8.2	3.3	0.4	12.0	-	-	-	-	
1/1+1/2	458	458	75	7	2	1.5	0.4	0.4	2.2	17.5	5.5	0.4	5.9	
2/1	627	627	-	-	-	3.8	1.5	-	5.3	30.4	13.2	1.5	14.7	
3/1	339	339	-	-	-	3.0	1.5	-	4.4	47.1	8.7	1.5	10.1	
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

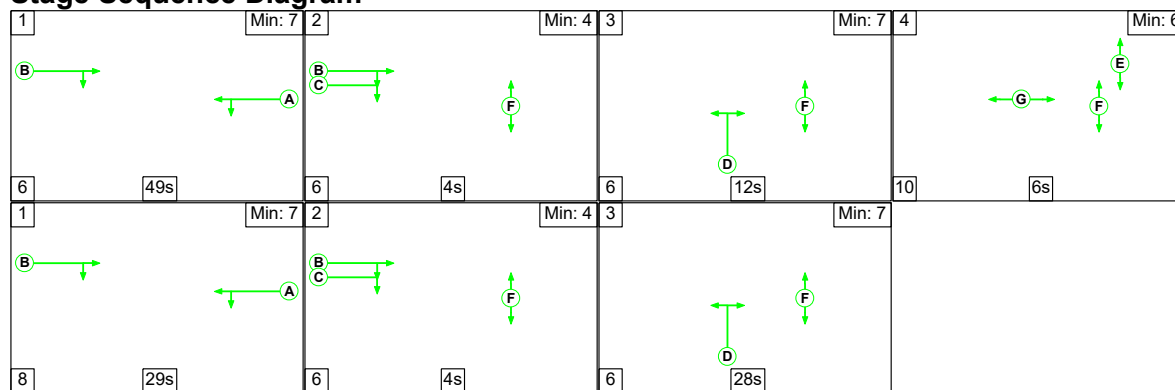
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	19.5	Total Delay for Signalled Lanes (pcuHr):	11.95	Cycle Time (s):	180
	PRC Over All Lanes (%):	19.5	Total Delay Over All Lanes(pcuHr):	11.95		

Detailed Input Data And Results

Scenario 4: '2029 Do Nothing Sensitivity PM' (FG4: '2029 Do Nothing Sensitivity PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



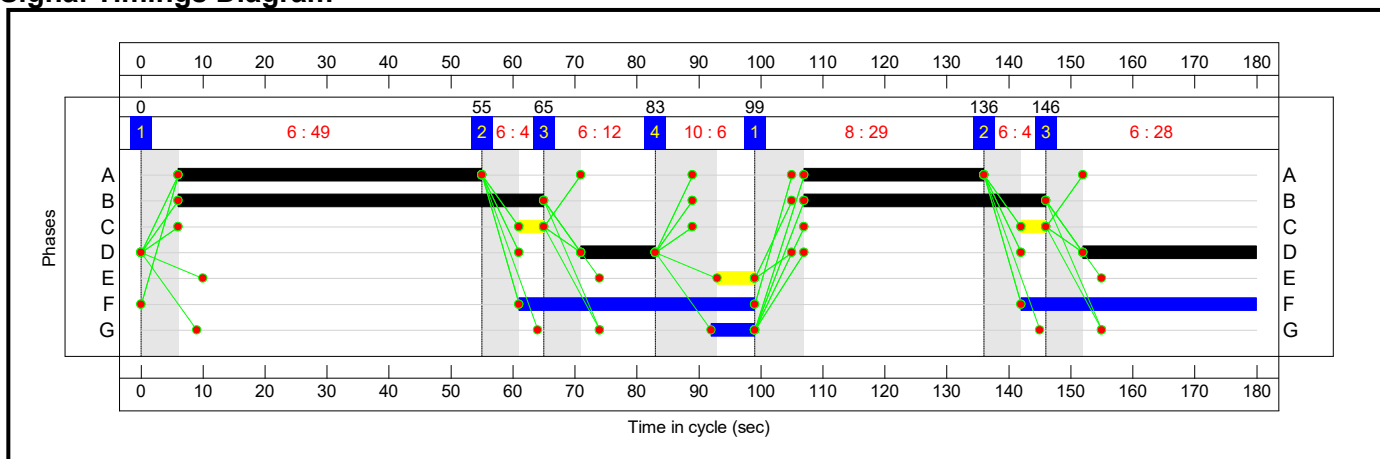
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	49	4	12	6	29	4	28
Change Point	0	55	65	83	99	136	146

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	49	6	55	29	107	136
B	B585 Barlestone Road (NW) Ahead Right	Traffic	59	6	65	39	107	146
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	61	65	4	142	146
D	Bosworth Lane Left Right	Traffic	12	71	83	28	152	0
E	Pedestrians across	Pedestrian	6	93	99			
F	Pedestrians across	Pedestrian	38	61	99	38	142	0
G	Pedestrians across	Pedestrian	7	92	99			

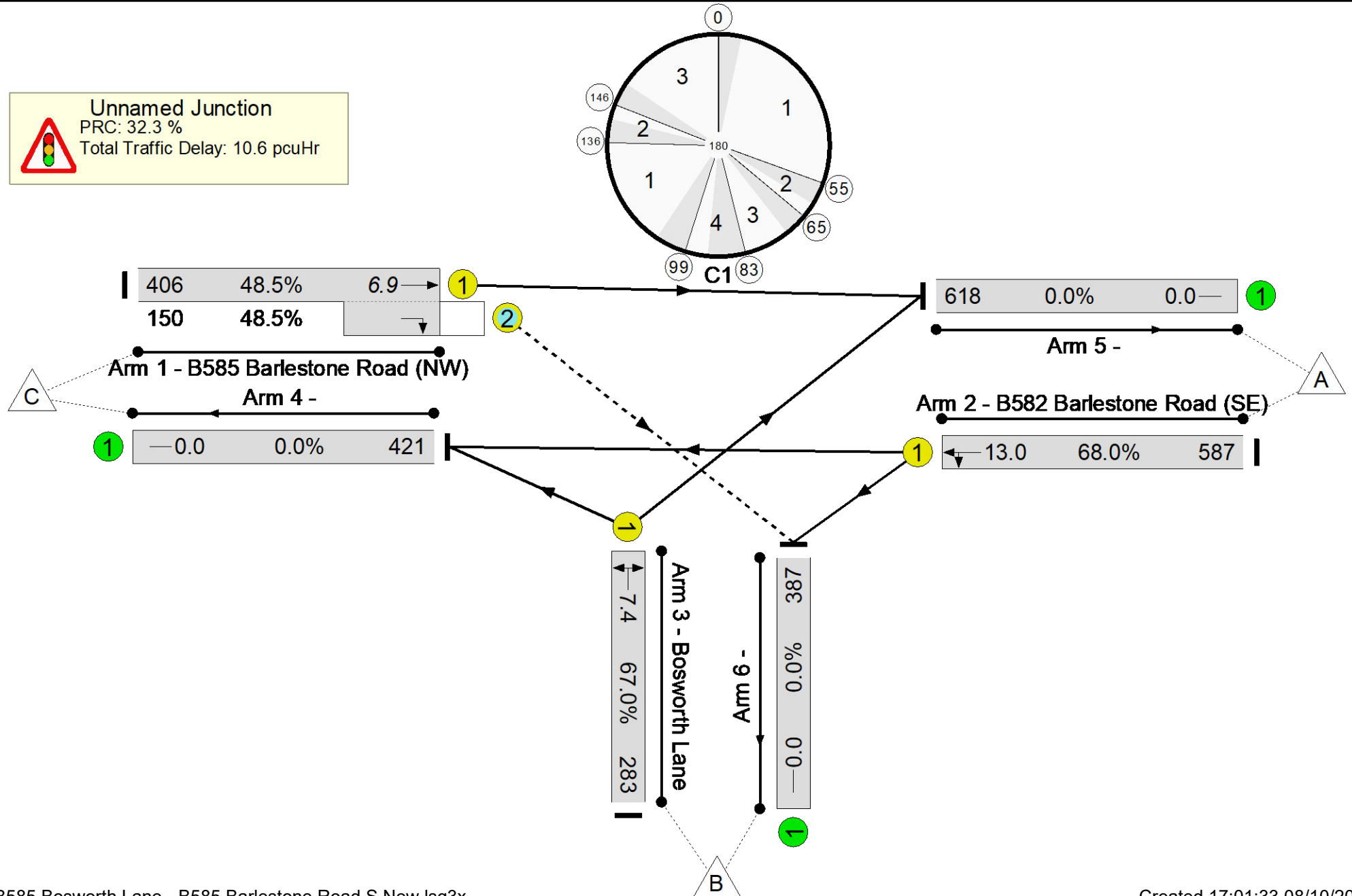
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	65
				107	146
1/2	B585 Barlestone Road (NW) Right	O	B C	6	65
				107	146
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	55
				107	136
3/1	Bosworth Lane Left Right	U	D	71	83
				152	0

Unnamed Junction
 PRC: 32.3 %
 Total Traffic Delay: 10.6 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	68.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	68.0%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	98	8:8	-	556	1958:1806	836+309	48.5 : 48.5%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	78	-	-	587	1942	863	68.0%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	40	-	-	283	1811	423	67.0%
4/1		U	N/A	N/A	-		-	-	-	-	421	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	109	38	3	7.5	2.5	0.6	10.6	-	-	-	-	
Unnamed Junction	-	-	109	38	3	7.5	2.5	0.6	10.6	-	-	-	-	
1/1+1/2	556	556	109	38	3	1.8	0.5	0.6	2.8	18.2	6.4	0.5	6.9	
2/1	587	587	-	-	-	3.2	1.1	-	4.3	26.4	11.9	1.1	13.0	
3/1	283	283	-	-	-	2.5	1.0	-	3.5	44.1	6.4	1.0	7.4	
4/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

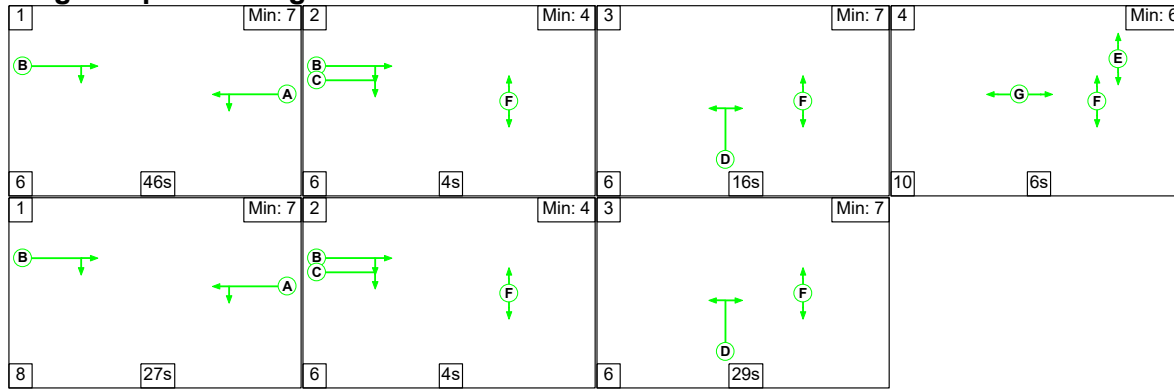
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	32.3	Total Delay for Signalled Lanes (pcuHr):	10.58	Cycle Time (s):	180
	PRC Over All Lanes (%):	32.3	Total Delay Over All Lanes(pcuHr):	10.58		

Detailed Input Data And Results

Scenario 5: '2029 Do Something Sensitivity AM' (FG5: '2029 Do Something Sensitivity AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



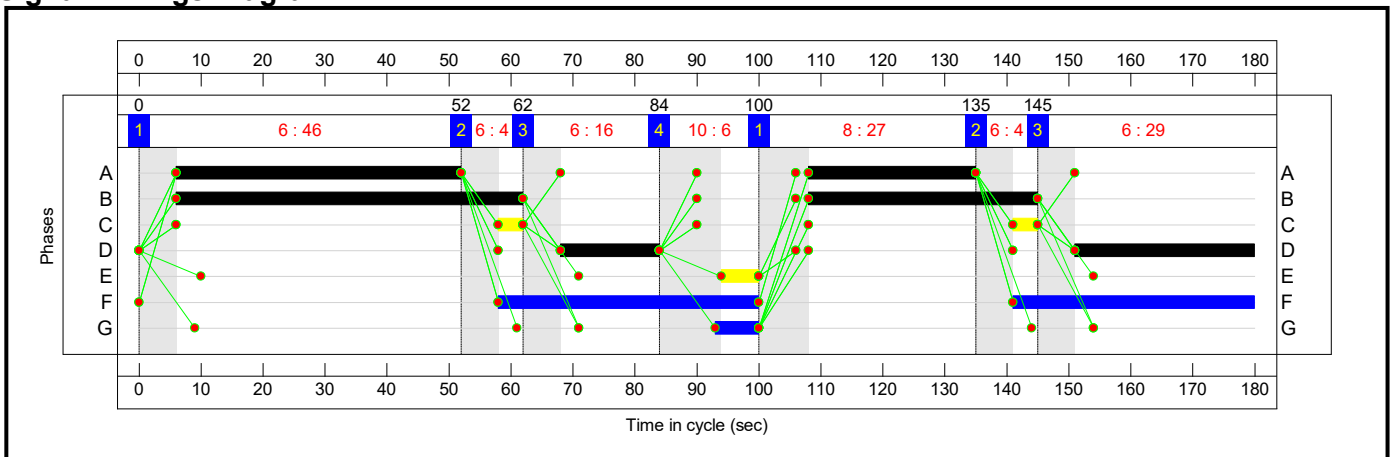
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	46	4	16	6	27	4	29
Change Point	0	52	62	84	100	135	145

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	46	6	52	27	108	135
B	B585 Barlestone Road (NW) Ahead Right	Traffic	56	6	62	37	108	145
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	58	62	4	141	145
D	Bosworth Lane Left Right	Traffic	16	68	84	29	151	0
E	Pedestrians across	Pedestrian	6	94	100			
F	Pedestrians across	Pedestrian	42	58	100	39	141	0
G	Pedestrians across	Pedestrian	7	93	100			

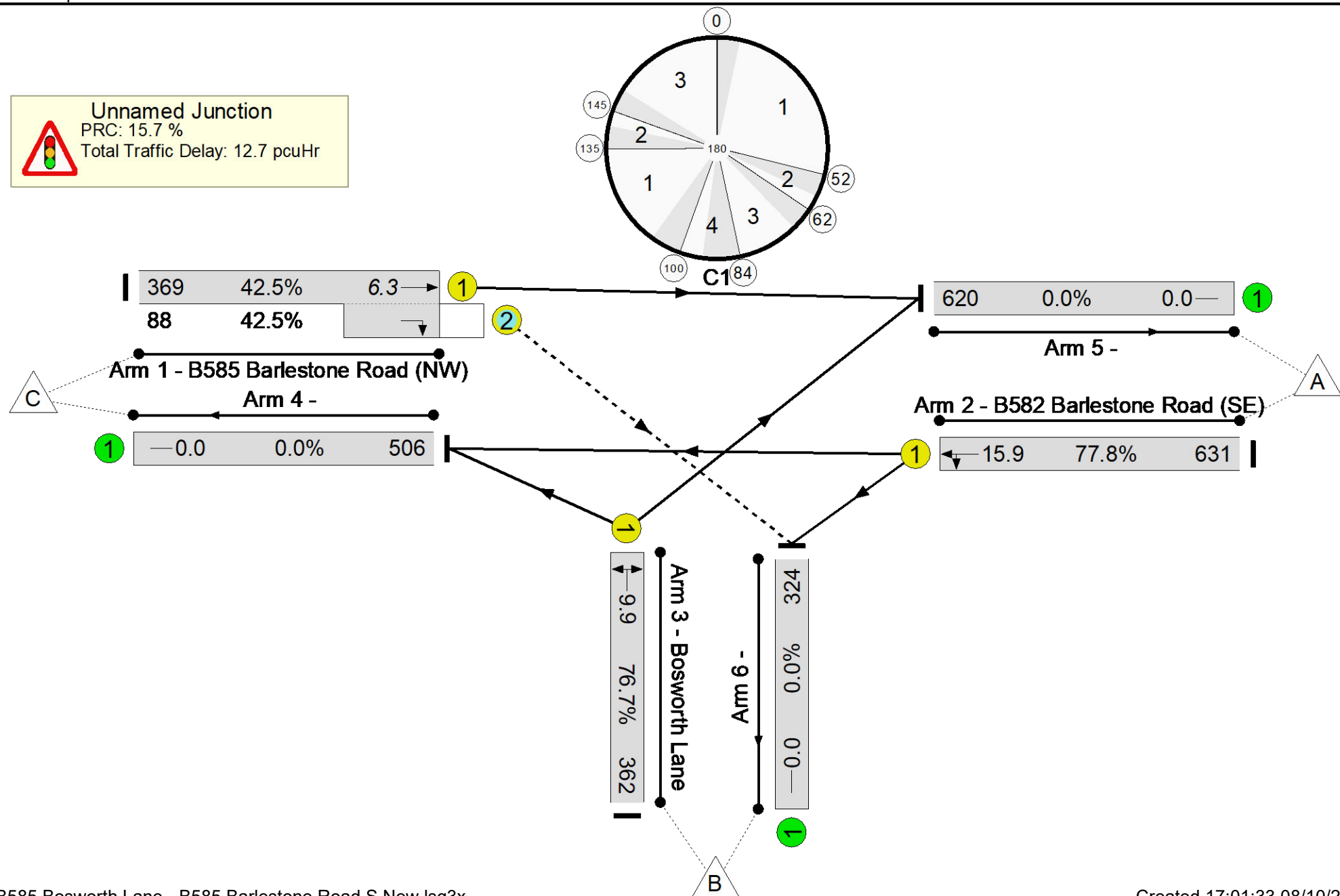
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	62
				108	145
1/2	B585 Barlestone Road (NW) Right	O	B C	6	62
				108	145
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	52
				108	135
3/1	Bosworth Lane Left Right	U	D	68	84
				151	0

Unnamed Junction
 PRC: 15.7 %
 Total Traffic Delay: 12.7 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	77.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	77.8%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	93	8:8	-	457	1958:1806	868+207	42.5 : 42.5%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	73	-	-	631	1947	811	77.8%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	45	-	-	362	1807	472	76.7%
4/1		U	N/A	N/A	-		-	-	-	-	506	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	48	38	2	8.6	3.7	0.4	12.7	-	-	-	-	
Unnamed Junction	-	-	48	38	2	8.6	3.7	0.4	12.7	-	-	-	-	
1/1+1/2	457	457	48	38	2	1.5	0.4	0.4	2.3	18.4	6.0	0.4	6.3	
2/1	631	631	-	-	-	4.0	1.7	-	5.7	32.5	14.2	1.7	15.9	
3/1	362	362	-	-	-	3.1	1.6	-	4.7	46.7	8.3	1.6	9.9	
4/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

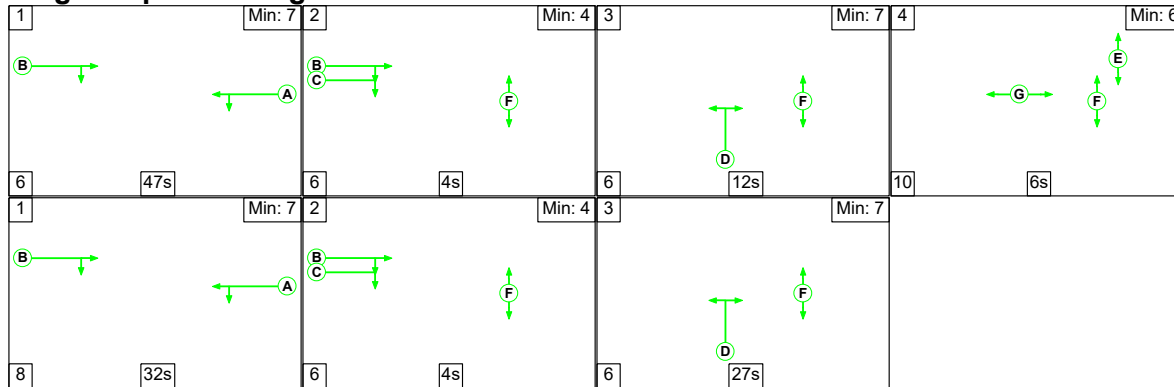
Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	12.72	Cycle Time (s):	180
	PRC Over All Lanes (%):	15.7	Total Delay Over All Lanes(pcuHr):	12.72		

