

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	674	0.048	32	0.0	0.1	5.605	A
B-A	3	0.75	432	0.007	3	0.0	0.0	8.388	A
C-AB	32	8	644	0.050	32	0.0	0.1	5.886	A
C-A	41	10			41				
A-B	20	5			20				
A-C	48	12			48				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	671	0.058	39	0.1	0.1	5.691	A
B-A	4	0.90	427	0.008	4	0.0	0.0	8.504	A
C-AB	39	10	646	0.061	39	0.1	0.1	5.932	A
C-A	48	12			48				
A-B	23	6			23				
A-C	58	14			58				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	667	0.071	47	0.1	0.1	5.812	A
B-A	4	1	420	0.011	4	0.0	0.0	8.669	A
C-AB	49	12	649	0.075	49	0.1	0.1	5.996	A
C-A	58	15			58				
A-B	29	7			29				
A-C	70	18			70				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	12	667	0.071	47	0.1	0.1	5.812	A
B-A	4	1	420	0.011	4	0.0	0.0	8.670	A
C-AB	49	12	649	0.075	49	0.1	0.1	6.000	A
C-A	58	15			58				
A-B	29	7			29				
A-C	70	18			70				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	10	671	0.058	39	0.1	0.1	5.695	A
B-A	4	0.90	427	0.008	4	0.0	0.0	8.505	A
C-AB	39	10	646	0.061	39	0.1	0.1	5.936	A
C-A	48	12			48				
A-B	23	6			23				
A-C	58	14			58				

Continued on page 22

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	674	0.048	32	0.1	0.1	5.611	A
B-A	3	0.75	432	0.007	3	0.0	0.0	8.389	A
C-AB	32	8	644	0.050	32	0.1	0.1	5.893	A
C-A	41	10			41				
A-B	20	5			20				
A-C	48	12			48				

2036 DS, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Alexander Avenue	T-Junction	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - MillLane (SE)		ONE HOUR	✓	99	100.000
B - Alexander Avenue		ONE HOUR	✓	45	100.000
C - MillLane (NW)		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
A - MillLane (SE)		0	52	47
B - Alexander Avenue		15	0	30
C - MillLane (NW)		62	10	0

Proportions

From	To			
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
A - MillLane (SE)		0.00	0.53	0.47
B - Alexander Avenue		0.33	0.00	0.67
C - MillLane (NW)		0.86	0.14	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
	A - MillLane (SE)	0	0	1
	B - Alexander Avenue	0	0	3
	C - MillLane (NW)	1	0	0

Average PCU Per Veh

From	To			
		A - MillLane (SE)	B - Alexander Avenue	C - MillLane (NW)
	A - MillLane (SE)	1.000	1.000	1.010
	B - Alexander Avenue	1.000	1.000	1.030
	C - MillLane (NW)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - MillLane (SE)	16:45-17:00	75	75
	17:00-17:15	89	89
	17:15-17:30	109	110
	17:30-17:45	109	110
	17:45-18:00	89	89
	18:00-18:15	75	75
B - Alexander Avenue	16:45-17:00	34	35
	17:00-17:15	40	41
	17:15-17:30	50	51
	17:30-17:45	50	51
	17:45-18:00	40	41
	18:00-18:15	34	35
C - MillLane (NW)	16:45-17:00	54	55
	17:00-17:15	65	65
	17:15-17:30	79	80
	17:30-17:45	79	80
	17:45-18:00	65	65
	18:00-18:15	54	55

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	5.75	0.1	A	28	41
B-A	0.04	8.16	0.0	A	14	21
C-AB	0.02	5.66	0.0	A	10	15
C-A					56	84
A-B					48	72
A-C					43	65