Detailed Input Data And Results

Scenario 6: '2029 Do Something Sensitivity PM' (FG6: '2029 Do Something Sensitivity PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



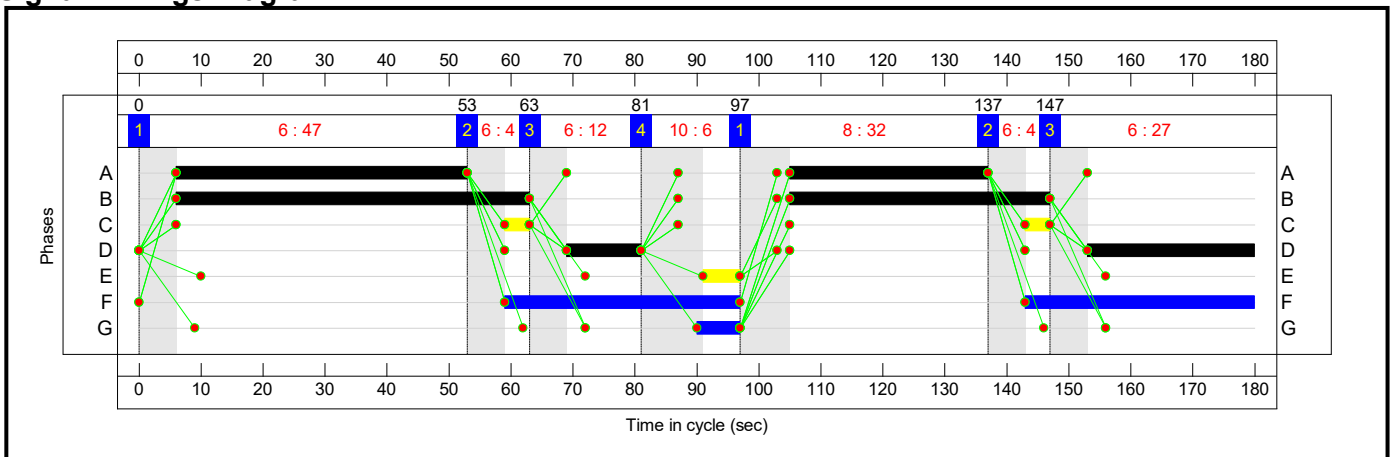
Stage Timings

Stage	1	2	3	4	1	2	3
Duration	47	4	12	6	32	4	27
Change Point	0	53	63	81	97	137	147

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B582 Barlestone Road (SE) Ahead Left	Traffic	47	6	53	32	105	137
B	B585 Barlestone Road (NW) Ahead Right	Traffic	57	6	63	42	105	147
C	B585 Barlestone Road (NW) Right IGA	Ind. Arrow	4	59	63	4	143	147
D	Bosworth Lane Left Right	Traffic	12	69	81	27	153	0
E	Pedestrians across	Pedestrian	6	91	97			
F	Pedestrians across	Pedestrian	38	59	97	37	143	0
G	Pedestrians across	Pedestrian	7	90	97			

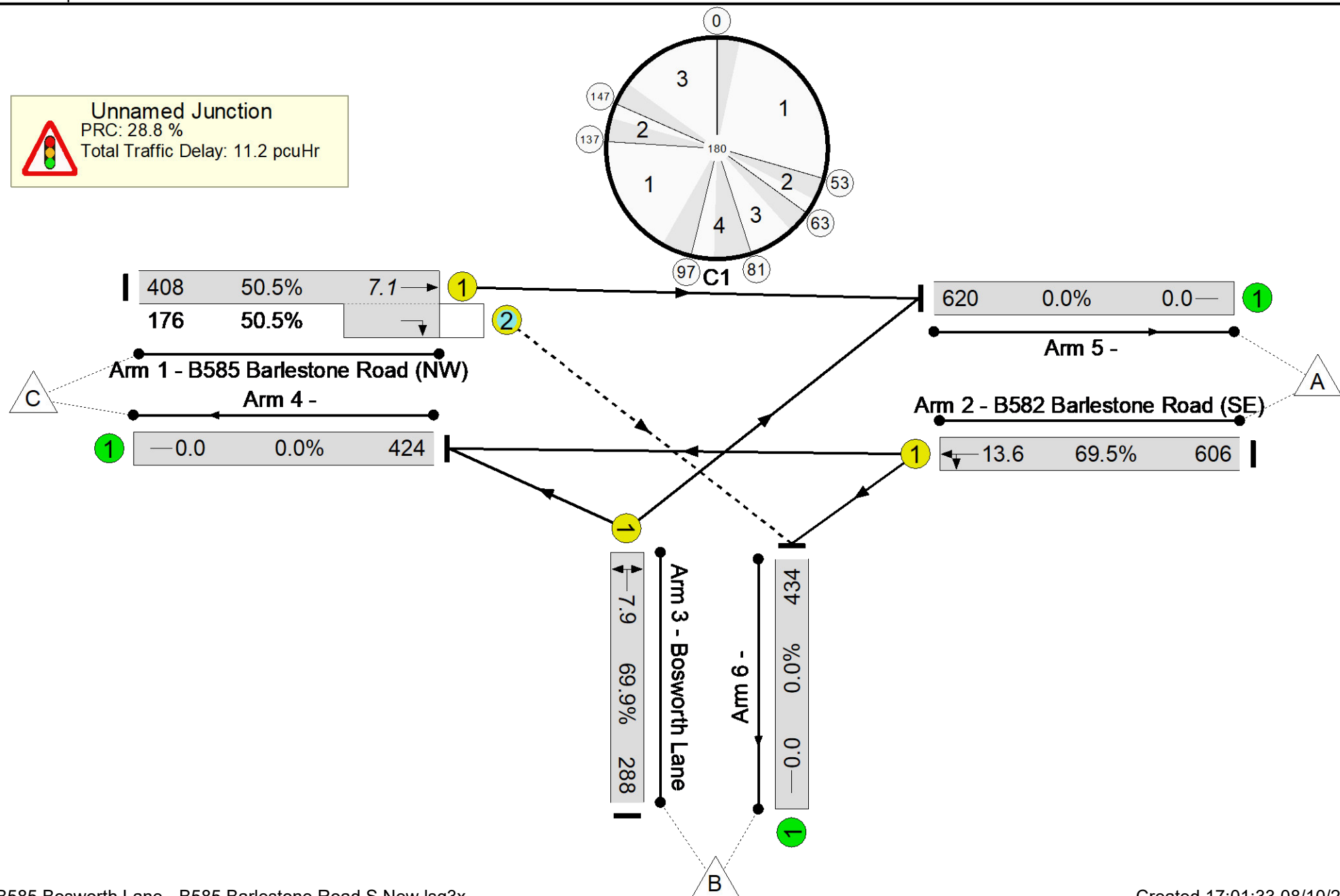
Signal Timings Diagram



Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	B585 Barlestone Road (NW) Ahead	U	B C	6	63
				105	147
1/2	B585 Barlestone Road (NW) Right	O	B C	6	63
				105	147
2/1	B582 Barlestone Road (SE) Ahead Left	U	A	6	53
				105	137
3/1	Bosworth Lane Left Right	U	D	69	81
				153	0

Unnamed Junction
 PRC: 28.8 %
 Total Traffic Delay: 11.2 pcuHr

Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	69.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	69.9%
1/1+1/2	B585 Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	99	8:8	-	584	1958:1806	809+349	50.5 : 50.5%
2/1	B582 Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	79	-	-	606	1938	872	69.5%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	39	-	-	288	1810	412	69.9%
4/1		U	N/A	N/A	-		-	-	-	-	424	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	434	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	126	46	4	7.8	2.8	0.7	11.2	-	-	-	-	
Unnamed Junction	-	-	126	46	4	7.8	2.8	0.7	11.2	-	-	-	-	
1/1+1/2	584	584	126	46	4	1.9	0.5	0.7	3.1	19.0	6.6	0.5	7.1	
2/1	606	606	-	-	-	3.3	1.1	-	4.5	26.5	12.5	1.1	13.6	
3/1	288	288	-	-	-	2.6	1.1	-	3.7	46.2	6.7	1.1	7.9	
4/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

C1	PRC for Signalled Lanes (%):	28.8	Total Delay for Signalled Lanes (pcuHr):	11.25	Cycle Time (s):	180
	PRC Over All Lanes (%):	28.8	Total Delay Over All Lanes(pcuHr):	11.25		

Appendix G

Junction 3 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 3 Barlestone Road B585 - Bagworth Road B585 Sensitivity.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\3 Barlestone Road B585 - Bagworth Road B585

Report generation date: 08/10/2025 17:14:31

»2024 | Base | AM

»2024 | Base | PM

»2029 | Do Nothing Sensitivity | AM

»2029 | Do Nothing Sensitivity | PM

»2029 | Do Something Sensitivity | AM

»2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.5	8.76	0.34	A	D2	0.8	9.98	0.43	A
Stream B-A		0.0	10.10	0.04	B		0.1	9.67	0.08	A
Stream C-AB		0.6	7.85	0.35	A		0.7	7.38	0.37	A
	2029 - Do Nothing Sensitivity									
Stream B-C	D3	0.9	11.29	0.49	B	D4	2.1	18.48	0.69	C
Stream B-A		0.1	12.19	0.05	B		0.1	10.97	0.09	B
Stream C-AB		2.0	13.84	0.64	B		1.2	9.55	0.50	A
	2029 - Do Something Sensitivity									
Stream B-C	D5	0.9	11.25	0.48	B	D6	2.6	21.57	0.73	C
Stream B-A		0.1	12.63	0.06	B		0.1	11.09	0.10	B
Stream C-AB		2.4	15.70	0.68	C		1.2	9.76	0.51	A

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

File summary

File Description

Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.96	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (N)		Major
B	Bagworth Road		Minor
C	Barlestone Road (S)		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	6.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.10	2.76	110	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	551	0.100	0.254	0.159	0.362
B-C	694	0.106	0.269	-	-
C-B	719	0.278	0.278	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	207	100.000
B		✓	207	100.000
C		✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	25	182
	B	15	0	192
	C	126	191	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A	B	C
	A	0	14	3
	B	7	0	2
	C	4	6	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	156	156
	B	156	156
	C	239	239
08:00-08:15	A	186	186
	B	186	186
	C	285	285
08:15-08:30	A	228	228
	B	228	228
	C	349	349
08:30-08:45	A	228	228
	B	228	228
	C	349	349
08:45-09:00	A	186	186
	B	186	186
	C	285	285
09:00-09:15	A	156	156
	B	156	156
	C	239	239

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	8.76	0.5	A
B-A	0.04	10.10	0.0	B
C-AB	0.35	7.85	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	0.00	651	0.222	143	0.3	7.221	A
B-A	11	0.00	447	0.025	11	0.0	8.840	A
C-AB	165	0.00	735	0.225	164	0.3	6.657	A
C-A	74	0.00			74			
A-B	19	0.00			19			
A-C	137	0.00			137			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	173	0.00	642	0.269	172	0.4	7.807	A
B-A	13	0.00	426	0.032	13	0.0	9.332	A
C-AB	203	0.00	738	0.275	203	0.4	7.103	A
C-A	82	0.00			82			
A-B	22	0.00			22			
A-C	164	0.00			164			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	0.00	630	0.335	211	0.5	8.742	A
B-A	17	0.00	398	0.041	16	0.0	10.089	B
C-AB	259	0.00	744	0.348	258	0.6	7.832	A
C-A	90	0.00			90			
A-B	28	0.00			28			
A-C	200	0.00			200			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	211	0.00	630	0.335	211	0.5	8.765	A
B-A	17	0.00	398	0.042	17	0.0	10.097	B
C-AB	259	0.00	744	0.348	259	0.6	7.852	A
C-A	90	0.00			90			
A-B	28	0.00			28			
A-C	200	0.00			200			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	173	0.00	642	0.269	173	0.4	7.836	A
B-A	13	0.00	426	0.032	14	0.0	9.344	A
C-AB	203	0.00	739	0.275	204	0.5	7.128	A
C-A	82	0.00			82			
A-B	22	0.00			22			
A-C	164	0.00			164			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	0.00	651	0.222	145	0.3	7.263	A
B-A	11	0.00	446	0.025	11	0.0	8.857	A
C-AB	165	0.00	735	0.225	166	0.3	6.698	A
C-A	73	0.00			73			
A-B	19	0.00			19			
A-C	137	0.00			137			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	133	100.000
B		✓	279	100.000
C		✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	9	124
	B	29	0	250
	C	165	203	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	100	100
	B	210	210
	C	277	277
17:00-17:15	A	120	120
	B	251	251
	C	331	331
17:15-17:30	A	146	146
	B	307	307
	C	405	405
17:30-17:45	A	146	146
	B	307	307
	C	405	405
17:45-18:00	A	120	120
	B	251	251
	C	331	331
18:00-18:15	A	100	100
	B	210	210
	C	277	277

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	9.98	0.8	A
B-A	0.08	9.67	0.1	A
C-AB	0.37	7.38	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	0.00	660	0.285	187	0.4	7.733	A
B-A	22	0.00	451	0.048	22	0.1	8.378	A
C-AB	182	0.00	767	0.238	181	0.4	6.292	A
C-A	95	0.00			95			
A-B	7	0.00			7			
A-C	93	0.00			93			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	0.00	653	0.344	224	0.5	8.556	A
B-A	26	0.00	431	0.060	26	0.1	8.880	A
C-AB	226	0.00	777	0.290	225	0.5	6.691	A
C-A	105	0.00			105			
A-B	8	0.00			8			
A-C	111	0.00			111			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	0.00	643	0.428	274	0.7	9.936	A
B-A	32	0.00	405	0.079	32	0.1	9.658	A
C-AB	291	0.00	791	0.367	290	0.7	7.361	A
C-A	115	0.00			115			
A-B	10	0.00			10			
A-C	137	0.00			137			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	0.00	643	0.428	275	0.8	9.984	A
B-A	32	0.00	404	0.079	32	0.1	9.668	A
C-AB	291	0.00	792	0.367	291	0.7	7.384	A
C-A	114	0.00			114			
A-B	10	0.00			10			
A-C	137	0.00			137			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	0.00	653	0.344	226	0.5	8.614	A
B-A	26	0.00	431	0.060	26	0.1	8.894	A
C-AB	226	0.00	778	0.291	227	0.5	6.718	A
C-A	105	0.00			105			
A-B	8	0.00			8			
A-C	111	0.00			111			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	0.00	660	0.285	189	0.4	7.804	A
B-A	22	0.00	451	0.048	22	0.1	8.399	A
C-AB	183	0.00	768	0.238	183	0.4	6.329	A
C-A	94	0.00			94			
A-B	7	0.00			7			
A-C	93	0.00			93			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	218	100.000
B		✓	292	100.000
C		✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	29	189
	B	16	0	276
	C	137	345	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	12	3
	B	6	0	1
	C	4	4	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	164	164
	B	220	220
	C	363	363
08:00-08:15	A	196	196
	B	263	263
	C	433	433
08:15-08:30	A	240	240
	B	321	321
	C	531	531
08:30-08:45	A	240	240
	B	321	321
	C	531	531
08:45-09:00	A	196	196
	B	263	263
	C	433	433
09:00-09:15	A	164	164
	B	220	220
	C	363	363

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.49	11.29	0.9	B
B-A	0.05	12.19	0.1	B
C-AB	0.64	13.84	2.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	208	0.00	648	0.321	206	0.5	8.185	A
B-A	12	0.00	402	0.030	12	0.0	9.782	A
C-AB	302	0.00	738	0.409	299	0.8	8.486	A
C-A	61	0.00			61			
A-B	22	0.00			22			
A-C	142	0.00			142			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	248	0.00	639	0.388	247	0.6	9.270	A
B-A	14	0.00	372	0.039	14	0.0	10.668	B
C-AB	372	0.00	742	0.502	371	1.1	10.070	B
C-A	61	0.00			61			
A-B	26	0.00			26			
A-C	170	0.00			170			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	304	0.00	626	0.485	303	0.9	11.205	B
B-A	18	0.00	332	0.053	18	0.1	12.148	B
C-AB	477	0.00	749	0.637	473	2.0	13.523	B
C-A	54	0.00			54			
A-B	32	0.00			32			
A-C	208	0.00			208			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	304	0.00	626	0.486	304	0.9	11.287	B
B-A	18	0.00	331	0.053	18	0.1	12.193	B
C-AB	477	0.00	749	0.637	477	2.0	13.838	B
C-A	53	0.00			53			
A-B	32	0.00			32			
A-C	208	0.00			208			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	248	0.00	639	0.388	249	0.7	9.360	A
B-A	14	0.00	370	0.039	14	0.0	10.723	B
C-AB	373	0.00	743	0.502	377	1.2	10.333	B
C-A	60	0.00			60			
A-B	26	0.00			26			
A-C	170	0.00			170			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	208	0.00	648	0.321	208	0.5	8.280	A
B-A	12	0.00	400	0.030	12	0.0	9.829	A
C-AB	303	0.00	738	0.410	304	0.8	8.672	A
C-A	60	0.00			60			
A-B	22	0.00			22			
A-C	142	0.00			142			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.34	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	188	100.000
B		✓	420	100.000
C		✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	177
	B	30	0	390
	C	165	272	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	142	142
	B	316	316
	C	329	329
17:00-17:15	A	169	169
	B	378	378
	C	393	393
17:15-17:30	A	207	207
	B	462	462
	C	481	481
17:30-17:45	A	207	207
	B	462	462
	C	481	481
17:45-18:00	A	169	169
	B	378	378
	C	393	393
18:00-18:15	A	142	142
	B	316	316
	C	329	329

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.69	18.48	2.1	C
B-A	0.09	10.97	0.1	B
C-AB	0.50	9.55	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	294	0.00	648	0.453	290	0.8	10.069	B
B-A	23	0.00	422	0.054	22	0.1	9.002	A
C-AB	245	0.00	757	0.324	243	0.5	7.113	A
C-A	84	0.00			84			
A-B	8	0.00			8			
A-C	133	0.00			133			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	351	0.00	639	0.549	349	1.2	12.482	B
B-A	27	0.00	396	0.068	27	0.1	9.742	A
C-AB	304	0.00	765	0.397	303	0.8	7.934	A
C-A	89	0.00			89			
A-B	10	0.00			10			
A-C	159	0.00			159			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	429	0.00	625	0.687	426	2.1	17.895	C
B-A	33	0.00	362	0.091	33	0.1	10.948	B
C-AB	392	0.00	776	0.505	390	1.2	9.475	A
C-A	89	0.00			89			
A-B	12	0.00			12			
A-C	195	0.00			195			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	429	0.00	625	0.687	429	2.1	18.478	C
B-A	33	0.00	361	0.091	33	0.1	10.972	B
C-AB	392	0.00	777	0.505	392	1.2	9.554	A
C-A	89	0.00			89			
A-B	12	0.00			12			
A-C	195	0.00			195			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	351	0.00	639	0.549	354	1.3	12.931	B
B-A	27	0.00	396	0.068	27	0.1	9.770	A
C-AB	304	0.00	765	0.398	306	0.8	8.018	A
C-A	89	0.00			89			
A-B	10	0.00			10			
A-C	159	0.00			159			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	294	0.00	648	0.453	295	0.9	10.353	B
B-A	23	0.00	421	0.054	23	0.1	9.037	A
C-AB	246	0.00	757	0.324	246	0.6	7.199	A
C-A	83	0.00			83			
A-B	8	0.00			8			
A-C	133	0.00			133			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.14	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.14	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	222	100.000
B		✓	291	100.000
C		✓	502	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	33	189
	B	17	0	274
	C	133	369	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	11	3
	B	6	0	1
	C	4	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	167	167
	B	219	219
	C	378	378
08:00-08:15	A	200	200
	B	262	262
	C	451	451
08:15-08:30	A	244	244
	B	320	320
	C	553	553
08:30-08:45	A	244	244
	B	320	320
	C	553	553
08:45-09:00	A	200	200
	B	262	262
	C	451	451
09:00-09:15	A	167	167
	B	219	219
	C	378	378