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	8	867	0.034	22	0.0	0.0	5.581	A
B-A	11	3	467	0.024	11	0.0	0.0	7.895	A
C-AB	8	2	645	0.013	8	0.0	0.0	5.653	A
C-A	46	12			46				
A-B	39	10			39				
A-C	35	9			35				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	864	0.041	27	0.0	0.0	5.653	A
B-A	13	3	463	0.029	13	0.0	0.0	8.005	A
C-AB	10	2	647	0.015	10	0.0	0.0	5.646	A
C-A	55	14			55				
A-B	47	12			47				
A-C	42	11			42				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	659	0.050	33	0.0	0.1	5.751	A
B-A	17	4	458	0.036	16	0.0	0.0	8.160	A
C-AB	12	3	651	0.019	12	0.0	0.0	5.636	A
C-A	67	17			67				
A-B	57	14			57				
A-C	52	13			52				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	659	0.050	33	0.1	0.1	5.751	A
B-A	17	4	458	0.036	17	0.0	0.0	8.160	A
C-AB	12	3	651	0.019	12	0.0	0.0	5.639	A
C-A	67	17			67				
A-B	57	14			57				
A-C	52	13			52				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	664	0.041	27	0.1	0.0	5.656	A
B-A	13	3	463	0.029	14	0.0	0.0	8.006	A
C-AB	10	2	647	0.015	10	0.0	0.0	5.650	A
C-A	55	14			55				
A-B	47	12			47				
A-C	42	11			42				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	667	0.034	23	0.0	0.0	5.585	A
B-A	11	3	467	0.024	11	0.0	0.0	7.898	A
C-AB	8	2	645	0.013	8	0.0	0.0	5.656	A
C-A	46	12			46				
A-B	39	10			39				
A-C	35	9			35				

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.0.1820				
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Filename: N.Mill Lane_Almeys Lane_Chapel Street.j10

Path: C:\Users\NJA05275\OneDrive - WSP O365\1_Projects_JK\46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models

Report generation date: 20-12-2023 14:52:18

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	7.15	0.06	A	D2	0.0	6.76	0.02	A
Stream B-A		0.2	8.78	0.14	A		0.1	7.81	0.06	A
Stream C-AB		0.1	6.30	0.08	A		0.0	6.04	0.02	A
	2036 DM									
Stream B-C	D3	0.1	7.27	0.06	A	D4	0.0	6.89	0.02	A
Stream B-A		0.2	8.96	0.15	A		0.1	8.01	0.07	A
Stream C-AB		0.1	6.32	0.08	A		0.0	5.97	0.02	A
	2036 DS									
Stream B-C	D5	0.1	8.52	0.08	A	D6	0.0	7.62	0.03	A
Stream B-A		0.4	11.02	0.28	B		0.2	9.34	0.16	A
Stream C-AB		0.1	6.09	0.10	A		0.0	5.93	0.03	A