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	11.25	0.9	B
B-A	0.06	12.63	0.1	B
C-AB	0.68	15.70	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	0.00	648	0.319	204	0.5	8.171	A
B-A	13	0.00	396	0.032	13	0.0	9.964	A
C-AB	322	0.00	735	0.438	318	0.9	8.851	A
C-A	56	0.00			56			
A-B	25	0.00			25			
A-C	142	0.00			142			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	246	0.00	638	0.386	246	0.6	9.249	A
B-A	15	0.00	364	0.042	15	0.0	10.932	B
C-AB	396	0.00	739	0.536	395	1.3	10.758	B
C-A	55	0.00			55			
A-B	30	0.00			30			
A-C	170	0.00			170			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	0.00	625	0.483	300	0.9	11.173	B
B-A	19	0.00	322	0.058	19	0.1	12.573	B
C-AB	507	0.00	745	0.681	503	2.3	15.194	C
C-A	46	0.00			46			
A-B	36	0.00			36			
A-C	208	0.00			208			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	0.00	625	0.483	302	0.9	11.255	B
B-A	19	0.00	321	0.058	19	0.1	12.633	B
C-AB	508	0.00	745	0.681	507	2.4	15.699	C
C-A	45	0.00			45			
A-B	36	0.00			36			
A-C	208	0.00			208			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	246	0.00	638	0.386	247	0.6	9.336	A
B-A	15	0.00	362	0.042	15	0.0	11.002	B
C-AB	397	0.00	740	0.537	402	1.4	11.144	B
C-A	54	0.00			54			
A-B	30	0.00			30			
A-C	170	0.00			170			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	206	0.00	647	0.319	207	0.5	8.265	A
B-A	13	0.00	394	0.033	13	0.0	10.019	B
C-AB	322	0.00	735	0.438	324	0.9	9.084	A
C-A	56	0.00			56			
A-B	25	0.00			25			
A-C	142	0.00			142			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.78	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	190	100.000
B		✓	446	100.000
C		✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	11	179
	B	31	0	415
	C	164	277	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	143	143
	B	336	336
	C	332	332
17:00-17:15	A	171	171
	B	401	401
	C	396	396
17:15-17:30	A	209	209
	B	491	491
	C	486	486
17:30-17:45	A	209	209
	B	491	491
	C	486	486
17:45-18:00	A	171	171
	B	401	401
	C	396	396
18:00-18:15	A	143	143
	B	336	336
	C	332	332

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.73	21.57	2.6	C
B-A	0.10	11.09	0.1	B
C-AB	0.51	9.76	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312	0.00	648	0.482	309	0.9	10.622	B
B-A	23	0.00	420	0.056	23	0.1	9.057	A
C-AB	249	0.00	756	0.330	247	0.6	7.182	A
C-A	83	0.00			83			
A-B	8	0.00			8			
A-C	135	0.00			135			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	373	0.00	638	0.585	371	1.4	13.539	B
B-A	28	0.00	394	0.071	28	0.1	9.819	A
C-AB	309	0.00	764	0.405	308	0.8	8.042	A
C-A	87	0.00			87			
A-B	10	0.00			10			
A-C	161	0.00			161			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	457	0.00	624	0.732	452	2.6	20.577	C
B-A	34	0.00	359	0.095	34	0.1	11.066	B
C-AB	398	0.00	775	0.514	397	1.2	9.670	A
C-A	87	0.00			87			
A-B	12	0.00			12			
A-C	197	0.00			197			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	457	0.00	624	0.732	457	2.6	21.567	C
B-A	34	0.00	359	0.095	34	0.1	11.091	B
C-AB	399	0.00	776	0.514	399	1.2	9.757	A
C-A	87	0.00			87			
A-B	12	0.00			12			
A-C	197	0.00			197			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	373	0.00	638	0.585	378	1.5	14.223	B
B-A	28	0.00	394	0.071	28	0.1	9.848	A
C-AB	310	0.00	764	0.405	311	0.8	8.131	A
C-A	87	0.00			87			
A-B	10	0.00			10			
A-C	161	0.00			161			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	312	0.00	647	0.483	314	1.0	10.989	B
B-A	23	0.00	419	0.056	23	0.1	9.092	A
C-AB	250	0.00	756	0.330	251	0.6	7.273	A
C-A	82	0.00			82			
A-B	8	0.00			8			
A-C	135	0.00			135			

Appendix H

Junction 4 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\4 Barlestone Road B585 - Dragon Lane
Report generation date: 08/10/2025 17:16:25

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Do Nothing Sensitivity | AM
- »2029 | Do Nothing Sensitivity | PM
- »2029 | Do Something Sensitivity | AM
- »2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.3	9.36	0.22	A	D2	0.2	8.59	0.17	A
Stream B-A		0.2	14.14	0.17	B		0.1	12.87	0.06	B
Stream C-AB		0.6	5.56	0.27	A		0.6	6.36	0.29	A
	2029 - Do Nothing Sensitivity									
Stream B-C	D3	0.8	13.12	0.43	B	D4	0.4	9.86	0.28	A
Stream B-A		0.3	17.49	0.21	C		0.1	18.08	0.12	C
Stream C-AB		1.2	6.98	0.42	A		1.7	8.67	0.51	A
	2029 - Do Something Sensitivity									
Stream B-C	D5	0.8	13.21	0.44	B	D6	0.4	10.12	0.29	B
Stream B-A		0.3	17.59	0.21	C		0.2	18.39	0.12	C
Stream C-AB		1.2	6.99	0.42	A		1.7	8.77	0.52	A

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

File summary

File Description	
Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (S)		Major
B	Dragon Lane		Minor
C	Barlestone Road (N)		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	7.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.98	2.36	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	485	0.085	0.214	0.134	0.305
B-C	654	0.096	0.242	-	-
C-B	690	0.256	0.256	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	358	100.000
B		✓	155	100.000
C		✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	26	332
	B	46	0	109
	C	433	104	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	6
	B	0	0	9
	C	3	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	270	270
	B	117	117
	C	404	404
08:00-08:15	A	322	322
	B	139	139
	C	483	483
08:15-08:30	A	394	394
	B	171	171
	C	591	591
08:30-08:45	A	394	394
	B	171	171
	C	591	591
08:45-09:00	A	322	322
	B	139	139
	C	483	483
09:00-09:15	A	270	270
	B	117	117
	C	404	404

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	9.36	0.3	A
B-A	0.17	14.14	0.2	B
C-AB	0.27	5.56	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	0.00	578	0.142	81	0.2	7.898	A
B-A	35	0.00	362	0.096	34	0.1	10.953	B
C-AB	128	0.00	834	0.154	127	0.3	5.241	A
C-A	276	0.00			276			
A-B	20	0.00			20			
A-C	250	0.00			250			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	0.00	562	0.174	98	0.2	8.456	A
B-A	41	0.00	338	0.122	41	0.1	12.109	B
C-AB	171	0.00	866	0.197	170	0.4	5.337	A
C-A	312	0.00			312			
A-B	23	0.00			23			
A-C	298	0.00			298			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	539	0.223	120	0.3	9.340	A
B-A	51	0.00	305	0.166	50	0.2	14.109	B
C-AB	242	0.00	910	0.265	241	0.6	5.549	A
C-A	350	0.00			350			
A-B	29	0.00			29			
A-C	366	0.00			366			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	539	0.223	120	0.3	9.364	A
B-A	51	0.00	305	0.166	51	0.2	14.143	B
C-AB	242	0.00	911	0.266	242	0.6	5.561	A
C-A	349	0.00			349			
A-B	29	0.00			29			
A-C	366	0.00			366			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	0.00	561	0.175	98	0.2	8.479	A
B-A	41	0.00	338	0.122	42	0.1	12.148	B
C-AB	171	0.00	866	0.197	172	0.4	5.357	A
C-A	312	0.00			312			
A-B	23	0.00			23			
A-C	298	0.00			298			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	0.00	577	0.142	82	0.2	7.930	A
B-A	35	0.00	362	0.096	35	0.1	11.004	B
C-AB	129	0.00	835	0.155	130	0.3	5.266	A
C-A	275	0.00			275			
A-B	20	0.00			20			
A-C	250	0.00			250			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	430	100.000
B		✓	99	100.000
C		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	24	406
	B	17	0	82
	C	333	117	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	B	0	0	6
	C	1	5	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	324	324
	B	75	75
	C	339	339
17:00-17:15	A	387	387
	B	89	89
	C	405	405
17:15-17:30	A	473	473
	B	109	109
	C	495	495
17:30-17:45	A	473	473
	B	109	109
	C	495	495
17:45-18:00	A	387	387
	B	89	89
	C	405	405
18:00-18:15	A	324	324
	B	75	75
	C	339	339

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	8.59	0.2	A
B-A	0.06	12.87	0.1	B
C-AB	0.29	6.36	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	0.00	573	0.108	61	0.1	7.446	A
B-A	13	0.00	358	0.036	13	0.0	10.424	B
C-AB	130	0.00	773	0.169	129	0.3	5.791	A
C-A	208	0.00			208			
A-B	18	0.00			18			
A-C	306	0.00			306			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	557	0.132	74	0.2	7.892	A
B-A	15	0.00	333	0.046	15	0.0	11.334	B
C-AB	170	0.00	792	0.214	169	0.4	5.990	A
C-A	235	0.00			235			
A-B	22	0.00			22			
A-C	365	0.00			365			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	0.00	535	0.169	90	0.2	8.581	A
B-A	19	0.00	299	0.063	19	0.1	12.860	B
C-AB	234	0.00	820	0.285	233	0.6	6.347	A
C-A	261	0.00			261			
A-B	26	0.00			26			
A-C	447	0.00			447			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	0.00	535	0.169	90	0.2	8.588	A
B-A	19	0.00	298	0.063	19	0.1	12.873	B
C-AB	234	0.00	820	0.286	234	0.6	6.357	A
C-A	261	0.00			261			
A-B	26	0.00			26			
A-C	447	0.00			447			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	0.00	557	0.132	74	0.2	7.902	A
B-A	15	0.00	333	0.046	15	0.0	11.352	B
C-AB	170	0.00	793	0.214	171	0.4	5.995	A
C-A	235	0.00			235			
A-B	22	0.00			22			
A-C	365	0.00			365			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	0.00	573	0.108	62	0.1	7.469	A
B-A	13	0.00	357	0.036	13	0.0	10.449	B
C-AB	131	0.00	774	0.169	131	0.3	5.814	A
C-A	208	0.00			208			
A-B	18	0.00			18			
A-C	306	0.00			306			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	454	100.000
B		✓	250	100.000
C		✓	620	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	26	428
	B	50	0	200
	C	468	152	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	6
	B	0	0	5
	C	3	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	342	342
	B	188	188
	C	467	467
08:00-08:15	A	408	408
	B	225	225
	C	557	557
08:15-08:30	A	500	500
	B	275	275
	C	683	683
08:30-08:45	A	500	500
	B	275	275
	C	683	683
08:45-09:00	A	408	408
	B	225	225
	C	557	557
09:00-09:15	A	342	342
	B	188	188
	C	467	467

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	13.12	0.8	B
B-A	0.21	17.49	0.3	C
C-AB	0.42	6.98	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	0.00	558	0.270	149	0.4	9.213	A
B-A	38	0.00	332	0.113	37	0.1	12.169	B
C-AB	198	0.00	837	0.236	196	0.5	5.747	A
C-A	269	0.00			269			
A-B	20	0.00			20			
A-C	322	0.00			322			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	180	0.00	538	0.334	179	0.5	10.548	B
B-A	45	0.00	302	0.149	45	0.2	13.965	B
C-AB	266	0.00	870	0.306	265	0.7	6.107	A
C-A	291	0.00			291			
A-B	23	0.00			23			
A-C	385	0.00			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	0.00	508	0.433	219	0.8	13.013	B
B-A	55	0.00	261	0.211	55	0.3	17.401	C
C-AB	384	0.00	917	0.419	382	1.2	6.921	A
C-A	298	0.00			298			
A-B	29	0.00			29			
A-C	471	0.00			471			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	220	0.00	508	0.433	220	0.8	13.117	B
B-A	55	0.00	261	0.211	55	0.3	17.494	C
C-AB	386	0.00	918	0.420	385	1.2	6.980	A
C-A	297	0.00			297			
A-B	29	0.00			29			
A-C	471	0.00			471			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	180	0.00	537	0.335	181	0.5	10.633	B
B-A	45	0.00	302	0.149	45	0.2	14.056	B
C-AB	267	0.00	871	0.307	269	0.7	6.175	A
C-A	290	0.00			290			
A-B	23	0.00			23			
A-C	385	0.00			385			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	0.00	558	0.270	151	0.4	9.314	A
B-A	38	0.00	332	0.113	38	0.1	12.253	B
C-AB	199	0.00	838	0.237	200	0.5	5.805	A
C-A	268	0.00			268			
A-B	20	0.00			20			
A-C	322	0.00			322			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	483	100.000
B		✓	156	100.000
C		✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	33	450
	B	27	0	129
	C	419	191	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	2
	B	10	0	2
	C	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	364	364
	B	117	117
	C	459	459
17:00-17:15	A	434	434
	B	140	140
	C	548	548
17:15-17:30	A	532	532
	B	172	172
	C	672	672
17:30-17:45	A	532	532
	B	172	172
	C	672	672
17:45-18:00	A	434	434
	B	140	140
	C	548	548
18:00-18:15	A	364	364
	B	117	117
	C	459	459

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	9.86	0.4	A
B-A	0.12	18.08	0.1	C
C-AB	0.51	8.67	1.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	0.00	561	0.173	96	0.2	7.893	A
B-A	20	0.00	324	0.063	20	0.1	12.995	B
C-AB	236	0.00	808	0.292	234	0.6	6.362	A
C-A	223	0.00			223			
A-B	25	0.00			25			
A-C	339	0.00			339			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	0.00	542	0.214	116	0.3	8.616	A
B-A	24	0.00	293	0.083	24	0.1	14.747	B
C-AB	314	0.00	835	0.376	313	0.9	7.023	A
C-A	234	0.00			234			
A-B	30	0.00			30			
A-C	405	0.00			405			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	0.00	514	0.276	142	0.4	9.835	A
B-A	30	0.00	249	0.119	30	0.1	18.002	C
C-AB	448	0.00	874	0.513	445	1.6	8.553	A
C-A	223	0.00			223			
A-B	36	0.00			36			
A-C	495	0.00			495			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	0.00	514	0.276	142	0.4	9.862	A
B-A	30	0.00	249	0.120	30	0.1	18.080	C
C-AB	450	0.00	876	0.514	450	1.7	8.667	A
C-A	222	0.00			222			
A-B	36	0.00			36			
A-C	495	0.00			495			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	116	0.00	541	0.214	116	0.3	8.647	A
B-A	24	0.00	292	0.083	24	0.1	14.818	B
C-AB	316	0.00	837	0.378	319	0.9	7.126	A
C-A	232	0.00			232			
A-B	30	0.00			30			
A-C	405	0.00			405			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	0.00	560	0.173	97	0.2	7.933	A
B-A	20	0.00	324	0.063	20	0.1	13.064	B
C-AB	237	0.00	809	0.293	239	0.6	6.445	A
C-A	222	0.00			222			
A-B	25	0.00			25			
A-C	339	0.00			339			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	457	100.000
B		✓	251	100.000
C		✓	623	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	26	431
	B	50	0	201
	C	471	152	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	6
	B	0	0	5
	C	3	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	344	344
	B	189	189
	C	469	469
08:00-08:15	A	411	411
	B	226	226
	C	560	560
08:15-08:30	A	503	503
	B	276	276
	C	686	686
08:30-08:45	A	503	503
	B	276	276
	C	686	686
08:45-09:00	A	411	411
	B	226	226
	C	560	560
09:00-09:15	A	344	344
	B	189	189
	C	469	469

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.44	13.21	0.8	B
B-A	0.21	17.59	0.3	C
C-AB	0.42	6.99	1.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	0.00	557	0.272	150	0.4	9.241	A
B-A	38	0.00	332	0.113	37	0.1	12.201	B
C-AB	198	0.00	838	0.237	196	0.5	5.746	A
C-A	271	0.00			271			
A-B	20	0.00			20			
A-C	324	0.00			324			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	0.00	537	0.337	180	0.5	10.578	B
B-A	45	0.00	301	0.149	45	0.2	14.016	B
C-AB	267	0.00	871	0.307	266	0.7	6.109	A
C-A	293	0.00			293			
A-B	23	0.00			23			
A-C	387	0.00			387			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	508	0.436	220	0.8	13.105	B
B-A	55	0.00	260	0.212	55	0.3	17.501	C
C-AB	387	0.00	919	0.421	385	1.2	6.929	A
C-A	299	0.00			299			
A-B	29	0.00			29			
A-C	475	0.00			475			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	507	0.436	221	0.8	13.208	B
B-A	55	0.00	260	0.212	55	0.3	17.593	C
C-AB	388	0.00	920	0.422	388	1.2	6.986	A
C-A	298	0.00			298			
A-B	29	0.00			29			
A-C	475	0.00			475			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	181	0.00	537	0.337	182	0.5	10.684	B
B-A	45	0.00	301	0.149	45	0.2	14.108	B
C-AB	268	0.00	873	0.308	270	0.7	6.173	A
C-A	292	0.00			292			
A-B	23	0.00			23			
A-C	387	0.00			387			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	0.00	557	0.272	152	0.4	9.347	A
B-A	38	0.00	331	0.114	38	0.1	12.288	B
C-AB	200	0.00	839	0.238	201	0.5	5.800	A
C-A	269	0.00			269			
A-B	20	0.00			20			
A-C	324	0.00			324			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	498	100.000
B		✓	161	100.000
C		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	33	465
	B	27	0	134
	C	420	191	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	10	0	2
	C	1	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	375	375
	B	121	121
	C	460	460
17:00-17:15	A	448	448
	B	145	145
	C	549	549
17:15-17:30	A	548	548
	B	177	177
	C	673	673
17:30-17:45	A	548	548
	B	177	177
	C	673	673
17:45-18:00	A	448	448
	B	145	145
	C	549	549
18:00-18:15	A	375	375
	B	121	121
	C	460	460

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	10.12	0.4	B
B-A	0.12	18.39	0.2	C
C-AB	0.52	8.77	1.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0.00	558	0.181	100	0.2	8.004	A
B-A	20	0.00	322	0.063	20	0.1	13.104	B
C-AB	237	0.00	806	0.294	234	0.6	6.390	A
C-A	223	0.00			223			
A-B	25	0.00			25			
A-C	350	0.00			350			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	538	0.224	120	0.3	8.778	A
B-A	24	0.00	290	0.084	24	0.1	14.906	B
C-AB	316	0.00	833	0.379	314	0.9	7.069	A
C-A	234	0.00			234			
A-B	30	0.00			30			
A-C	418	0.00			418			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	0.00	510	0.289	147	0.4	10.094	B
B-A	30	0.00	246	0.121	30	0.1	18.308	C
C-AB	451	0.00	872	0.517	448	1.7	8.653	A
C-A	222	0.00			222			
A-B	36	0.00			36			
A-C	512	0.00			512			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	0.00	510	0.289	148	0.4	10.123	B
B-A	30	0.00	245	0.121	30	0.2	18.391	C
C-AB	453	0.00	873	0.518	452	1.7	8.773	A
C-A	220	0.00			220			
A-B	36	0.00			36			
A-C	512	0.00			512			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	538	0.224	121	0.3	8.813	A
B-A	24	0.00	289	0.084	24	0.1	14.989	B
C-AB	317	0.00	835	0.380	320	1.0	7.174	A
C-A	232	0.00			232			
A-B	30	0.00			30			
A-C	418	0.00			418			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0.00	558	0.181	101	0.2	8.049	A
B-A	20	0.00	321	0.063	20	0.1	13.174	B
C-AB	238	0.00	807	0.295	239	0.6	6.472	A
C-A	222	0.00			222			
A-B	25	0.00			25			
A-C	350	0.00			350			

Appendix I

Junction 5 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 5 Barlestone Road B582 - Mill Lane Sensitivity.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\5 Barlestone Road B582 - Mill Lane
Report generation date: 08/10/2025 17:18:24

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Do Nothing Sensitivity | AM
- »2029 | Do Nothing Sensitivity | PM
- »2029 | Do Something Sensitivity | AM
- »2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-AC	D1	0.2	9.29	0.18	A	D2	0.1	7.77	0.08	A
Stream C-AB		0.1	4.77	0.08	A		0.2	5.38	0.10	A
	2029 - Do Nothing Sensitivity									
Stream B-AC	D3	0.2	9.76	0.19	A	D4	0.1	8.28	0.10	A
Stream C-AB		0.2	4.66	0.10	A		0.3	5.42	0.12	A
	2029 - Do Something Sensitivity									
Stream B-AC	D5	0.3	9.88	0.20	A	D6	0.1	8.36	0.10	A
Stream C-AB		0.2	4.63	0.10	A		0.3	5.41	0.12	A

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

File summary

File Description

Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barlestone Road (S)		Major
B	Mill Lane		Minor
C	Barlestone Road (N)		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	6.00			105.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.68	30	60

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.101	0.254	0.160	0.363
B-C	707	0.108	0.274	-	-
C-B	635	0.246	0.246	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	332	100.000
B		✓	79	100.000
C		✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	20	312
	B	29	0	50
	C	445	28	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	5	6
	B	4	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	9.29	0.2	A
C-AB	0.08	4.77	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	543	0.110	59	0.1	7.824	A
C-AB	36	0.00	802	0.045	36	0.1	4.759	A
C-A	320	0.00			320			
A-B	15	0.00			15			
A-C	235	0.00			235			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	523	0.136	71	0.2	8.381	A
C-AB	48	0.00	837	0.058	48	0.1	4.627	A
C-A	377	0.00			377			
A-B	18	0.00			18			
A-C	280	0.00			280			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	495	0.176	87	0.2	9.285	A
C-AB	69	0.00	887	0.078	69	0.1	4.471	A
C-A	452	0.00			452			
A-B	22	0.00			22			
A-C	344	0.00			344			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	495	0.176	87	0.2	9.294	A
C-AB	69	0.00	887	0.078	69	0.1	4.479	A
C-A	452	0.00			452			
A-B	22	0.00			22			
A-C	344	0.00			344			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	523	0.136	71	0.2	8.395	A
C-AB	48	0.00	837	0.058	49	0.1	4.640	A
C-A	377	0.00			377			
A-B	18	0.00			18			
A-C	280	0.00			280			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	543	0.110	60	0.1	7.846	A
C-AB	36	0.00	802	0.045	36	0.1	4.768	A
C-A	320	0.00			320			
A-B	15	0.00			15			
A-C	235	0.00			235			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	419	100.000
B		✓	38	100.000
C		✓	351	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	19	400
	B	10	0	28
	C	311	40	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.77	0.1	A
C-AB	0.10	5.38	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	555	0.052	28	0.1	6.831	A
C-AB	45	0.00	719	0.062	44	0.1	5.372	A
C-A	220	0.00			220			
A-B	14	0.00			14			
A-C	301	0.00			301			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	534	0.064	34	0.1	7.195	A
C-AB	58	0.00	738	0.079	58	0.1	5.335	A
C-A	257	0.00			257			
A-B	17	0.00			17			
A-C	360	0.00			360			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	505	0.083	42	0.1	7.765	A
C-AB	80	0.00	765	0.105	80	0.2	5.304	A
C-A	306	0.00			306			
A-B	21	0.00			21			
A-C	440	0.00			440			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	505	0.083	42	0.1	7.767	A
C-AB	80	0.00	765	0.105	80	0.2	5.312	A
C-A	306	0.00			306			
A-B	21	0.00			21			
A-C	440	0.00			440			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	534	0.064	34	0.1	7.201	A
C-AB	58	0.00	738	0.079	58	0.1	5.351	A
C-A	257	0.00			257			
A-B	17	0.00			17			
A-C	360	0.00			360			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	555	0.052	29	0.1	6.841	A
C-AB	45	0.00	719	0.062	45	0.1	5.384	A
C-A	219	0.00			219			
A-B	14	0.00			14			
A-C	301	0.00			301			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	350	100.000
B		✓	84	100.000
C		✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	22	328
	B	31	0	53
	C	513	35	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	5	6
	B	3	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	9.76	0.2	A
C-AB	0.10	4.66	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	533	0.119	63	0.1	8.017	A
C-AB	49	0.00	834	0.059	49	0.1	4.647	A
C-A	363	0.00			363			
A-B	17	0.00			17			
A-C	247	0.00			247			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	511	0.148	75	0.2	8.669	A
C-AB	67	0.00	876	0.076	67	0.1	4.516	A
C-A	426	0.00			426			
A-B	20	0.00			20			
A-C	295	0.00			295			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	479	0.193	92	0.2	9.749	A
C-AB	98	0.00	936	0.104	97	0.2	4.371	A
C-A	506	0.00			506			
A-B	24	0.00			24			
A-C	361	0.00			361			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	0.00	479	0.193	92	0.2	9.764	A
C-AB	98	0.00	936	0.105	98	0.2	4.379	A
C-A	506	0.00			506			
A-B	24	0.00			24			
A-C	361	0.00			361			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	511	0.148	76	0.2	8.688	A
C-AB	67	0.00	876	0.076	67	0.1	4.530	A
C-A	426	0.00			426			
A-B	20	0.00			20			
A-C	295	0.00			295			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	533	0.119	63	0.1	8.047	A
C-AB	49	0.00	834	0.059	49	0.1	4.660	A
C-A	363	0.00			363			
A-B	17	0.00			17			
A-C	247	0.00			247			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	474	100.000
B		✓	44	100.000
C		✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	21	453
	B	12	0	32
	C	333	45	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.28	0.1	A
C-AB	0.12	5.42	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	540	0.061	33	0.1	7.096	A
C-AB	52	0.00	722	0.072	51	0.1	5.408	A
C-A	233	0.00			233			
A-B	16	0.00			16			
A-C	341	0.00			341			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	516	0.077	39	0.1	7.548	A
C-AB	68	0.00	741	0.092	68	0.2	5.390	A
C-A	272	0.00			272			
A-B	19	0.00			19			
A-C	407	0.00			407			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	483	0.100	48	0.1	8.275	A
C-AB	95	0.00	770	0.123	95	0.3	5.380	A
C-A	321	0.00			321			
A-B	23	0.00			23			
A-C	499	0.00			499			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	483	0.100	48	0.1	8.279	A
C-AB	95	0.00	770	0.123	95	0.3	5.391	A
C-A	321	0.00			321			
A-B	23	0.00			23			
A-C	499	0.00			499			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	516	0.077	40	0.1	7.552	A
C-AB	68	0.00	742	0.092	69	0.2	5.406	A
C-A	272	0.00			272			
A-B	19	0.00			19			
A-C	407	0.00			407			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	540	0.061	33	0.1	7.105	A
C-AB	52	0.00	722	0.072	52	0.1	5.423	A
C-A	232	0.00			232			
A-B	16	0.00			16			
A-C	341	0.00			341			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	353	100.000
B		✓	87	100.000
C		✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	332
	B	32	0	55
	C	520	34	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	5	6
	B	3	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	9.88	0.3	A
C-AB	0.10	4.63	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	532	0.123	65	0.1	8.072	A
C-AB	48	0.00	837	0.057	48	0.1	4.623	A
C-A	369	0.00			369			
A-B	16	0.00			16			
A-C	250	0.00			250			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	510	0.153	78	0.2	8.743	A
C-AB	65	0.00	880	0.074	65	0.1	4.487	A
C-A	433	0.00			433			
A-B	19	0.00			19			
A-C	298	0.00			298			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	478	0.200	96	0.3	9.868	A
C-AB	96	0.00	940	0.102	96	0.2	4.338	A
C-A	514	0.00			514			
A-B	23	0.00			23			
A-C	366	0.00			366			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	0.00	478	0.200	96	0.3	9.883	A
C-AB	96	0.00	941	0.102	96	0.2	4.346	A
C-A	514	0.00			514			
A-B	23	0.00			23			
A-C	366	0.00			366			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	0.00	510	0.153	78	0.2	8.764	A
C-AB	66	0.00	880	0.075	66	0.1	4.504	A
C-A	432	0.00			432			
A-B	19	0.00			19			
A-C	298	0.00			298			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	532	0.123	66	0.1	8.100	A
C-AB	48	0.00	837	0.058	48	0.1	4.634	A
C-A	369	0.00			369			
A-B	16	0.00			16			
A-C	250	0.00			250			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	489	100.000
B		✓	44	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	468
	B	12	0	32
	C	336	43	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	8.36	0.1	A
C-AB	0.12	5.41	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	537	0.062	33	0.1	7.139	A
C-AB	50	0.00	721	0.069	49	0.1	5.398	A
C-A	235	0.00			235			
A-B	16	0.00			16			
A-C	352	0.00			352			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	513	0.077	39	0.1	7.606	A
C-AB	66	0.00	740	0.088	65	0.2	5.377	A
C-A	275	0.00			275			
A-B	19	0.00			19			
A-C	421	0.00			421			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	479	0.101	48	0.1	8.361	A
C-AB	92	0.00	769	0.119	91	0.3	5.363	A
C-A	326	0.00			326			
A-B	23	0.00			23			
A-C	515	0.00			515			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	479	0.101	48	0.1	8.365	A
C-AB	92	0.00	769	0.119	92	0.3	5.372	A
C-A	326	0.00			326			
A-B	23	0.00			23			
A-C	515	0.00			515			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	513	0.077	40	0.1	7.613	A
C-AB	66	0.00	741	0.089	66	0.2	5.393	A
C-A	275	0.00			275			
A-B	19	0.00			19			
A-C	421	0.00			421			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	0.00	537	0.062	33	0.1	7.150	A
C-AB	50	0.00	721	0.070	50	0.1	5.414	A
C-A	235	0.00			235			
A-B	16	0.00			16			
A-C	352	0.00			352			

Appendix J

Junction 6 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 6 Bosworth Ln B585 - Ashby Rd A447 - Bosworth Rd New Flows.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\6 Bosworth Lane B585 - Ashby Road A447 - Bosworth Road

Report generation date: 24/10/2025 09:42:05

»2024 | Base | AM
 »2024 | Base | PM
 »2029 | Do Nothing | AM
 »2029 | Do Nothing | PM
 »2029 | Do Something | AM
 »2029 | Do Something | PM
 »2029 | Do Something Sensitivity Test | AM
 »2029 | Do Something Sensitivity Test | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-C	D1	0.5	13.88	0.32	B	D2	0.4	12.52	0.30	B
Stream B-AD		1.7	41.51	0.63	E		1.8	34.13	0.64	D
Stream A-BCD		0.1	8.15	0.11	A		0.2	8.44	0.13	A
Stream D-A		3.4	205.77	0.94	F		0.2	13.82	0.19	B
Stream D-BC		8.4	105.06	0.94	F		2.0	34.08	0.68	D
Stream C-ABD		0.3	10.81	0.25	B		0.4	9.35	0.26	A
	2029 - Do Nothing									
Stream B-C	D3	4.0	91.54	0.88	F	D4	1.7	40.42	0.65	E
Stream B-AD		5.5	113.38	0.90	F		4.8	82.14	0.86	F
Stream A-BCD		0.1	8.57	0.12	A		0.2	9.06	0.14	A
Stream D-A		5.7	343.18	1.09	F		0.5	28.63	0.34	D
Stream D-BC		20.4	218.16	1.08	F		3.9	60.73	0.82	F
Stream C-ABD		0.4	11.66	0.27	B		0.4	9.98	0.29	A
	2029 - Do Something									
Stream B-C	D5	6.0	116.38	0.97	F	D6	1.0	24.00	0.51	C
Stream B-AD		6.4	124.78	0.93	F		3.5	65.47	0.80	F
Stream A-BCD		0.1	8.63	0.12	A		0.2	8.88	0.13	A
Stream D-A		4.8	280.83	1.04	F		0.4	26.25	0.30	D
Stream D-BC		14.6	171.19	1.03	F		3.7	57.94	0.81	F
Stream C-ABD		0.3	10.94	0.23	B		0.5	10.17	0.31	B
	2029 - Do Something Sensitivity Test									
Stream B-C	D7	13.0	243.52	1.08	F	D8	1.2	27.17	0.55	D
Stream B-AD		15.5	238.76	1.09	F		3.7	69.98	0.81	F
Stream A-BCD		0.1	8.93	0.12	A		0.2	8.89	0.13	A
Stream D-A		5.4	324.76	1.07	F		0.5	27.84	0.32	D
Stream D-BC		18.2	208.89	1.08	F		3.9	60.31	0.82	F
Stream C-ABD		0.3	11.04	0.23	B		0.5	10.30	0.31	B

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

File summary

File Description

Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\SamBarber
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2029	Do Something Sensitivity Test	AM	ONE HOUR	07:45	09:15	15
D8	2029	Do Something Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		26.20	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	26.20	D

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (N)		Major
B	Bosworth Lane		Minor
C	A447 (S)		Major
D	Bosworth Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.50		✓	3.00	210.0	✓	16.00
C	6.50		✓	3.00	150.0	✓	12.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.00	4.50	3.50	✓	2.00	105	152
D	One lane plus flare	10.00	7.00	4.00	2.75	2.75	✓	1.00	85	141

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	756	-	-	-	0.287	0.287	0.287	-	0.287	-	-
B-AD	654	0.117	0.294	-	-	-	0.185	0.421	0.185	0.117	0.294
B-C	776	0.116	0.294	-	-	-	-	-	-	0.116	0.294
C-B	718	0.272	0.272	-	-	-	-	-	-	0.272	0.272
D-A	748	-	-	-	0.284	0.112	0.284	-	0.112	-	-
D-BC	628	0.178	0.178	0.404	0.283	0.112	0.283	-	0.112	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	605	100.000
B		✓	256	100.000
C		✓	678	100.000
D		✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	13	537	55
	B	13	0	114	129
	C	387	106	0	185
	D	52	173	105	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	18	5	6
	B	30	0	3	6
	C	8	4	0	2
	D	11	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	13.88	0.5	B
B-AD	0.63	41.51	1.7	E
A-BCD	0.11	8.15	0.1	A
A-B				
A-C				
D-A	0.94	205.77	3.4	F
D-BC	0.94	105.06	8.4	F
C-ABD	0.25	10.81	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	0.00	572	0.150	85	0.2	7.612	A
B-AD	107	0.00	382	0.280	105	0.4	13.966	B
A-BCD	41	0.00	602	0.069	41	0.1	6.799	A
A-B	10	0.00			10			
A-C	404	0.00			404			
D-A	39	0.00	493	0.079	39	0.1	8.783	A
D-BC	209	0.00	425	0.492	205	1.0	16.576	C
C-ABD	80	0.00	549	0.145	79	0.2	7.962	A
C-D	139	0.00			139			
C-A	291	0.00			291			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	0.00	519	0.198	102	0.3	8.900	A
B-AD	128	0.00	327	0.390	127	0.7	19.227	C
A-BCD	49	0.00	572	0.086	49	0.1	7.305	A
A-B	12	0.00			12			
A-C	483	0.00			483			
D-A	47	0.00	375	0.125	47	0.2	12.159	B
D-BC	250	0.00	384	0.651	247	1.8	26.274	D
C-ABD	95	0.00	515	0.185	95	0.2	8.918	A
C-D	166	0.00			166			
C-A	348	0.00			348			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	406	0.309	125	0.5	13.131	B
B-AD	156	0.00	252	0.621	153	1.6	37.765	E
A-BCD	61	0.00	530	0.114	60	0.1	8.122	A
A-B	14	0.00			14			
A-C	591	0.00			591			
D-A	57	0.00	101	0.564	53	1.2	77.455	F
D-BC	306	0.00	326	0.938	287	6.5	72.920	F
C-ABD	117	0.00	468	0.249	116	0.3	10.625	B
C-D	204	0.00			204			
C-A	426	0.00			426			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	392	0.320	125	0.5	13.876	B
B-AD	156	0.00	248	0.630	156	1.7	41.509	E
A-BCD	61	0.00	529	0.114	61	0.1	8.145	A
A-B	14	0.00			14			
A-C	591	0.00			591			
D-A	57	0.00	61	0.944	48	3.4	205.775	F
D-BC	306	0.00	325	0.942	298	8.4	105.061	F
C-ABD	117	0.00	463	0.252	117	0.3	10.807	B
C-D	204	0.00			204			
C-A	426	0.00			426			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	0.00	507	0.202	103	0.3	9.201	A
B-AD	128	0.00	322	0.396	132	0.7	20.755	C
A-BCD	49	0.00	570	0.087	50	0.1	7.330	A
A-B	12	0.00			12			
A-C	483	0.00			483			
D-A	47	0.00	315	0.149	60	0.2	16.431	C
D-BC	250	0.00	381	0.655	275	2.1	40.866	E
C-ABD	95	0.00	507	0.188	96	0.2	9.123	A
C-D	166	0.00			166			
C-A	348	0.00			348			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	0.00	568	0.151	86	0.2	7.703	A
B-AD	107	0.00	380	0.281	108	0.4	14.342	B
A-BCD	41	0.00	601	0.069	41	0.1	6.817	A
A-B	10	0.00			10			
A-C	404	0.00			404			
D-A	39	0.00	482	0.081	40	0.1	9.041	A
D-BC	209	0.00	424	0.493	214	1.0	17.907	C
C-ABD	80	0.00	546	0.146	80	0.2	8.034	A
C-D	139	0.00			139			
C-A	291	0.00			291			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		9.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	479	100.000
B		✓	292	100.000
C		✓	700	100.000
D		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	9	407	63
	B	8	0	116	168
	C	471	125	0	104
	D	55	118	86	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	0	3	5
	B	14	0	3	3
	C	1	2	0	0
	D	2	1	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	12.52	0.4	B
B-AD	0.64	34.13	1.8	D
A-BCD	0.13	8.44	0.2	A
A-B				
A-C				
D-A	0.19	13.82	0.2	B
D-BC	0.68	34.08	2.0	D
C-ABD	0.26	9.35	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	591	0.148	87	0.2	7.334	A
B-AD	133	0.00	418	0.317	131	0.5	12.857	B
A-BCD	47	0.00	594	0.080	47	0.1	6.905	A
A-B	7	0.00			7			
A-C	306	0.00			306			
D-A	41	0.00	544	0.076	41	0.1	7.303	A
D-BC	154	0.00	428	0.359	151	0.6	13.217	B
C-ABD	94	0.00	591	0.159	93	0.2	7.364	A
C-D	78	0.00			78			
C-A	355	0.00			355			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	542	0.193	104	0.2	8.468	A
B-AD	158	0.00	370	0.428	157	0.7	17.391	C
A-BCD	57	0.00	562	0.101	57	0.1	7.474	A
A-B	8	0.00			8			
A-C	366	0.00			366			
D-A	49	0.00	475	0.104	49	0.1	8.614	A
D-BC	183	0.00	388	0.473	182	0.9	17.781	C
C-ABD	112	0.00	566	0.199	112	0.2	8.086	A
C-D	93	0.00			93			
C-A	423	0.00			423			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	432	0.296	127	0.4	12.123	B
B-AD	194	0.00	303	0.640	190	1.7	32.058	D
A-BCD	69	0.00	518	0.134	69	0.2	8.410	A
A-B	10	0.00			10			
A-C	448	0.00			448			
D-A	61	0.00	336	0.180	60	0.2	13.295	B
D-BC	225	0.00	332	0.677	220	1.9	31.871	D
C-ABD	138	0.00	532	0.259	137	0.4	9.303	A
C-D	115	0.00			115			
C-A	519	0.00			519			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	0.00	424	0.301	128	0.4	12.519	B
B-AD	194	0.00	302	0.642	193	1.8	34.125	D
A-BCD	69	0.00	517	0.134	69	0.2	8.439	A
A-B	10	0.00			10			
A-C	448	0.00			448			
D-A	61	0.00	326	0.186	61	0.2	13.820	B
D-BC	225	0.00	331	0.678	224	2.0	34.085	D
C-ABD	138	0.00	530	0.259	138	0.4	9.348	A
C-D	115	0.00			115			
C-A	519	0.00			519			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	0.00	535	0.195	105	0.3	8.630	A
B-AD	158	0.00	369	0.429	162	0.8	18.300	C
A-BCD	57	0.00	561	0.101	57	0.1	7.504	A
A-B	8	0.00			8			
A-C	366	0.00			366			
D-A	49	0.00	467	0.106	50	0.1	8.803	A
D-BC	183	0.00	387	0.474	188	1.0	18.852	C
C-ABD	112	0.00	564	0.199	113	0.3	8.139	A
C-D	93	0.00			93			
C-A	423	0.00			423			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	0.00	588	0.148	88	0.2	7.406	A
B-AD	133	0.00	418	0.317	134	0.5	13.176	B
A-BCD	47	0.00	593	0.080	48	0.1	6.928	A
A-B	7	0.00			7			
A-C	306	0.00			306			
D-A	41	0.00	540	0.077	42	0.1	7.370	A
D-BC	154	0.00	427	0.360	155	0.6	13.602	B
C-ABD	94	0.00	590	0.159	94	0.2	7.410	A
C-D	78	0.00			78			
C-A	355	0.00			355			