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

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

Page 1 of 1

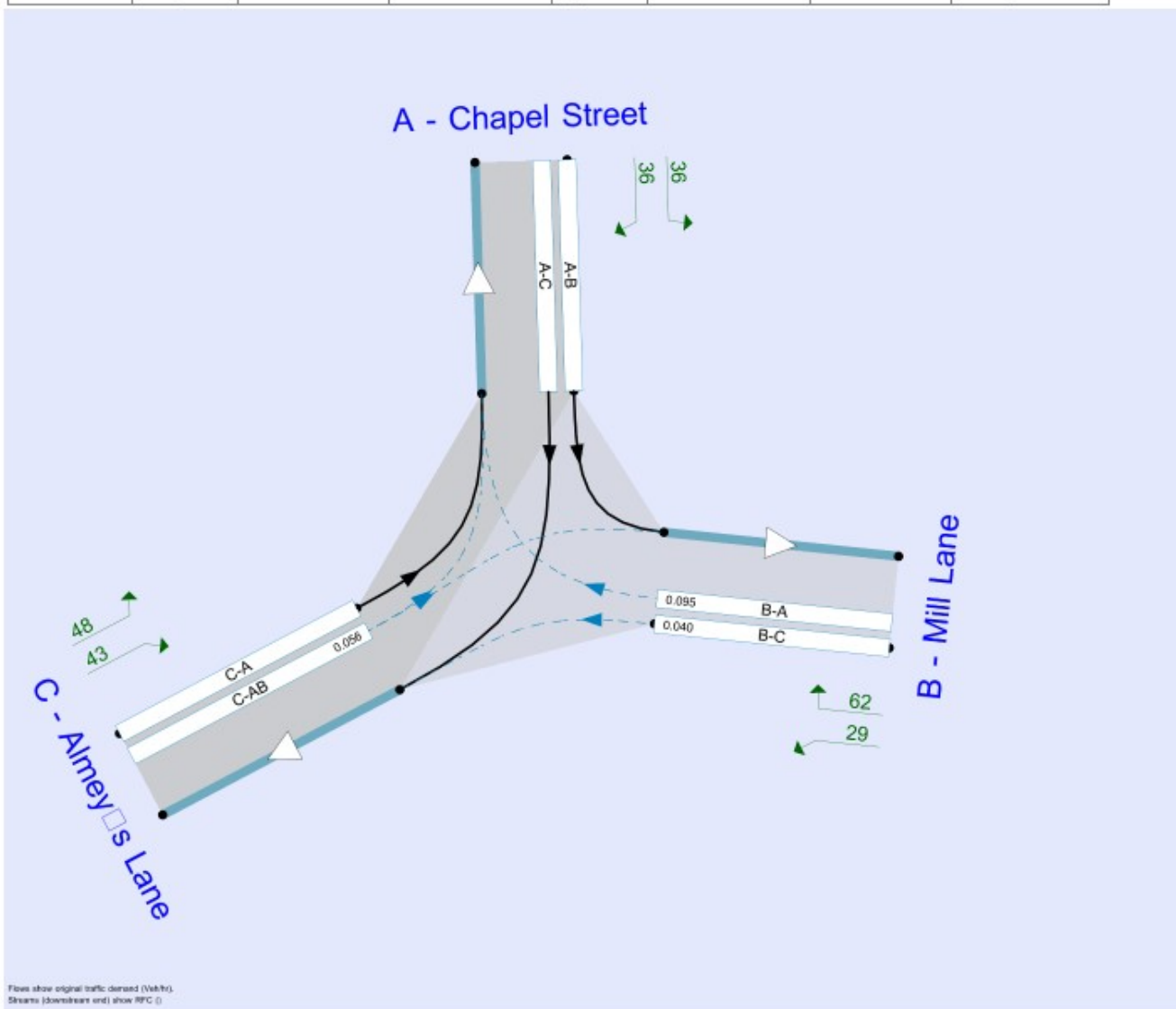
File summary

File Description

Title	Earl Shilton Junction modelling
Location	52.579431, -1.305243
Site number	
Date	29-11-2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJA05275
Description	Assessment of Existing Junction layout

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Chapel Street		Major
B	Mill Lane		Minor
C	Almey's Lane		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 - Almey's Lane	7.09			54.5	✓	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	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 - Mill Lane	One lane plus flare	6.57	3.63	3.10	3.10	3.10	✓	1.00	22	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.090	0.228	0.143	0.326
B-C	586	0.086	0.218	-	-
C-B	606	0.223	0.223	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	72	100.000
B - Mill Lane		ONE HOUR	✓	91	100.000
C - Almey's Lane		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	36	36
	B - Mill Lane	62	0	29
	C - Almey's Lane	48	43	0

Proportions

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.50	0.50
	B - Mill Lane	0.68	0.00	0.32
	C - Almey's Lane	0.53	0.47	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	0	0
	B - Mill Lane	2	0	3
	C - Almey's Lane	0	0	0

Average PCU Per Veh

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	1.000	1.000	1.000
	B - Mill Lane	1.020	1.000	1.030
	C - Almey's Lane	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	54	54
	B - Mill Lane	69	70
	C - Almey's Lane	69	69
08:00-08:15	A - Chapel Street	65	65
	B - Mill Lane	82	84
	C - Almey's Lane	82	82
08:15-08:30	A - Chapel Street	79	79
	B - Mill Lane	100	103
	C - Almey's Lane	100	100
08:30-08:45	A - Chapel Street	79	79
	B - Mill Lane	100	103
	C - Almey's Lane	100	100
08:45-09:00	A - Chapel Street	65	65
	B - Mill Lane	82	84
	C - Almey's Lane	82	82
09:00-09:15	A - Chapel Street	54	54
	B - Mill Lane	69	70
	C - Almey's Lane	69	69

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.15	0.1	A	27	40
B-A	0.14	8.78	0.2	A	57	85
C-AB	0.08	6.30	0.1	A	43	64
C-A					41	61
A-B					33	50
A-C					33	50