2029 | Do Nothing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		58.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.53	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	649	100.000
B		✓	316	100.000
C		✓	712	100.000
D		✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	13	580	56
	B	16	0	146	154
	C	406	106	0	200
	D	57	174	124	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	17	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	2	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.88	91.54	4.0	F
B-AD	0.90	113.38	5.5	F
A-BCD	0.12	8.57	0.1	A
A-B				
A-C				
D-A	1.09	343.18	5.7	F
D-BC	1.08	218.16	20.4	F
C-ABD	0.27	11.66	0.4	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	0.00	546	0.201	109	0.3	8.376	A
B-AD	128	0.00	361	0.355	126	0.6	15.928	C
A-BCD	42	0.00	589	0.072	42	0.1	6.972	A
A-B	10	0.00			10			
A-C	437	0.00			437			
D-A	43	0.00	458	0.094	42	0.1	9.516	A
D-BC	224	0.00	410	0.547	220	1.2	18.964	C
C-ABD	80	0.00	536	0.149	79	0.2	8.199	A
C-D	151	0.00			151			
C-A	306	0.00			306			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	0.00	474	0.277	131	0.4	10.666	B
B-AD	153	0.00	302	0.505	151	1.0	24.675	C
A-BCD	50	0.00	556	0.091	50	0.1	7.552	A
A-B	12	0.00			12			
A-C	521	0.00			521			
D-A	51	0.00	307	0.167	51	0.2	15.421	C
D-BC	268	0.00	366	0.731	263	2.5	34.108	D
C-ABD	95	0.00	499	0.191	95	0.2	9.263	A
C-D	180	0.00			180			
C-A	365	0.00			365			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	0.00	261	0.617	156	1.5	33.933	D
B-AD	187	0.00	217	0.862	175	4.0	75.590	F
A-BCD	62	0.00	510	0.121	61	0.1	8.504	A
A-B	14	0.00			14			
A-C	639	0.00			639			
D-A	63	0.00	57	1.092	46	4.3	243.694	F
D-BC	328	0.00	305	1.074	288	12.5	120.277	F
C-ABD	117	0.00	449	0.260	116	0.4	11.250	B
C-D	220	0.00			220			
C-A	447	0.00			447			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	0.00	184	0.875	151	4.0	91.537	F
B-AD	187	0.00	207	0.903	181	5.5	113.382	F
A-BCD	62	0.00	507	0.122	62	0.1	8.574	A
A-B	14	0.00			14			
A-C	639	0.00			639			
D-A	63	0.00	64	0.981	57	5.7	343.179	F
D-BC	328	0.00	302	1.085	297	20.4	218.155	F
C-ABD	117	0.00	438	0.267	117	0.4	11.660	B
C-D	220	0.00			220			
C-A	447	0.00			447			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	131	0.00	427	0.307	145	0.5	13.660	B
B-AD	153	0.00	286	0.534	170	1.3	36.453	E
A-BCD	50	0.00	550	0.092	50	0.1	7.642	A
A-B	12	0.00			12			
A-C	521	0.00			521			
D-A	51	0.00	98	0.522	68	1.5	152.309	F
D-BC	268	0.00	357	0.750	332	4.3	136.911	F
C-ABD	95	0.00	478	0.199	96	0.3	9.802	A
C-D	180	0.00			180			
C-A	365	0.00			365			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	0.00	539	0.204	111	0.3	8.595	A
B-AD	128	0.00	358	0.358	131	0.6	16.848	C
A-BCD	42	0.00	587	0.072	42	0.1	7.005	A
A-B	10	0.00			10			
A-C	437	0.00			437			
D-A	43	0.00	432	0.099	48	0.1	10.462	B
D-BC	224	0.00	409	0.549	236	1.3	22.704	C
C-ABD	80	0.00	531	0.150	80	0.2	8.308	A
C-D	151	0.00			151			
C-A	306	0.00			306			

2029 | Do Nothing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		21.08	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.08	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	486	100.000
B		✓	350	100.000
C		✓	782	100.000
D		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	8	418	60
	B	10	0	144	196
	C	522	137	0	123
	D	59	124	103	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.65	40.42	1.7	E
B-AD	0.86	82.14	4.8	F
A-BCD	0.14	9.06	0.2	A
A-B				
A-C				
D-A	0.34	28.63	0.5	D
D-BC	0.82	60.73	3.9	F
C-ABD	0.29	9.98	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	0.00	570	0.190	107	0.2	7.919	A
B-AD	155	0.00	396	0.392	152	0.6	15.121	C
A-BCD	45	0.00	573	0.079	45	0.1	7.158	A
A-B	6	0.00			6			
A-C	315	0.00			315			
D-A	44	0.00	510	0.087	44	0.1	7.878	A
D-BC	171	0.00	412	0.415	168	0.7	14.895	B
C-ABD	103	0.00	585	0.176	102	0.2	7.600	A
C-D	93	0.00			93			
C-A	393	0.00			393			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	0.00	500	0.259	129	0.4	9.898	A
B-AD	185	0.00	343	0.540	183	1.2	22.978	C
A-BCD	54	0.00	536	0.101	54	0.1	7.835	A
A-B	7	0.00			7			
A-C	376	0.00			376			
D-A	53	0.00	421	0.126	53	0.1	9.979	A
D-BC	204	0.00	368	0.554	202	1.2	21.801	C
C-ABD	123	0.00	558	0.221	123	0.3	8.438	A
C-D	111	0.00			111			
C-A	469	0.00			469			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	0.00	290	0.547	155	1.2	26.669	D
B-AD	227	0.00	267	0.850	216	4.0	62.461	F
A-BCD	66	0.00	486	0.136	66	0.2	8.987	A
A-B	9	0.00			9			
A-C	460	0.00			460			
D-A	65	0.00	221	0.294	64	0.4	23.205	C
D-BC	250	0.00	307	0.814	241	3.4	50.052	F
C-ABD	151	0.00	521	0.289	150	0.4	9.886	A
C-D	135	0.00			135			
C-A	575	0.00			575			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	0.00	245	0.648	156	1.7	40.421	E
B-AD	227	0.00	264	0.859	224	4.8	82.138	F
A-BCD	66	0.00	483	0.137	66	0.2	9.064	A
A-B	9	0.00			9			
A-C	460	0.00			460			
D-A	65	0.00	192	0.338	65	0.5	28.631	D
D-BC	250	0.00	305	0.820	248	3.9	60.735	F
C-ABD	151	0.00	519	0.291	151	0.4	9.977	A
C-D	135	0.00			135			
C-A	575	0.00			575			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	0.00	474	0.273	135	0.4	10.968	B
B-AD	185	0.00	340	0.544	199	1.3	28.535	D
A-BCD	54	0.00	531	0.102	54	0.1	7.923	A
A-B	7	0.00			7			
A-C	376	0.00			376			
D-A	53	0.00	398	0.133	54	0.2	10.738	B
D-BC	204	0.00	366	0.558	214	1.4	25.631	D
C-ABD	123	0.00	554	0.222	124	0.3	8.537	A
C-D	111	0.00			111			
C-A	469	0.00			469			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	0.00	565	0.192	109	0.2	8.064	A
B-AD	155	0.00	395	0.393	158	0.7	15.833	C
A-BCD	45	0.00	571	0.079	45	0.1	7.193	A
A-B	6	0.00			6			
A-C	315	0.00			315			
D-A	44	0.00	504	0.088	45	0.1	8.005	A
D-BC	171	0.00	411	0.416	173	0.7	15.599	C
C-ABD	103	0.00	583	0.177	103	0.2	7.660	A
C-D	93	0.00			93			
C-A	393	0.00			393			

2029 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		52.14	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	52.14	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	654	100.000
B		✓	336	100.000
C		✓	702	100.000
D		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	10	589	55
	B	16	0	159	161
	C	411	93	0	198
	D	56	154	126	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	18	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.97	116.38	6.0	F
B-AD	0.93	124.78	6.4	F
A-BCD	0.12	8.63	0.1	A
A-B				
A-C				
D-A	1.04	280.83	4.8	F
D-BC	1.03	171.19	14.6	F
C-ABD	0.23	10.94	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	545	0.220	119	0.3	8.594	A
B-AD	133	0.00	363	0.367	131	0.6	16.132	C
A-BCD	41	0.00	587	0.071	41	0.1	6.993	A
A-B	8	0.00			8			
A-C	443	0.00			443			
D-A	42	0.00	474	0.089	42	0.1	9.146	A
D-BC	211	0.00	409	0.516	207	1.1	18.078	C
C-ABD	70	0.00	538	0.130	69	0.2	7.976	A
C-D	149	0.00			149			
C-A	309	0.00			309			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	0.00	470	0.304	142	0.4	11.173	B
B-AD	159	0.00	305	0.522	157	1.1	25.245	D
A-BCD	49	0.00	553	0.089	49	0.1	7.577	A
A-B	9	0.00			9			
A-C	529	0.00			529			
D-A	50	0.00	339	0.149	50	0.2	13.694	B
D-BC	252	0.00	364	0.691	248	2.1	30.821	D
C-ABD	84	0.00	502	0.167	83	0.2	8.938	A
C-D	178	0.00			178			
C-A	369	0.00			369			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	0.00	247	0.708	168	2.1	43.541	E
B-AD	195	0.00	219	0.891	181	4.5	81.570	F
A-BCD	61	0.00	507	0.119	60	0.1	8.544	A
A-B	11	0.00			11			
A-C	649	0.00			649			
D-A	62	0.00	60	1.036	47	3.9	222.325	F
D-BC	308	0.00	302	1.021	278	9.6	101.424	F
C-ABD	102	0.00	453	0.226	102	0.3	10.668	B
C-D	218	0.00			218			
C-A	453	0.00			453			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	175	0.00	181	0.968	160	6.0	116.385	F
B-AD	195	0.00	210	0.928	188	6.4	124.778	F
A-BCD	61	0.00	503	0.120	61	0.1	8.626	A
A-B	11	0.00			11			
A-C	649	0.00			649			
D-A	62	0.00	66	0.927	58	4.8	280.827	F
D-BC	308	0.00	299	1.032	288	14.6	171.189	F
C-ABD	102	0.00	444	0.230	102	0.3	10.944	B
C-D	218	0.00			218			
C-A	453	0.00			453			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	143	0.00	424	0.337	165	0.5	15.337	C
B-AD	159	0.00	291	0.547	179	1.4	38.865	E
A-BCD	49	0.00	546	0.091	50	0.1	7.684	A
A-B	9	0.00			9			
A-C	529	0.00			529			
D-A	50	0.00	204	0.247	68	0.4	32.691	D
D-BC	252	0.00	357	0.705	298	2.9	82.150	F
C-ABD	84	0.00	487	0.172	84	0.2	9.292	A
C-D	178	0.00			178			
C-A	369	0.00			369			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	0.00	538	0.223	121	0.3	8.821	A
B-AD	133	0.00	361	0.369	136	0.6	17.042	C
A-BCD	41	0.00	585	0.071	42	0.1	7.021	A
A-B	8	0.00			8			
A-C	443	0.00			443			
D-A	42	0.00	457	0.092	43	0.1	9.589	A
D-BC	211	0.00	408	0.517	218	1.2	20.294	C
C-ABD	70	0.00	535	0.131	70	0.2	8.061	A
C-D	149	0.00			149			
C-A	309	0.00			309			

2029 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		17.02	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.02	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	486	100.000
B		✓	328	100.000
C		✓	797	100.000
D		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	9	420	57
	B	9	0	141	178
	C	524	146	0	127
	D	55	121	106	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.51	24.00	1.0	C
B-AD	0.80	65.47	3.5	F
A-BCD	0.13	8.88	0.2	A
A-B				
A-C				
D-A	0.30	26.25	0.4	D
D-BC	0.81	57.94	3.7	F
C-ABD	0.31	10.17	0.5	B
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	0.00	580	0.183	105	0.2	7.722	A
B-AD	141	0.00	390	0.361	139	0.6	14.684	B
A-BCD	43	0.00	575	0.075	43	0.1	7.090	A
A-B	7	0.00			7			
A-C	316	0.00			316			
D-A	41	0.00	511	0.081	41	0.1	7.807	A
D-BC	171	0.00	413	0.413	168	0.7	14.803	B
C-ABD	110	0.00	584	0.188	109	0.2	7.643	A
C-D	96	0.00			96			
C-A	394	0.00			394			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	516	0.246	126	0.3	9.413	A
B-AD	168	0.00	336	0.500	166	1.0	21.693	C
A-BCD	51	0.00	540	0.095	51	0.1	7.737	A
A-B	8	0.00			8			
A-C	378	0.00			378			
D-A	49	0.00	423	0.117	49	0.1	9.829	A
D-BC	204	0.00	370	0.551	202	1.2	21.530	C
C-ABD	131	0.00	557	0.236	131	0.3	8.527	A
C-D	114	0.00			114			
C-A	471	0.00			471			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	337	0.460	153	0.8	19.736	C
B-AD	206	0.00	260	0.791	198	3.0	53.776	F
A-BCD	63	0.00	491	0.128	63	0.2	8.828	A
A-B	10	0.00			10			
A-C	462	0.00			462			
D-A	61	0.00	226	0.268	60	0.4	21.947	C
D-BC	250	0.00	310	0.807	241	3.3	48.499	E
C-ABD	161	0.00	520	0.309	160	0.4	10.079	B
C-D	140	0.00			140			
C-A	577	0.00			577			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	155	0.00	307	0.506	155	1.0	24.005	C
B-AD	206	0.00	258	0.798	204	3.5	65.470	F
A-BCD	63	0.00	488	0.129	63	0.2	8.884	A
A-B	10	0.00			10			
A-C	462	0.00			462			
D-A	61	0.00	200	0.303	60	0.4	26.255	D
D-BC	250	0.00	308	0.810	248	3.7	57.937	F
C-ABD	161	0.00	518	0.310	161	0.5	10.173	B
C-D	140	0.00			140			
C-A	577	0.00			577			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	499	0.254	129	0.4	10.006	B
B-AD	168	0.00	334	0.503	178	1.1	25.068	D
A-BCD	51	0.00	536	0.096	51	0.1	7.800	A
A-B	8	0.00			8			
A-C	378	0.00			378			
D-A	49	0.00	402	0.123	51	0.1	10.484	B
D-BC	204	0.00	369	0.554	214	1.3	24.977	C
C-ABD	131	0.00	554	0.237	132	0.3	8.627	A
C-D	114	0.00			114			
C-A	471	0.00			471			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	0.00	575	0.185	107	0.2	7.844	A
B-AD	141	0.00	389	0.362	143	0.6	15.258	C
A-BCD	43	0.00	574	0.075	43	0.1	7.121	A
A-B	7	0.00			7			
A-C	316	0.00			316			
D-A	41	0.00	505	0.082	42	0.1	7.925	A
D-BC	171	0.00	413	0.414	173	0.7	15.479	C
C-ABD	110	0.00	582	0.189	110	0.2	7.705	A
C-D	96	0.00			96			
C-A	394	0.00			394			

2029 | Do Something Sensitivity Test | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		81.61	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.61	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029	Do Something Sensitivity Test	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	655	100.000
B		✓	377	100.000
C		✓	703	100.000
D		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	11	589	55
	B	47	0	169	161
	C	411	94	0	198
	D	56	154	126	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	18	5	6
	B	16	0	2	4
	C	7	4	0	2
	D	10	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.08	243.52	13.0	F
B-AD	1.09	238.76	15.5	F
A-BCD	0.12	8.93	0.1	A
A-B				
A-C				
D-A	1.07	324.76	5.4	F
D-BC	1.08	208.89	18.2	F
C-ABD	0.23	11.04	0.3	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	526	0.242	126	0.3	9.154	A
B-AD	157	0.00	364	0.430	153	0.8	17.933	C
A-BCD	41	0.00	580	0.071	41	0.1	7.077	A
A-B	8	0.00			8			
A-C	443	0.00			443			
D-A	42	0.00	465	0.091	42	0.1	9.353	A
D-BC	211	0.00	402	0.525	206	1.1	18.668	C
C-ABD	71	0.00	538	0.132	70	0.2	7.992	A
C-D	149	0.00			149			
C-A	309	0.00			309			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	0.00	432	0.352	151	0.5	13.034	B
B-AD	187	0.00	305	0.614	184	1.6	30.952	D
A-BCD	49	0.00	545	0.091	49	0.1	7.700	A
A-B	10	0.00			10			
A-C	529	0.00			529			
D-A	50	0.00	322	0.156	50	0.2	14.551	B
D-BC	252	0.00	356	0.707	247	2.2	32.876	D
C-ABD	85	0.00	502	0.168	84	0.2	8.963	A
C-D	178	0.00			178			
C-A	369	0.00			369			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	0.00	174	1.071	156	8.1	135.026	F
B-AD	229	0.00	217	1.055	199	9.2	130.081	F
A-BCD	61	0.00	497	0.122	60	0.1	8.746	A
A-B	12	0.00			12			
A-C	649	0.00			649			
D-A	62	0.00	58	1.072	46	4.1	237.663	F
D-BC	308	0.00	292	1.055	273	11.1	115.184	F
C-ABD	103	0.00	452	0.229	103	0.3	10.715	B
C-D	218	0.00			218			
C-A	453	0.00			453			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	0.00	173	1.078	167	13.0	243.524	F
B-AD	229	0.00	210	1.091	204	15.5	238.762	F
A-BCD	61	0.00	488	0.124	61	0.1	8.930	A
A-B	12	0.00			12			
A-C	649	0.00			649			
D-A	62	0.00	63	0.972	57	5.4	324.764	F
D-BC	308	0.00	286	1.077	280	18.2	208.888	F
C-ABD	103	0.00	442	0.234	103	0.3	11.042	B
C-D	218	0.00			218			
C-A	453	0.00			453			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	0.00	281	0.540	199	1.3	63.929	F
B-AD	187	0.00	277	0.675	238	2.7	120.451	F
A-BCD	49	0.00	528	0.094	50	0.1	7.982	A
A-B	10	0.00			10			
A-C	529	0.00			529			
D-A	50	0.00	122	0.412	69	0.9	89.585	F
D-BC	252	0.00	341	0.738	309	3.8	124.710	F
C-ABD	85	0.00	483	0.175	85	0.2	9.409	A
C-D	178	0.00			178			
C-A	369	0.00			369			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	0.00	513	0.248	131	0.3	9.712	A
B-AD	157	0.00	361	0.434	164	0.8	20.140	C
A-BCD	41	0.00	577	0.072	42	0.1	7.130	A
A-B	8	0.00			8			
A-C	443	0.00			443			
D-A	42	0.00	440	0.096	45	0.1	10.090	B
D-BC	211	0.00	400	0.527	221	1.2	21.962	C
C-ABD	71	0.00	534	0.133	71	0.2	8.093	A
C-D	149	0.00			149			
C-A	309	0.00			309			

2029 | Do Something Sensitivity Test | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		17.95	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.95	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029	Do Something Sensitivity Test	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	500	100.000
B		✓	337	100.000
C		✓	797	100.000
D		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	23	420	57
	B	9	0	150	178
	C	524	146	0	127
	D	55	121	106	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.55	27.17	1.2	D
B-AD	0.81	69.98	3.7	F
A-BCD	0.13	8.89	0.2	A
A-B				
A-C				
D-A	0.32	27.84	0.5	D
D-BC	0.82	60.31	3.9	F
C-ABD	0.31	10.30	0.5	B
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	0.00	581	0.195	112	0.2	7.820	A
B-AD	141	0.00	387	0.364	138	0.6	14.850	B
A-BCD	43	0.00	575	0.075	43	0.1	7.090	A
A-B	17	0.00			17			
A-C	316	0.00			316			
D-A	41	0.00	510	0.081	41	0.1	7.820	A
D-BC	171	0.00	411	0.415	168	0.7	14.912	B
C-ABD	110	0.00	581	0.189	109	0.2	7.691	A
C-D	96	0.00			96			
C-A	394	0.00			394			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	516	0.262	134	0.4	9.622	A
B-AD	168	0.00	333	0.505	166	1.0	22.088	C
A-BCD	51	0.00	540	0.095	51	0.1	7.737	A
A-B	21	0.00			21			
A-C	378	0.00			378			
D-A	49	0.00	421	0.117	49	0.1	9.877	A
D-BC	204	0.00	368	0.554	202	1.2	21.826	C
C-ABD	131	0.00	554	0.237	131	0.3	8.596	A
C-D	114	0.00			114			
C-A	471	0.00			471			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	0.00	332	0.498	163	1.0	21.432	C
B-AD	206	0.00	256	0.804	197	3.2	56.361	F
A-BCD	63	0.00	491	0.128	63	0.2	8.828	A
A-B	25	0.00			25			
A-C	462	0.00			462			
D-A	61	0.00	220	0.275	60	0.4	22.786	C
D-BC	250	0.00	307	0.814	241	3.4	49.956	E
C-ABD	161	0.00	516	0.311	160	0.4	10.196	B
C-D	140	0.00			140			
C-A	577	0.00			577			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	0.00	298	0.554	164	1.2	27.173	D
B-AD	206	0.00	254	0.812	204	3.7	69.985	F
A-BCD	63	0.00	488	0.129	63	0.2	8.887	A
A-B	25	0.00			25			
A-C	462	0.00			462			
D-A	61	0.00	192	0.316	60	0.5	27.839	D
D-BC	250	0.00	306	0.818	248	3.9	60.306	F
C-ABD	161	0.00	514	0.313	161	0.5	10.297	B
C-D	140	0.00			140			
C-A	577	0.00			577			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	0.00	497	0.271	138	0.4	10.326	B
B-AD	168	0.00	331	0.508	178	1.1	25.891	D
A-BCD	51	0.00	536	0.096	51	0.1	7.802	A
A-B	21	0.00			21			
A-C	378	0.00			378			
D-A	49	0.00	399	0.124	51	0.1	10.589	B
D-BC	204	0.00	366	0.557	214	1.4	25.539	D
C-ABD	131	0.00	550	0.239	132	0.3	8.704	A
C-D	114	0.00			114			
C-A	471	0.00			471			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	113	0.00	576	0.196	113	0.3	7.953	A
B-AD	141	0.00	386	0.365	143	0.6	15.451	C
A-BCD	43	0.00	574	0.075	43	0.1	7.121	A
A-B	17	0.00			17			
A-C	316	0.00			316			
D-A	41	0.00	504	0.082	42	0.1	7.942	A
D-BC	171	0.00	411	0.416	173	0.7	15.611	C
C-ABD	110	0.00	580	0.190	110	0.2	7.754	A
C-D	96	0.00			96			
C-A	394	0.00			394			

Appendix K

Junction 7 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 7 Hall Lane - A447 Sensitivity.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\7 Hall Lane - A447
Report generation date: 08/10/2025 17:20:59

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Do Nothing Sensitivity | AM
- »2029 | Do Nothing Sensitivity | PM
- »2029 | Do Something Sensitivity | AM
- »2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-AC	D1	0.0	13.37	0.03	B	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	4.81	0.00	A		0.0	0.00	0.00	A
	2029 - Do Nothing Sensitivity									
Stream B-AC	D3	0.0	13.61	0.04	B	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	4.78	0.00	A		0.0	0.00	0.00	A
	2029 - Do Something Sensitivity									
Stream B-AC	D5	0.2	15.50	0.20	C	D6	0.0	7.28	0.03	A
Stream C-AB		0.0	4.79	0.01	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.

File summary

File Description

Title	
Location	
Site number	
Date	13/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OscarHodges
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (N)		Major
B	Hall Lane		Minor
C	A447 (S)		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	7.05			121.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	18	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	495	0.086	0.217	0.137	0.311
B-C	638	0.093	0.236	-	-
C-B	644	0.238	0.238	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	591	100.000
B		✓	8	100.000
C		✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	1	590
	B	6	0	2
	C	462	1	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	6
	B	20	0	0
	C	9	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	445	445
	B	6	6
	C	349	349
08:00-08:15	A	531	531
	B	7	7
	C	416	416
08:15-08:30	A	651	651
	B	9	9
	C	510	510
08:30-08:45	A	651	651
	B	9	9
	C	510	510
08:45-09:00	A	531	531
	B	7	7
	C	416	416
09:00-09:15	A	445	445
	B	6	6
	C	349	349

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	13.37	0.0	B
C-AB	0.00	4.81	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	383	0.016	6	0.0	10.905	B
C-AB	1	0.00	782	0.002	1	0.0	4.787	A
C-A	347	0.00			347			
A-B	0.75	0.00			0.75			
A-C	444	0.00			444			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	355	0.020	7	0.0	11.816	B
C-AB	2	0.00	813	0.002	2	0.0	4.619	A
C-A	414	0.00			414			
A-B	0.90	0.00			0.90			
A-C	530	0.00			530			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	316	0.028	9	0.0	13.372	B
C-AB	3	0.00	860	0.003	3	0.0	4.404	A
C-A	507	0.00			507			
A-B	1	0.00			1			
A-C	650	0.00			650			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	316	0.028	9	0.0	13.374	B
C-AB	3	0.00	860	0.003	3	0.0	4.417	A
C-A	507	0.00			507			
A-B	1	0.00			1			
A-C	650	0.00			650			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	355	0.020	7	0.0	11.819	B
C-AB	2	0.00	813	0.002	2	0.0	4.652	A
C-A	414	0.00			414			
A-B	0.90	0.00			0.90			
A-C	530	0.00			530			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	383	0.016	6	0.0	10.910	B
C-AB	1	0.00	782	0.002	1	0.0	4.805	A
C-A	347	0.00			347			
A-B	0.75	0.00			0.75			
A-C	444	0.00			444			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	475	100.000
B		✓	1	100.000
C		✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	2	473
	B	0	0	1
	C	551	0	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	358	358
	B	0	0
	C	415	415
17:00-17:15	A	427	427
	B	0	0
	C	495	495
17:15-17:30	A	523	523
	B	0	0
	C	607	607
17:30-17:45	A	523	523
	B	0	0
	C	607	607
17:45-18:00	A	427	427
	B	0	0
	C	495	495
18:00-18:15	A	358	358
	B	0	0
	C	415	415

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	437	0.000	0	0.0	0.000	A
C-AB	0	0.00	559	0.000	0	0.0	0.000	A
C-A	415	0.00			415			
A-B	2	0.00			2			
A-C	356	0.00			356			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	412	0.000	0	0.0	0.000	A
C-AB	0	0.00	542	0.000	0	0.0	0.000	A
C-A	495	0.00			495			
A-B	2	0.00			2			
A-C	425	0.00			425			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	378	0.000	0	0.0	0.000	A
C-AB	0	0.00	519	0.000	0	0.0	0.000	A
C-A	607	0.00			607			
A-B	2	0.00			2			
A-C	521	0.00			521			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	378	0.000	0	0.0	0.000	A
C-AB	0	0.00	519	0.000	0	0.0	0.000	A
C-A	607	0.00			607			
A-B	2	0.00			2			
A-C	521	0.00			521			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	412	0.000	0	0.0	0.000	A
C-AB	0	0.00	542	0.000	0	0.0	0.000	A
C-A	495	0.00			495			
A-B	2	0.00			2			
A-C	425	0.00			425			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	437	0.000	0	0.0	0.000	A
C-AB	0	0.00	559	0.000	0	0.0	0.000	A
C-A	415	0.00			415			
A-B	2	0.00			2			
A-C	356	0.00			356			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	651	100.000
B		✓	12	100.000
C		✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	2	649
	B	9	0	3
	C	480	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	11	0	0
	C	8	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	490	490
	B	9	9
	C	362	362
08:00-08:15	A	585	585
	B	11	11
	C	432	432
08:15-08:30	A	717	717
	B	13	13
	C	530	530
08:30-08:45	A	717	717
	B	13	13
	C	530	530
08:45-09:00	A	585	585
	B	11	11
	C	432	432
09:00-09:15	A	490	490
	B	9	9
	C	362	362

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	13.61	0.0	B
C-AB	0.00	4.78	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	371	0.024	9	0.0	10.725	B
C-AB	1	0.00	783	0.002	1	0.0	4.769	A
C-A	361	0.00			361			
A-B	2	0.00			2			
A-C	489	0.00			489			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	341	0.032	11	0.0	11.766	B
C-AB	2	0.00	815	0.002	2	0.0	4.596	A
C-A	430	0.00			430			
A-B	2	0.00			2			
A-C	583	0.00			583			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	299	0.044	13	0.0	13.605	B
C-AB	3	0.00	863	0.003	3	0.0	4.373	A
C-A	527	0.00			527			
A-B	2	0.00			2			
A-C	715	0.00			715			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	299	0.044	13	0.0	13.611	B
C-AB	3	0.00	863	0.003	3	0.0	4.384	A
C-A	527	0.00			527			
A-B	2	0.00			2			
A-C	715	0.00			715			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	341	0.032	11	0.0	11.775	B
C-AB	2	0.00	815	0.002	2	0.0	4.625	A
C-A	430	0.00			430			
A-B	2	0.00			2			
A-C	583	0.00			583			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	371	0.024	9	0.0	10.733	B
C-AB	1	0.00	783	0.002	1	0.0	4.784	A
C-A	361	0.00			361			
A-B	2	0.00			2			
A-C	489	0.00			489			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	482	100.000
B		✓	3	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	4	478
	B	0	0	3
	C	601	0	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	363	363
	B	0	0
	C	452	452
17:00-17:15	A	433	433
	B	0	0
	C	540	540
17:15-17:30	A	531	531
	B	0	0
	C	662	662
17:30-17:45	A	531	531
	B	0	0
	C	662	662
17:45-18:00	A	433	433
	B	0	0
	C	540	540
18:00-18:15	A	363	363
	B	0	0
	C	452	452

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	432	0.000	0	0.0	0.000	A
C-AB	0	0.00	558	0.000	0	0.0	0.000	A
C-A	452	0.00			452			
A-B	3	0.00			3			
A-C	360	0.00			360			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	406	0.000	0	0.0	0.000	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	540	0.00			540			
A-B	4	0.00			4			
A-C	430	0.00			430			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	370	0.000	0	0.0	0.000	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	662	0.00			662			
A-B	4	0.00			4			
A-C	526	0.00			526			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	370	0.000	0	0.0	0.000	A
C-AB	0	0.00	518	0.000	0	0.0	0.000	A
C-A	662	0.00			662			
A-B	4	0.00			4			
A-C	526	0.00			526			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	406	0.000	0	0.0	0.000	A
C-AB	0	0.00	541	0.000	0	0.0	0.000	A
C-A	540	0.00			540			
A-B	4	0.00			4			
A-C	430	0.00			430			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	432	0.000	0	0.0	0.000	A
C-AB	0	0.00	558	0.000	0	0.0	0.000	A
C-A	452	0.00			452			
A-B	3	0.00			3			
A-C	360	0.00			360			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	658	100.000
B		✓	53	100.000
C		✓	485	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	3	655
	B	40	0	13
	C	483	2	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	5
	B	3	0	0
	C	8	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	495	495
	B	40	40
	C	365	365
08:00-08:15	A	592	592
	B	48	48
	C	436	436
08:15-08:30	A	724	724
	B	58	58
	C	534	534
08:30-08:45	A	724	724
	B	58	58
	C	534	534
08:45-09:00	A	592	592
	B	48	48
	C	436	436
09:00-09:15	A	495	495
	B	40	40
	C	365	365

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	15.50	0.2	C
C-AB	0.01	4.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	369	0.108	39	0.1	11.146	B
C-AB	3	0.00	783	0.004	3	0.0	4.775	A
C-A	362	0.00			362			
A-B	2	0.00			2			
A-C	493	0.00			493			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	339	0.141	47	0.2	12.634	B
C-AB	4	0.00	816	0.005	4	0.0	4.604	A
C-A	432	0.00			432			
A-B	3	0.00			3			
A-C	589	0.00			589			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	0.00	296	0.197	58	0.2	15.454	C
C-AB	6	0.00	864	0.007	6	0.0	4.383	A
C-A	528	0.00			528			
A-B	3	0.00			3			
A-C	721	0.00			721			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	0.00	296	0.197	58	0.2	15.495	C
C-AB	6	0.00	864	0.007	6	0.0	4.394	A
C-A	528	0.00			528			
A-B	3	0.00			3			
A-C	721	0.00			721			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	0.00	339	0.141	48	0.2	12.679	B
C-AB	4	0.00	816	0.005	4	0.0	4.634	A
C-A	432	0.00			432			
A-B	3	0.00			3			
A-C	589	0.00			589			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	369	0.108	40	0.1	11.189	B
C-AB	3	0.00	783	0.004	3	0.0	4.792	A
C-A	362	0.00			362			
A-B	2	0.00			2			
A-C	493	0.00			493			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	514	100.000
B		✓	12	100.000
C		✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	18	496
	B	0	0	12
	C	598	0	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	387	387
	B	9	9
	C	450	450
17:00-17:15	A	462	462
	B	11	11
	C	538	538
17:15-17:30	A	566	566
	B	13	13
	C	658	658
17:30-17:45	A	566	566
	B	13	13
	C	658	658
17:45-18:00	A	462	462
	B	11	11
	C	538	538
18:00-18:15	A	387	387
	B	9	9
	C	450	450

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.28	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	549	0.016	9	0.0	6.666	A
C-AB	0	0.00	552	0.000	0	0.0	0.000	A
C-A	450	0.00			450			
A-B	14	0.00			14			
A-C	373	0.00			373			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	532	0.020	11	0.0	6.910	A
C-AB	0	0.00	534	0.000	0	0.0	0.000	A
C-A	538	0.00			538			
A-B	16	0.00			16			
A-C	446	0.00			446			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	508	0.026	13	0.0	7.280	A
C-AB	0	0.00	509	0.000	0	0.0	0.000	A
C-A	658	0.00			658			
A-B	20	0.00			20			
A-C	546	0.00			546			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	508	0.026	13	0.0	7.280	A
C-AB	0	0.00	509	0.000	0	0.0	0.000	A
C-A	658	0.00			658			
A-B	20	0.00			20			
A-C	546	0.00			546			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	532	0.020	11	0.0	6.911	A
C-AB	0	0.00	534	0.000	0	0.0	0.000	A
C-A	538	0.00			538			
A-B	16	0.00			16			
A-C	446	0.00			446			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	549	0.016	9	0.0	6.666	A
C-AB	0	0.00	552	0.000	0	0.0	0.000	A
C-A	450	0.00			450			
A-B	14	0.00			14			
A-C	373	0.00			373			

Appendix L

Junction 8 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 8 A447 - Barton Road - Lount Road Sensitivity.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\8 A447 - Barton Road - Lount Road
Report generation date: 08/10/2025 17:26:47

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Do Nothing Sensitivity | AM
- »2029 | Do Nothing Sensitivity | PM
- »2029 | Do Something Sensitivity | AM
- »2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-ACD	D1	1.6	26.56	0.62	D	D2	1.1	20.64	0.52	C
Stream A-BCD		0.0	4.24	0.01	A		0.0	4.83	0.02	A
Stream D-ABC		0.2	10.89	0.18	B		0.2	11.93	0.16	B
Stream C-ABD		0.2	5.30	0.10	A		0.6	5.49	0.24	A
	2029 - Do Nothing Sensitivity									
Stream B-ACD	D3	2.2	33.43	0.69	D	D4	1.2	24.17	0.56	C
Stream A-BCD		0.0	4.20	0.02	A		0.0	4.59	0.02	A
Stream D-ABC		0.3	11.41	0.21	B		0.3	13.43	0.22	B
Stream C-ABD		0.2	5.21	0.10	A		0.8	5.71	0.29	A
	2029 - Do Something Sensitivity									
Stream B-ACD	D5	2.3	35.44	0.70	E	D6	1.3	24.78	0.56	C
Stream A-BCD		0.0	4.21	0.02	A		0.0	4.57	0.02	A
Stream D-ABC		0.3	11.95	0.22	B		0.3	13.69	0.23	B
Stream C-ABD		0.3	5.09	0.11	A		0.8	5.78	0.30	A

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

File summary

File Description

Title	
Location	
Site number	
Date	13/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OscarHodges
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.12	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (S)		Major
B	Lount Road		Minor
C	A447 (N)		Major
D	Barton Road		Minor