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	547	0.040	22	0.0	0.0	6.850	A
B-A	47	12	490	0.095	46	0.0	0.1	8.112	A
C-AB	34	9	618	0.056	34	0.0	0.1	6.165	A
C-A	34	9			34				
A-B	27	7			27				
A-C	27	7			27				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	542	0.048	28	0.0	0.1	6.973	A
B-A	56	14	485	0.115	56	0.1	0.1	8.384	A
C-AB	42	10	620	0.067	42	0.1	0.1	6.222	A
C-A	40	10			40				
A-B	32	8			32				
A-C	32	8			32				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	536	0.060	32	0.1	0.1	7.147	A
B-A	68	17	478	0.143	68	0.1	0.2	8.772	A
C-AB	52	13	623	0.083	52	0.1	0.1	6.296	A
C-A	48	12			48				
A-B	40	10			40				
A-C	40	10			40				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	535	0.060	32	0.1	0.1	7.148	A
B-A	68	17	478	0.143	68	0.2	0.2	8.778	A
C-AB	52	13	623	0.083	52	0.1	0.1	6.300	A
C-A	48	12			48				
A-B	40	10			40				
A-C	40	10			40				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	542	0.048	26	0.1	0.1	6.980	A
B-A	56	14	485	0.115	56	0.2	0.1	8.394	A
C-AB	42	10	620	0.067	42	0.1	0.1	6.224	A
C-A	40	10			40				
A-B	32	8			32				
A-C	32	8			32				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	547	0.040	22	0.1	0.0	6.858	A
B-A	47	12	490	0.095	47	0.1	0.1	8.133	A
C-AB	34	9	618	0.056	34	0.1	0.1	6.173	A
C-A	34	9			34				
A-B	27	7			27				
A-C	27	7			27				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	69	100.000
B - Mill Lane		ONE HOUR	✓	40	100.000
C - Almey's Lane		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	41	28
	B - Mill Lane	29	0	11
	C - Almey's Lane	27	11	0

Proportions

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.59	0.41
	B - Mill Lane	0.73	0.00	0.28
	C - Almey's Lane	0.71	0.29	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		0	0	0
B - Mill Lane		3	0	0
C - Almey's Lane		0	0	0

Average PCU Per Veh

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		1.000	1.000	1.000
B - Mill Lane		1.030	1.000	1.000
C - Almey's Lane		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Chapel Street	52	52
	B - Mill Lane	30	31
	C - Almey's Lane	29	29
17:00-17:15	A - Chapel Street	62	62
	B - Mill Lane	36	37
	C - Almey's Lane	34	34
17:15-17:30	A - Chapel Street	76	76
	B - Mill Lane	44	45
	C - Almey's Lane	42	42
17:30-17:45	A - Chapel Street	76	76
	B - Mill Lane	44	45
	C - Almey's Lane	42	42
17:45-18:00	A - Chapel Street	62	62
	B - Mill Lane	36	37
	C - Almey's Lane	34	34
18:00-18:15	A - Chapel Street	52	52
	B - Mill Lane	30	31
	C - Almey's Lane	29	29

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.76	0.0	A	10	15
B-A	0.06	7.81	0.1	A	27	40
C-AB	0.02	6.04	0.0	A	11	16
C-A					24	36
A-B					38	56
A-C					26	39

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Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	551	0.015	8	0.0	0.0	6.632	A
B-A	22	5	499	0.044	22	0.0	0.0	7.540	A
C-AB	9	2	608	0.014	9	0.0	0.0	6.009	A
C-A	20	5			20				
A-B	31	8			31				
A-C	21	5			21				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.686	A
B-A	26	7	496	0.053	26	0.0	0.1	7.651	A
C-AB	10	3	608	0.017	10	0.0	0.0	6.022	A
C-A	24	6			24				
A-B	37	9			37				
A-C	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	545	0.022	12	0.0	0.0	6.759	A
B-A	32	8	493	0.065	32	0.1	0.1	7.805	A
C-AB	13	3	609	0.021	13	0.0	0.0	6.041	A
C-A	29	7			29				
A-B	45	11			45				
A-C	31	8			31				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	545	0.022	12	0.0	0.0	6.759	A
B-A	32	8	493	0.065	32	0.1	0.1	7.807	A
C-AB	13	3	609	0.021	13	0.0	0.0	6.041	A
C-A	29	7			29				
A-B	45	11			45				
A-C	31	8			31				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	548	0.018	10	0.0	0.0	6.687	A
B-A	26	7	496	0.053	26	0.1	0.1	7.653	A
C-AB	10	3	608	0.017	10	0.0	0.0	6.025	A
C-A	24	6			24				
A-B	37	9			37				
A-C	25	6			25				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	551	0.015	8	0.0	0.0	6.637	A
B-A	22	5	499	0.044	22	0.1	0.0	7.544	A
C-AB	9	2	608	0.014	9	0.0	0.0	6.012	A
C-A	20	5			20				
A-B	31	8			31				
A-C	21	5			21				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	95	100.000
B - Mill Lane		ONE HOUR	✓	93	100.000
C - Almey's Lane		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	37	58
	B - Mill Lane	64	0	29
	C - Almey's Lane	54	43	0

Proportions

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.39	0.61
	B - Mill Lane	0.69	0.00	0.31
	C - Almey's Lane	0.56	0.44	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		0	0	0
B - Mill Lane		2	0	3
C - Almey's Lane		0	0	0