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)
A	8.55			200.0	✓	0.00
C	8.55			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.58	26	27
D	One lane	4.20	29	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	690	-	-	-	-	-	-	0.238	0.339	0.238	-	-	-
B-A	528	0.086	0.216	0.216	-	-	-	0.136	0.309	-	0.216	0.216	0.108
B-C	678	0.092	0.234	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	528	0.086	0.216	0.216	-	-	-	0.136	0.309	0.136	-	-	-
B-D, offside lane	528	0.086	0.216	0.216	-	-	-	0.136	0.309	0.136	-	-	-
C-B	678	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
D-A	748	-	-	-	-	-	-	0.258	-	0.102	-	-	-
D-B, nearside lane	584	0.150	0.150	0.341	-	-	-	0.239	0.239	0.095	-	-	-
D-B, offside lane	584	0.150	0.150	0.341	-	-	-	0.239	0.239	0.095	-	-	-
D-C	584	-	0.150	0.341	0.120	0.239	0.239	0.239	0.239	0.095	-	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	560	100.000
B		✓	207	100.000
C		✓	465	100.000
D		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	59	496	5
	B	84	0	65	58
	C	412	34	0	19
	D	24	37	10	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	7	6	0
	B	2	0	3	5
	C	9	13	0	12
	D	4	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.62	26.56	1.6	D
A-BCD	0.01	4.24	0.0	A
A-B				
A-C				
D-ABC	0.18	10.89	0.2	B
C-ABD	0.10	5.30	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	432	0.361	154	0.6	13.225	B
A-BCD	7	0.00	882	0.008	7	0.0	4.231	A
A-B	44	0.00			44			
A-C	370	0.00			370			
D-ABC	53	0.00	491	0.109	53	0.1	8.566	A
C-ABD	43	0.00	799	0.054	43	0.1	5.299	A
C-D	14	0.00			14			
C-A	293	0.00			293			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	186	0.00	405	0.460	185	0.8	16.788	C
A-BCD	10	0.00	923	0.011	10	0.0	4.059	A
A-B	52	0.00			52			
A-C	441	0.00			441			
D-ABC	64	0.00	463	0.138	64	0.2	9.405	A
C-ABD	58	0.00	827	0.070	58	0.1	5.207	A
C-D	16	0.00			16			
C-A	344	0.00			344			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	228	0.00	367	0.621	225	1.6	25.612	D
A-BCD	15	0.00	984	0.015	15	0.0	3.844	A
A-B	64	0.00			64			
A-C	538	0.00			538			
D-ABC	78	0.00	423	0.185	78	0.2	10.871	B
C-ABD	83	0.00	868	0.096	83	0.2	5.094	A
C-D	19	0.00			19			
C-A	410	0.00			410			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	228	0.00	367	0.621	228	1.6	26.558	D
A-BCD	15	0.00	984	0.015	15	0.0	3.854	A
A-B	64	0.00			64			
A-C	538	0.00			538			
D-ABC	78	0.00	423	0.185	78	0.2	10.894	B
C-ABD	83	0.00	868	0.096	83	0.2	5.091	A
C-D	19	0.00			19			
C-A	410	0.00			410			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	186	0.00	405	0.460	189	0.9	17.421	C
A-BCD	10	0.00	923	0.011	10	0.0	4.080	A
A-B	52	0.00			52			
A-C	441	0.00			441			
D-ABC	64	0.00	463	0.138	64	0.2	9.435	A
C-ABD	58	0.00	827	0.070	58	0.1	5.197	A
C-D	16	0.00			16			
C-A	344	0.00			344			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	432	0.361	157	0.6	13.571	B
A-BCD	7	0.00	882	0.008	7	0.0	4.242	A
A-B	44	0.00			44			
A-C	370	0.00			370			
D-ABC	53	0.00	491	0.109	54	0.1	8.596	A
C-ABD	43	0.00	800	0.054	43	0.1	5.298	A
C-D	14	0.00			14			
C-A	293	0.00			293			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	171	100.000
C		✓	531	100.000
D		✓	54	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	116	405	5
	B	81	0	52	38
	C	427	87	0	17
	D	8	36	10	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	0	3	25
	B	1	0	4	0
	C	2	1	0	6
	D	14	0	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.52	20.64	1.1	C
A-BCD	0.02	4.83	0.0	A
A-B				
A-C				
D-ABC	0.16	11.93	0.2	B
C-ABD	0.24	5.49	0.6	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	0.00	431	0.299	127	0.4	11.974	B
A-BCD	7	0.00	852	0.008	7	0.0	4.830	A
A-B	87	0.00			87			
A-C	302	0.00			302			
D-ABC	41	0.00	452	0.090	40	0.1	9.254	A
C-ABD	111	0.00	811	0.137	110	0.3	5.213	A
C-D	11	0.00			11			
C-A	277	0.00			277			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	154	0.00	404	0.381	153	0.6	14.553	B
A-BCD	10	0.00	889	0.011	10	0.0	4.608	A
A-B	103	0.00			103			
A-C	360	0.00			360			
D-ABC	49	0.00	421	0.115	48	0.1	10.218	B
C-ABD	150	0.00	841	0.178	149	0.4	5.289	A
C-D	13	0.00			13			
C-A	315	0.00			315			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	188	0.00	365	0.515	187	1.0	20.266	C
A-BCD	14	0.00	942	0.015	14	0.0	4.299	A
A-B	126	0.00			126			
A-C	439	0.00			439			
D-ABC	59	0.00	379	0.157	59	0.2	11.899	B
C-ABD	215	0.00	884	0.244	214	0.6	5.470	A
C-D	14	0.00			14			
C-A	355	0.00			355			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	188	0.00	365	0.515	188	1.1	20.642	C
A-BCD	14	0.00	942	0.015	14	0.0	4.272	A
A-B	126	0.00			126			
A-C	439	0.00			439			
D-ABC	59	0.00	379	0.157	59	0.2	11.925	B
C-ABD	216	0.00	885	0.244	216	0.6	5.487	A
C-D	14	0.00			14			
C-A	355	0.00			355			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	154	0.00	403	0.381	155	0.6	14.856	B
A-BCD	10	0.00	888	0.011	10	0.0	4.538	A
A-B	103	0.00			103			
A-C	360	0.00			360			
D-ABC	49	0.00	421	0.115	49	0.1	10.248	B
C-ABD	150	0.00	842	0.178	151	0.4	5.313	A
C-D	13	0.00			13			
C-A	315	0.00			315			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	129	0.00	431	0.299	130	0.4	12.186	B
A-BCD	7	0.00	852	0.008	7	0.0	4.793	A
A-B	87	0.00			87			
A-C	302	0.00			302			
D-ABC	41	0.00	451	0.090	41	0.1	9.289	A
C-ABD	112	0.00	811	0.138	112	0.3	5.240	A
C-D	11	0.00			11			
C-A	277	0.00			277			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	587	100.000
B		✓	221	100.000
C		✓	487	100.000
D		✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	63	519	5
	B	92	0	64	65
	C	432	34	0	21
	D	26	40	11	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	6	6	0
	B	2	0	3	5
	C	8	12	0	10
	D	4	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.69	33.43	2.2	D
A-BCD	0.02	4.20	0.0	A
A-B				
A-C				
D-ABC	0.21	11.41	0.3	B
C-ABD	0.10	5.21	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	166	0.00	422	0.395	164	0.7	14.263	B
A-BCD	7	0.00	892	0.008	7	0.0	4.184	A
A-B	47	0.00			47			
A-C	387	0.00			387			
D-ABC	58	0.00	484	0.120	57	0.1	8.749	A
C-ABD	44	0.00	807	0.055	44	0.1	5.206	A
C-D	15	0.00			15			
C-A	307	0.00			307			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	199	0.00	393	0.505	197	1.0	18.822	C
A-BCD	10	0.00	936	0.011	10	0.0	4.006	A
A-B	56	0.00			56			
A-C	461	0.00			461			
D-ABC	69	0.00	455	0.152	69	0.2	9.697	A
C-ABD	60	0.00	836	0.071	60	0.1	5.107	A
C-D	18	0.00			18			
C-A	360	0.00			360			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	243	0.00	353	0.689	239	2.1	31.450	D
A-BCD	15	0.00	1000	0.015	15	0.0	3.783	A
A-B	68	0.00			68			
A-C	563	0.00			563			
D-ABC	85	0.00	413	0.205	84	0.3	11.378	B
C-ABD	87	0.00	880	0.099	87	0.2	4.989	A
C-D	21	0.00			21			
C-A	429	0.00			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	243	0.00	353	0.689	243	2.2	33.427	D
A-BCD	15	0.00	1000	0.015	15	0.0	3.794	A
A-B	68	0.00			68			
A-C	563	0.00			563			
D-ABC	85	0.00	413	0.205	85	0.3	11.410	B
C-ABD	87	0.00	880	0.099	87	0.2	4.989	A
C-D	21	0.00			21			
C-A	428	0.00			428			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	199	0.00	393	0.506	203	1.1	19.960	C
A-BCD	10	0.00	936	0.011	10	0.0	4.026	A
A-B	56	0.00			56			
A-C	461	0.00			461			
D-ABC	69	0.00	454	0.152	70	0.2	9.731	A
C-ABD	60	0.00	837	0.072	60	0.1	5.100	A
C-D	18	0.00			18			
C-A	360	0.00			360			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	166	0.00	421	0.395	168	0.7	14.748	B
A-BCD	7	0.00	892	0.008	7	0.0	4.197	A
A-B	47	0.00			47			
A-C	387	0.00			387			
D-ABC	58	0.00	484	0.120	58	0.1	8.786	A
C-ABD	45	0.00	807	0.055	45	0.1	5.206	A
C-D	15	0.00			15			
C-A	307	0.00			307			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	568	100.000
B		✓	173	100.000
C		✓	581	100.000
D		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	145	417	6
	B	81	0	46	46
	C	461	98	0	22
	D	10	51	12	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	0	3	17
	B	1	0	4	0
	C	2	1	0	5
	D	10	0	17	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.56	24.17	1.2	C
A-BCD	0.02	4.59	0.0	A
A-B				
A-C				
D-ABC	0.22	13.43	0.3	B
C-ABD	0.29	5.71	0.8	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	413	0.315	128	0.5	12.666	B
A-BCD	9	0.00	866	0.010	9	0.0	4.591	A
A-B	108	0.00			108			
A-C	311	0.00			311			
D-ABC	55	0.00	437	0.126	54	0.1	9.741	A
C-ABD	132	0.00	825	0.160	131	0.3	5.263	A
C-D	14	0.00			14			
C-A	292	0.00			292			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	383	0.406	155	0.7	15.918	C
A-BCD	12	0.00	905	0.014	12	0.0	4.379	A
A-B	129	0.00			129			
A-C	370	0.00			370			
D-ABC	66	0.00	404	0.162	65	0.2	11.014	B
C-ABD	179	0.00	858	0.209	179	0.5	5.385	A
C-D	16	0.00			16			
C-A	328	0.00			328			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	341	0.558	188	1.2	23.535	C
A-BCD	18	0.00	964	0.019	18	0.0	4.093	A
A-B	157	0.00			157			
A-C	450	0.00			450			
D-ABC	80	0.00	359	0.224	80	0.3	13.376	B
C-ABD	263	0.00	907	0.290	261	0.8	5.680	A
C-D	17	0.00			17			
C-A	360	0.00			360			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	341	0.558	190	1.2	24.173	C
A-BCD	19	0.00	964	0.019	19	0.0	4.077	A
A-B	157	0.00			157			
A-C	450	0.00			450			
D-ABC	80	0.00	358	0.224	80	0.3	13.431	B
C-ABD	263	0.00	907	0.290	263	0.8	5.706	A
C-D	17	0.00			17			
C-A	359	0.00			359			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	383	0.406	158	0.7	16.369	C
A-BCD	12	0.00	905	0.014	12	0.0	4.336	A
A-B	129	0.00			129			
A-C	370	0.00			370			
D-ABC	66	0.00	404	0.163	66	0.2	11.069	B
C-ABD	180	0.00	859	0.209	181	0.5	5.417	A
C-D	16	0.00			16			
C-A	327	0.00			327			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	413	0.315	131	0.5	13.018	B
A-BCD	9	0.00	865	0.010	9	0.0	4.567	A
A-B	108	0.00			108			
A-C	311	0.00			311			
D-ABC	55	0.00	437	0.126	55	0.2	9.795	A
C-ABD	133	0.00	825	0.161	133	0.3	5.294	A
C-D	14	0.00			14			
C-A	291	0.00			291			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	592	100.000
B		✓	222	100.000
C		✓	526	100.000
D		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	64	523	5
	B	90	0	67	65
	C	466	38	0	22
	D	27	42	11	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	6	6	0
	B	2	0	3	5
	C	7	11	0	10
	D	4	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.70	35.44	2.3	E
A-BCD	0.02	4.21	0.0	A
A-B				
A-C				
D-ABC	0.22	11.95	0.3	B
C-ABD	0.11	5.09	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	167	0.00	419	0.399	164	0.7	14.459	B
A-BCD	7	0.00	889	0.008	7	0.0	4.200	A
A-B	48	0.00			48			
A-C	390	0.00			390			
D-ABC	60	0.00	477	0.126	60	0.1	8.955	A
C-ABD	52	0.00	824	0.063	51	0.1	5.089	A
C-D	16	0.00			16			
C-A	329	0.00			329			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	200	0.00	389	0.513	198	1.0	19.276	C
A-BCD	10	0.00	933	0.011	10	0.0	4.022	A
A-B	57	0.00			57			
A-C	465	0.00			465			
D-ABC	72	0.00	446	0.161	72	0.2	10.003	B
C-ABD	70	0.00	857	0.082	70	0.2	4.991	A
C-D	18	0.00			18			
C-A	384	0.00			384			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	244	0.00	348	0.703	240	2.2	33.087	D
A-BCD	16	0.00	997	0.016	16	0.0	3.798	A
A-B	69	0.00			69			
A-C	567	0.00			567			
D-ABC	88	0.00	402	0.219	88	0.3	11.913	B
C-ABD	103	0.00	906	0.114	103	0.3	4.882	A
C-D	21	0.00			21			
C-A	454	0.00			454			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	244	0.00	348	0.703	244	2.3	35.437	E
A-BCD	16	0.00	997	0.016	16	0.0	3.806	A
A-B	69	0.00			69			
A-C	567	0.00			567			
D-ABC	88	0.00	401	0.220	88	0.3	11.947	B
C-ABD	104	0.00	906	0.114	104	0.3	4.881	A
C-D	21	0.00			21			
C-A	454	0.00			454			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	200	0.00	389	0.513	204	1.1	20.569	C
A-BCD	10	0.00	933	0.011	10	0.0	4.043	A
A-B	57	0.00			57			
A-C	465	0.00			465			
D-ABC	72	0.00	445	0.162	72	0.2	10.043	B
C-ABD	70	0.00	858	0.082	71	0.2	4.984	A
C-D	18	0.00			18			
C-A	384	0.00			384			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	167	0.00	419	0.399	169	0.7	14.974	B
A-BCD	8	0.00	889	0.008	8	0.0	4.213	A
A-B	48	0.00			48			
A-C	390	0.00			390			
D-ABC	60	0.00	477	0.126	60	0.2	8.996	A
C-ABD	52	0.00	824	0.063	52	0.1	5.090	A
C-D	16	0.00			16			
C-A	329	0.00			329			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	581	100.000
B		✓	173	100.000
C		✓	587	100.000
D		✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	145	429	7
	B	82	0	47	44
	C	465	100	0	22
	D	10	51	13	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	0	3	17
	B	1	0	4	0
	C	2	1	0	5
	D	10	0	15	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.56	24.78	1.3	C
A-BCD	0.02	4.57	0.0	A
A-B				
A-C				
D-ABC	0.23	13.69	0.3	B
C-ABD	0.30	5.78	0.8	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	411	0.317	128	0.5	12.843	B
A-BCD	10	0.00	871	0.012	10	0.0	4.568	A
A-B	108	0.00			108			
A-C	319	0.00			319			
D-ABC	56	0.00	434	0.128	55	0.2	9.810	A
C-ABD	136	0.00	825	0.164	134	0.3	5.289	A
C-D	14	0.00			14			
C-A	293	0.00			293			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	381	0.409	155	0.7	16.114	C
A-BCD	15	0.00	912	0.016	15	0.0	4.355	A
A-B	128	0.00			128			
A-C	380	0.00			380			
D-ABC	67	0.00	401	0.166	66	0.2	11.148	B
C-ABD	184	0.00	859	0.215	184	0.5	5.425	A
C-D	16	0.00			16			
C-A	328	0.00			328			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	338	0.564	188	1.2	24.092	C
A-BCD	22	0.00	972	0.023	22	0.0	4.069	A
A-B	156	0.00			156			
A-C	462	0.00			462			
D-ABC	81	0.00	354	0.230	81	0.3	13.626	B
C-ABD	271	0.00	908	0.298	270	0.8	5.750	A
C-D	17	0.00			17			
C-A	358	0.00			358			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	190	0.00	337	0.565	190	1.3	24.784	C
A-BCD	22	0.00	972	0.023	22	0.0	4.053	A
A-B	156	0.00			156			
A-C	462	0.00			462			
D-ABC	81	0.00	354	0.230	81	0.3	13.686	B
C-ABD	271	0.00	908	0.299	271	0.8	5.775	A
C-D	17	0.00			17			
C-A	358	0.00			358			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	156	0.00	380	0.409	158	0.7	16.593	C
A-BCD	15	0.00	911	0.016	15	0.0	4.310	A
A-B	128	0.00			128			
A-C	379	0.00			379			
D-ABC	67	0.00	400	0.166	67	0.2	11.207	B
C-ABD	185	0.00	860	0.215	186	0.5	5.458	A
C-D	15	0.00			15			
C-A	327	0.00			327			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	130	0.00	411	0.317	131	0.5	13.122	B
A-BCD	11	0.00	870	0.012	11	0.0	4.546	A
A-B	108	0.00			108			
A-C	319	0.00			319			
D-ABC	56	0.00	434	0.128	56	0.2	9.884	A
C-ABD	136	0.00	826	0.165	137	0.3	5.324	A
C-D	14	0.00			14			
C-A	292	0.00			292			

Appendix M

Junction 9 – PICADY Results

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 9 A447 - Main Street - Barton Lane Sensitivity.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210988 - Newbold Verdon\Data\Junctions\9 A447 - Main Street - Barton Lane
Report generation date: 08/10/2025 17:31:10

- »2024 | Base | AM
- »2024 | Base | PM
- »2029 | Do Nothing Sensitivity | AM
- »2029 | Do Nothing Sensitivity | PM
- »2029 | Do Something Sensitivity | AM
- »2029 | Do Something Sensitivity | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
Stream B-CD	D1	1.5	20.56	0.60	C	D2	1.2	16.07	0.54	C
Stream B-AD		0.3	17.25	0.22	C		0.2	14.46	0.16	B
Stream A-BCD		0.4	5.70	0.18	A		0.1	5.27	0.08	A
Stream D-ABC		0.3	11.38	0.24	B		0.2	9.19	0.16	A
Stream C-ABD		1.3	9.00	0.44	A		1.0	7.40	0.39	A
	2029 - Do Nothing Sensitivity									
Stream B-CD	D3	1.8	24.21	0.64	C	D4	1.2	17.09	0.55	C
Stream B-AD		0.4	19.73	0.26	C		0.2	16.53	0.17	C
Stream A-BCD		0.6	5.92	0.22	A		0.2	5.19	0.10	A
Stream D-ABC		0.7	15.42	0.42	C		0.5	12.72	0.35	B
Stream C-ABD		1.8	11.02	0.54	B		1.7	9.78	0.53	A
	2029 - Do Something Sensitivity									
Stream B-CD	D5	1.9	25.21	0.65	D	D6	1.2	17.42	0.55	C
Stream B-AD		0.4	20.61	0.26	C		0.2	16.84	0.17	C
Stream A-BCD		0.6	6.00	0.23	A		0.2	5.16	0.10	A
Stream D-ABC		0.8	16.29	0.44	C		0.5	12.89	0.36	B
Stream C-ABD		2.2	11.80	0.58	B		1.8	9.90	0.53	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OscarHodges
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.75	A

Arms

Arms

Arm	Name	Description	Arm type
A	A447 (N)		Major
B	Main Street		Minor
C	A447 (S)		Major
D	Barton Lane		Minor

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)
A	7.00			130.0	✓	0.00
C	7.00			72.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes		3.08	2.86	20	48
D	One lane	4.14			21	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	649	-	-	-	-	-	-	0.241	0.344	0.241	-	-	-
B-A	500	0.087	0.220	0.220	-	-	-	0.139	0.315	-	0.220	0.220	0.110
B-C	659	0.097	0.244	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	512	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
B-D, offside lane	500	0.087	0.220	0.220	-	-	-	0.139	0.315	0.139	-	-	-
C-B	616	0.228	0.228	0.326	-	-	-	-	-	-	-	-	-
D-A	707	-	-	-	-	-	-	0.262	-	0.104	-	-	-
D-B, nearside lane	549	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-B, offside lane	549	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
D-C	549	-	0.152	0.345	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	438	100.000
B		✓	304	100.000
C		✓	494	100.000
D		✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	19	358	61
	B	17	0	202	85
	C	330	159	0	5
	D	55	41	2	0

Vehicle Mix

Heavy Vehicle %

	To				
From		A	B	C	D
	A	0	12	8	0
	B	6	0	4	5
	C	9	3	0	0
	D	4	5	100	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	330	330
	B	229	229
	C	372	372
	D	74	74
08:00-08:15	A	394	394
	B	273	273
	C	444	444
	D	88	88
08:15-08:30	A	482	482
	B	335	335
	C	544	544
	D	108	108
08:30-08:45	A	482	482
	B	335	335
	C	544	544
	D	108	108
08:45-09:00	A	394	394
	B	273	273
	C	444	444
	D	88	88
09:00-09:15	A	330	330
	B	229	229
	C	372	372
	D	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.60	20.56	1.5	C
B-AD	0.22	17.25	0.3	C
A-BCD	0.18	5.70	0.4	A
A-B				
A-C				
D-ABC	0.24	11.38	0.3	B
C-ABD	0.44	9.00	1.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	185	0.00	516	0.359	183	0.6	11.179	B
B-AD	44	0.00	352	0.124	43	0.1	12.230	B
A-BCD	74	0.00	745	0.100	73	0.2	5.519	A
A-B	13	0.00			13			
A-C	243	0.00			243			
D-ABC	74	0.00	506	0.146	73	0.2	8.758	A
C-ABD	185	0.00	713	0.260	183	0.5	7.123	A
C-D	3	0.00			3			
C-A	184	0.00			184			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	222	0.00	491	0.451	221	0.8	13.802	B
B-AD	52	0.00	323	0.160	51	0.2	13.958	B
A-BCD	99	0.00	767	0.129	98	0.3	5.565	A
A-B	15	0.00			15			
A-C	280	0.00			280			
D-ABC	88	0.00	480	0.184	88	0.2	9.686	A
C-ABD	243	0.00	735	0.331	242	0.7	7.697	A
C-D	3	0.00			3			
C-A	198	0.00			198			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	273	0.00	455	0.599	270	1.5	19.990	C
B-AD	62	0.00	282	0.220	62	0.3	17.149	C
A-BCD	140	0.00	800	0.176	140	0.4	5.672	A
A-B	17	0.00			17			
A-C	325	0.00			325			
D-ABC	108	0.00	442	0.244	107	0.3	11.332	B
C-ABD	340	0.00	766	0.443	338	1.3	8.883	A
C-D	3	0.00			3			
C-A	201	0.00			201			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	273	0.00	454	0.600	272	1.5	20.559	C
B-AD	62	0.00	282	0.221	62	0.3	17.249	C
A-BCD	141	0.00	800	0.176	141	0.4	5.701	A
A-B	17	0.00			17			
A-C	324	0.00			324			
D-ABC	108	0.00	441	0.244	108	0.3	11.380	B
C-ABD	341	0.00	767	0.444	341	1.3	8.996	A
C-D	3	0.00			3			
C-A	200	0.00			200			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	222	0.00	491	0.452	224	0.9	14.217	B
B-AD	52	0.00	322	0.160	52	0.2	14.060	B
A-BCD	99	0.00	767	0.129	100	0.3	5.622	A
A-B	15	0.00			15			
A-C	280	0.00			280			
D-ABC	88	0.00	479	0.184	88	0.2	9.742	A
C-ABD	244	0.00	736	0.332	246	0.8	7.834	A
C-D	3	0.00			3			
C-A	197	0.00			197			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	185	0.00	515	0.360	186	0.6	11.439	B
B-AD	44	0.00	351	0.124	44	0.2	12.335	B
A-BCD	75	0.00	744	0.100	75	0.2	5.564	A
A-B	13	0.00			13			
A-C	242	0.00			242			
D-ABC	74	0.00	505	0.146	74	0.2	8.816	A
C-ABD	186	0.00	714	0.261	187	0.5	7.232	A
C-D	3	0.00			3			
C-A	183	0.00			183			

2024 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	366	100.000
B		✓	284	100.000
C		✓	520	100.000
D		✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	16	322	28
	B	14	0	209	61
	C	368	141	0	11
	D	45	23	2	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	276	276
	B	214	214
	C	391	391
	D	53	53
17:00-17:15	A	329	329
	B	255	255
	C	467	467
	D	63	63
17:15-17:30	A	403	403
	B	313	313
	C	573	573
	D	77	77
17:30-17:45	A	403	403
	B	313	313
	C	573	573
	D	77	77
17:45-18:00	A	329	329
	B	255	255
	C	467	467
	D	63	63
18:00-18:15	A	276	276
	B	214	214
	C	391	391
	D	53	53

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.54	16.07	1.2	C
B-AD	0.16	14.46	0.2	B
A-BCD	0.08	5.27	0.1	A
A-B				
A-C				
D-ABC	0.16	9.19	0.2	A
C-ABD	0.39	7.40	1.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	181	0.00	544	0.333	179	0.5	10.029	B
B-AD	33	0.00	365	0.090	32	0.1	11.026	B
A-BCD	33	0.00	722	0.045	32	0.1	5.256	A
A-B	12	0.00			12			
A-C	231	0.00			231			
D-ABC	53	0.00	528	0.100	52	0.1	7.567	A
C-ABD	172	0.00	749	0.229	170	0.4	6.334	A
C-D	6	0.00			6			
C-A	214	0.00			214			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	216	0.00	523	0.413	216	0.7	11.909	B
B-AD	39	0.00	338	0.115	39	0.1	12.264	B
A-BCD	43	0.00	739	0.058	43	0.1	5.212	A
A-B	14	0.00			14			
A-C	273	0.00			273			
D-ABC	63	0.00	504	0.125	63	0.1	8.167	A
C-ABD	227	0.00	777	0.292	226	0.6	6.669	A
C-D	7	0.00			7			
C-A	234	0.00			234			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	265	0.00	494	0.537	264	1.1	15.821	C
B-AD	47	0.00	301	0.157	47	0.2	14.415	B
A-BCD	60	0.00	765	0.079	60	0.1	5.154	A
A-B	16	0.00			16			
A-C	326	0.00			326			
D-ABC	77	0.00	469	0.164	77	0.2	9.168	A
C-ABD	319	0.00	818	0.390	317	1.0	7.353	A
C-D	7	0.00			7			
C-A	246	0.00			246			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	266	0.00	494	0.537	265	1.2	16.067	C
B-AD	47	0.00	301	0.157	47	0.2	14.461	B
A-BCD	60	0.00	764	0.079	60	0.1	5.163	A
A-B	16	0.00			16			
A-C	326	0.00			326			
D-ABC	77	0.00	469	0.164	77	0.2	9.187	A
C-ABD	320	0.00	819	0.390	320	1.0	7.398	A
C-D	7	0.00			7			
C-A	246	0.00			246			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	216	0.00	523	0.414	218	0.7	12.125	B
B-AD	39	0.00	338	0.115	39	0.1	12.316	B
A-BCD	43	0.00	738	0.058	43	0.1	5.226	A
A-B	14	0.00			14			
A-C	272	0.00			272			
D-ABC	63	0.00	503	0.125	63	0.1	8.189	A
C-ABD	228	0.00	778	0.292	229	0.7	6.722	A
C-D	7	0.00			7			
C-A	233	0.00			233			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	181	0.00	543	0.333	182	0.5	10.201	B
B-AD	33	0.00	364	0.090	33	0.1	11.088	B
A-BCD	33	0.00	721	0.045	33	0.1	5.270	A
A-B	11	0.00			11			
A-C	231	0.00			231			
D-ABC	53	0.00	527	0.100	53	0.1	7.593	A
C-ABD	172	0.00	749	0.230	173	0.5	6.392	A
C-D	6	0.00			6			
C-A	213	0.00			213			

2029 | Do Nothing Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		9.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.63	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Do Nothing Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	484	100.000
B		✓	308	100.000
C		✓	526	100.000
D		✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	23	387	74
	B	16	0	198	94
	C	331	189	0	6
	D	83	72	3	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	9	7	0
	B	6	0	4	4
	C	8	2	0	0
	D	3	3	33	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	364	364
	B	232	232
	C	396	396
	D	119	119
08:00-08:15	A	435	435
	B	277	277
	C	473	473
	D	142	142
08:15-08:30	A	533	533
	B	339	339
	C	579	579
	D	174	174
08:30-08:45	A	533	533
	B	339	339
	C	579	579
	D	174	174
08:45-09:00	A	435	435
	B	277	277
	C	473	473
	D	142	142
09:00-09:15	A	364	364
	B	232	232
	C	396	396
	D	119	119

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.64	24.21	1.8	C
B-AD	0.26	19.73	0.4	C
A-BCD	0.22	5.92	0.6	A
A-B				
A-C				
D-ABC	0.42	15.42	0.7	C
C-ABD	0.54	11.02	1.8	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	186	0.00	500	0.372	183	0.6	11.755	B
B-AD	46	0.00	336	0.137	45	0.2	12.943	B
A-BCD	94	0.00	755	0.125	93	0.2	5.586	A
A-B	15	0.00			15			
A-C	255	0.00			255			
D-ABC	119	0.00	488	0.244	118	0.3	10.028	B
C-ABD	222	0.00	706	0.314	219	0.7	7.670	A
C-D	3	0.00			3			
C-A	171	0.00			171			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	222	0.00	471	0.472	221	0.9	14.918	B
B-AD	54	0.00	302	0.180	54	0.2	15.150	C
A-BCD	127	0.00	780	0.162	126	0.3	5.680	A
A-B	17	0.00			17			
A-C	291	0.00			291			
D-ABC	142	0.00	458	0.310	142	0.5	11.737	B
C-ABD	293	0.00	727	0.402	291	1.0	8.613	A
C-D	3	0.00			3			
C-A	177	0.00			177			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	274	0.00	428	0.639	270	1.7	23.219	C
B-AD	65	0.00	257	0.254	65	0.3	19.538	C
A-BCD	183	0.00	817	0.224	182	0.6	5.885	A
A-B	20	0.00			20			
A-C	330	0.00			330			
D-ABC	174	0.00	416	0.418	173	0.7	15.228	C
C-ABD	411	0.00	758	0.542	408	1.8	10.772	B
C-D	3	0.00			3			
C-A	165	0.00			165			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	274	0.00	428	0.640	274	1.8	24.214	C
B-AD	65	0.00	256	0.255	65	0.4	19.725	C
A-BCD	184	0.00	817	0.225	184	0.6	5.923	A
A-B	20	0.00			20			
A-C	330	0.00			330			
D-ABC	174	0.00	415	0.419	174	0.7	15.417	C
C-ABD	412	0.00	759	0.543	412	1.8	11.016	B
C-D	3	0.00			3			
C-A	164	0.00			164			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	222	0.00	470	0.474	226	1.0	15.546	C
B-AD	54	0.00	301	0.181	55	0.2	15.325	C
A-BCD	127	0.00	780	0.163	128	0.4	5.747	A
A-B	17	0.00			17			
A-C	291	0.00			291			
D-ABC	142	0.00	457	0.311	143	0.5	11.906	B
C-ABD	294	0.00	729	0.404	298	1.1	8.859	A
C-D	3	0.00			3			
C-A	175	0.00			175			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	186	0.00	499	0.373	187	0.6	12.074	B
B-AD	46	0.00	334	0.138	46	0.2	13.088	B
A-BCD	95	0.00	755	0.126	95	0.3	5.639	A
A-B	15	0.00			15			
A-C	254	0.00			254			
D-ABC	119	0.00	486	0.245	119	0.3	10.163	B
C-ABD	224	0.00	707	0.316	225	0.7	7.834	A
C-D	3	0.00			3			
C-A	169	0.00			169			

2029 | Do Nothing Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Do Nothing Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	422	100.000
B		✓	275	100.000
C		✓	558	100.000
D		✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	22	368	32
	B	13	0	202	60
	C	360	186	0	12
	D	79	55	4	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	318	318
	B	207	207
	C	420	420
	D	104	104
17:00-17:15	A	379	379
	B	247	247
	C	502	502
	D	124	124
17:15-17:30	A	465	465
	B	303	303
	C	614	614
	D	152	152
17:30-17:45	A	465	465
	B	303	303
	C	614	614
	D	152	152
17:45-18:00	A	379	379
	B	247	247
	C	502	502
	D	124	124
18:00-18:15	A	318	318
	B	207	207
	C	420	420
	D	104	104

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.55	17.09	1.2	C
B-AD	0.17	16.53	0.2	C
A-BCD	0.10	5.19	0.2	A
A-B				
A-C				
D-ABC	0.35	12.72	0.5	B
C-ABD	0.53	9.78	1.7	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	0.00	531	0.330	173	0.5	10.235	B
B-AD	32	0.00	343	0.092	31	0.1	11.775	B
A-BCD	40	0.00	740	0.054	40	0.1	5.175	A
A-B	16	0.00			16			
A-C	262	0.00			262			
D-ABC	104	0.00	502	0.207	103	0.3	8.987	A
C-ABD	226	0.00	737	0.307	223	0.6	7.137	A
C-D	6	0.00			6			
C-A	188	0.00			188			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	210	0.00	507	0.413	209	0.7	12.285	B
B-AD	38	0.00	311	0.121	37	0.1	13.405	B
A-BCD	53	0.00	762	0.070	53	0.1	5.125	A
A-B	18	0.00			18			
A-C	308	0.00			308			
D-ABC	124	0.00	475	0.261	124	0.3	10.241	B
C-ABD	299	0.00	764	0.392	298	1.0	7.899	A
C-D	7	0.00			7			
C-A	196	0.00			196			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	257	0.00	473	0.544	255	1.2	16.776	C
B-AD	45	0.00	268	0.169	45	0.2	16.442	C
A-BCD	77	0.00	794	0.097	77	0.2	5.067	A
A-B	22	0.00			22			
A-C	366	0.00			366			
D-ABC	152	0.00	436	0.349	151	0.5	12.624	B
C-ABD	422	0.00	802	0.526	419	1.7	9.629	A
C-D	6	0.00			6			
C-A	186	0.00			186			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	257	0.00	472	0.545	257	1.2	17.087	C
B-AD	45	0.00	268	0.170	45	0.2	16.532	C
A-BCD	77	0.00	794	0.097	77	0.2	5.080	A
A-B	22	0.00			22			
A-C	366	0.00			366			
D-ABC	152	0.00	435	0.349	152	0.5	12.720	B
C-ABD	423	0.00	803	0.527	423	1.7	9.782	A
C-D	6	0.00			6			
C-A	185	0.00			185			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	210	0.00	507	0.414	212	0.7	12.541	B
B-AD	38	0.00	310	0.121	38	0.1	13.495	B
A-BCD	54	0.00	761	0.071	54	0.1	5.147	A
A-B	18	0.00			18			
A-C	307	0.00			307			
D-ABC	124	0.00	474	0.262	125	0.4	10.337	B
C-ABD	301	0.00	765	0.393	304	1.0	8.045	A
C-D	6	0.00			6			
C-A	194	0.00			194			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	0.00	530	0.331	176	0.5	10.419	B
B-AD	32	0.00	342	0.093	32	0.1	11.860	B
A-BCD	40	0.00	739	0.054	40	0.1	5.193	A
A-B	16	0.00			16			
A-C	262	0.00			262			
D-ABC	104	0.00	501	0.207	104	0.3	9.076	A
C-ABD	227	0.00	738	0.308	229	0.7	7.251	A
C-D	6	0.00			6			
C-A	186	0.00			186			

2029 | Do Something Sensitivity | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		10.11	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.11	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Do Something Sensitivity	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	490	100.000
B		✓	308	100.000
C		✓	559	100.000
D		✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	23	393	74
	B	16	0	199	93
	C	354	198	0	7
	D	85	73	3	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	D
	A	0	9	7	0
	B	6	0	4	4
	C	8	2	0	0
	D	3	3	33	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	369	369
	B	232	232
	C	421	421
	D	121	121
08:00-08:15	A	440	440
	B	277	277
	C	503	503
	D	145	145
08:15-08:30	A	540	540
	B	339	339
	C	615	615
	D	177	177
08:30-08:45	A	540	540
	B	339	339
	C	615	615
	D	177	177
08:45-09:00	A	440	440
	B	277	277
	C	503	503
	D	145	145
09:00-09:15	A	369	369
	B	232	232
	C	421	421
	D	121	121

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.65	25.21	1.9	D
B-AD	0.26	20.61	0.4	C
A-BCD	0.23	6.00	0.6	A
A-B				
A-C				
D-ABC	0.44	16.29	0.8	C
C-ABD	0.58	11.80	2.2	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	186	0.00	497	0.374	184	0.6	11.856	B
B-AD	46	0.00	330	0.139	45	0.2	13.188	B
A-BCD	95	0.00	753	0.127	94	0.3	5.619	A
A-B	15	0.00			15			
A-C	258	0.00			258			
D-ABC	121	0.00	482	0.251	120	0.3	10.243	B
C-ABD	240	0.00	718	0.334	237	0.7	7.766	A
C-D	4	0.00			4			
C-A	178	0.00			178			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	223	0.00	467	0.477	222	0.9	15.158	C
B-AD	54	0.00	295	0.183	54	0.2	15.560	C
A-BCD	129	0.00	778	0.166	128	0.4	5.723	A
A-B	17	0.00			17			
A-C	294	0.00			294			
D-ABC	145	0.00	451	0.321	144	0.5	12.111	B
C-ABD	318	0.00	742	0.429	317	1.1	8.841	A
C-D	4	0.00			4			
C-A	181	0.00			181			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	274	0.00	423	0.649	271	1.8	24.067	C
B-AD	65	0.00	248	0.261	64	0.4	20.383	C
A-BCD	187	0.00	814	0.230	186	0.6	5.952	A
A-B	19	0.00			19			
A-C	333	0.00			333			
D-ABC	177	0.00	407	0.436	176	0.8	16.049	C
C-ABD	451	0.00	776	0.581	447	2.1	11.468	B
C-D	3	0.00			3			
C-A	162	0.00			162			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	274	0.00	422	0.650	274	1.9	25.215	D
B-AD	65	0.00	247	0.262	65	0.4	20.612	C
A-BCD	188	0.00	814	0.231	188	0.6	5.997	A
A-B	19	0.00			19			
A-C	332	0.00			332			
D-ABC	177	0.00	406	0.437	177	0.8	16.287	C
C-ABD	453	0.00	778	0.582	453	2.2	11.805	B
C-D	3	0.00			3			
C-A	159	0.00			159			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	223	0.00	466	0.479	226	1.0	15.850	C
B-AD	54	0.00	294	0.184	54	0.2	15.766	C
A-BCD	129	0.00	777	0.167	130	0.4	5.796	A
A-B	17	0.00			17			
A-C	294	0.00			294			
D-ABC	145	0.00	449	0.322	146	0.5	12.316	B
C-ABD	320	0.00	744	0.431	324	1.2	9.150	A
C-D	4	0.00			4			
C-A	179	0.00			179			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	186	0.00	496	0.375	188	0.6	12.198	B
B-AD	46	0.00	328	0.139	46	0.2	13.348	B
A-BCD	96	0.00	752	0.128	97	0.3	5.675	A
A-B	15	0.00			15			
A-C	258	0.00			258			
D-ABC	121	0.00	481	0.252	122	0.4	10.394	B
C-ABD	242	0.00	720	0.336	243	0.8	7.956	A
C-D	3	0.00			3			
C-A	176	0.00			176			

2029 | Do Something Sensitivity | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Do Something Sensitivity	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	436	100.000
B		✓	275	100.000
C		✓	562	100.000
D		✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	23	380	33
	B	13	0	202	60
	C	364	186	0	12
	D	81	55	4	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	328	328
	B	207	207
	C	423	423
	D	105	105
17:00-17:15	A	392	392
	B	247	247
	C	505	505
	D	126	126
17:15-17:30	A	480	480
	B	303	303
	C	619	619
	D	154	154
17:30-17:45	A	480	480
	B	303	303
	C	619	619
	D	154	154
17:45-18:00	A	392	392
	B	247	247
	C	505	505
	D	126	126
18:00-18:15	A	328	328
	B	207	207
	C	423	423
	D	105	105

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.55	17.42	1.2	C
B-AD	0.17	16.84	0.2	C
A-BCD	0.10	5.16	0.2	A
A-B				
A-C				
D-ABC	0.36	12.89	0.5	B
C-ABD	0.53	9.90	1.8	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	0.00	528	0.332	173	0.5	10.307	B
B-AD	32	0.00	340	0.093	31	0.1	11.880	B
A-BCD	42	0.00	747	0.056	41	0.1	5.144	A
A-B	16	0.00			16			
A-C	270	0.00			270			
D-ABC	105	0.00	502	0.210	104	0.3	9.034	A
C-ABD	227	0.00	737	0.309	225	0.6	7.158	A
C-D	6	0.00			6			
C-A	189	0.00			189			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	210	0.00	504	0.416	209	0.7	12.415	B
B-AD	38	0.00	308	0.122	37	0.1	13.568	B
A-BCD	56	0.00	769	0.073	56	0.1	5.091	A
A-B	19	0.00			19			
A-C	317	0.00			317			
D-ABC	126	0.00	474	0.266	125	0.4	10.318	B
C-ABD	302	0.00	764	0.395	300	1.0	7.940	A
C-D	7	0.00			7			
C-A	197	0.00			197			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	257	0.00	469	0.549	255	1.2	17.087	C
B-AD	45	0.00	264	0.172	45	0.2	16.744	C
A-BCD	81	0.00	804	0.101	81	0.2	5.031	A
A-B	23	0.00			23			
A-C	376	0.00			376			
D-ABC	154	0.00	434	0.355	153	0.5	12.788	B
C-ABD	426	0.00	802	0.532	423	1.7	9.736	A
C-D	6	0.00			6			
C-A	186	0.00			186			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	257	0.00	468	0.550	257	1.2	17.421	C
B-AD	45	0.00	263	0.172	45	0.2	16.842	C
A-BCD	82	0.00	804	0.102	82	0.2	5.044	A
A-B	23	0.00			23			
A-C	376	0.00			376			
D-ABC	154	0.00	433	0.356	154	0.5	12.892	B
C-ABD	428	0.00	803	0.533	428	1.8	9.899	A
C-D	6	0.00			6			
C-A	185	0.00			185			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	210	0.00	503	0.417	212	0.7	12.681	B
B-AD	38	0.00	307	0.122	38	0.1	13.663	B
A-BCD	56	0.00	769	0.073	57	0.1	5.113	A
A-B	19	0.00			19			
A-C	316	0.00			316			
D-ABC	126	0.00	473	0.266	127	0.4	10.420	B
C-ABD	303	0.00	766	0.396	306	1.0	8.092	A
C-D	6	0.00			6			
C-A	195	0.00			195			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	0.00	527	0.332	176	0.5	10.496	B
B-AD	32	0.00	339	0.093	32	0.1	11.969	B
A-BCD	42	0.00	746	0.056	42	0.1	5.164	A
A-B	16	0.00			16			
A-C	270	0.00			270			
D-ABC	105	0.00	501	0.210	106	0.3	9.123	A
C-ABD	229	0.00	738	0.310	230	0.7	7.277	A
C-D	6	0.00			6			
C-A	188	0.00			188			