Average PCU Per Veh

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		1.000	1.000	1.000
B - Mill Lane		1.020	1.000	1.030
C - Almey's Lane		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	72	72
	B - Mill Lane	70	72
	C - Almey's Lane	73	73
08:00-08:15	A - Chapel Street	85	85
	B - Mill Lane	84	86
	C - Almey's Lane	87	87
08:15-08:30	A - Chapel Street	105	105
	B - Mill Lane	102	105
	C - Almey's Lane	107	107
08:30-08:45	A - Chapel Street	105	105
	B - Mill Lane	102	105
	C - Almey's Lane	107	107
08:45-09:00	A - Chapel Street	85	85
	B - Mill Lane	84	86
	C - Almey's Lane	87	87
09:00-09:15	A - Chapel Street	72	72
	B - Mill Lane	70	72
	C - Almey's Lane	73	73

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	7.27	0.1	A	27	40
B-A	0.15	8.96	0.2	A	59	88
C-AB	0.08	6.32	0.1	A	43	65
C-A					46	69
A-B					34	51
A-C					53	80

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	540	0.040	22	0.0	0.0	6.940	A
B-A	48	12	486	0.099	48	0.0	0.1	8.211	A
C-AB	35	9	617	0.056	34	0.0	0.1	6.177	A
C-A	38	10			38				
A-B	28	7			28				
A-C	44	11			44				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	535	0.049	26	0.0	0.1	7.077	A
B-A	58	14	480	0.120	57	0.1	0.1	8.516	A
C-AB	42	10	619	0.068	42	0.1	0.1	6.236	A
C-A	45	11			45				
A-B	33	8			33				
A-C	52	13			52				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	527	0.061	32	0.1	0.1	7.273	A
B-A	70	18	472	0.149	70	0.1	0.2	8.948	A
C-AB	52	13	622	0.084	52	0.1	0.1	6.314	A
C-A	54	14			54				
A-B	41	10			41				
A-C	64	16			64				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	527	0.061	32	0.1	0.1	7.275	A
B-A	70	18	472	0.149	70	0.2	0.2	8.958	A
C-AB	52	13	622	0.084	52	0.1	0.1	6.318	A
C-A	54	14			54				
A-B	41	10			41				
A-C	64	16			64				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	7	534	0.049	26	0.1	0.1	7.084	A
B-A	58	14	480	0.120	58	0.2	0.1	8.526	A
C-AB	42	10	619	0.068	42	0.1	0.1	6.241	A
C-A	45	11			45				
A-B	33	8			33				
A-C	52	13			52				

Report generated by Junctions 10

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	540	0.040	22	0.1	0.0	6.951	A
B-A	48	12	486	0.099	48	0.1	0.1	8.235	A
C-AB	35	9	617	0.056	35	0.1	0.1	6.184	A
C-A	38	10			38				
A-B	28	7			28				
A-C	44	11			44				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		1.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	101	100.000
B - Mill Lane		ONE HOUR	✓	41	100.000
C - Almey's Lane		ONE HOUR	✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	43	58
	B - Mill Lane	30	0	11
	C - Almey's Lane	48	11	0

Proportions

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.43	0.57
	B - Mill Lane	0.73	0.00	0.27
	C - Almey's Lane	0.81	0.19	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		0	0	0
B - Mill Lane		3	0	0
C - Almey's Lane		0	0	0

Average PCU Per Veh

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		1.000	1.000	1.000
B - Mill Lane		1.030	1.000	1.000
C - Almey's Lane		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Chapel Street	76	76
	B - Mill Lane	31	32
	C - Almey's Lane	44	44
17:00-17:15	A - Chapel Street	91	91
	B - Mill Lane	37	38
	C - Almey's Lane	53	53
17:15-17:30	A - Chapel Street	111	111
	B - Mill Lane	45	46
	C - Almey's Lane	65	65
17:30-17:45	A - Chapel Street	111	111
	B - Mill Lane	45	46
	C - Almey's Lane	65	65
17:45-18:00	A - Chapel Street	91	91
	B - Mill Lane	37	38
	C - Almey's Lane	53	53
18:00-18:15	A - Chapel Street	76	76
	B - Mill Lane	31	32
	C - Almey's Lane	44	44

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	6.89	0.0	A	10	15
B-A	0.07	8.01	0.1	A	28	41
C-AB	0.02	5.97	0.0	A	11	16
C-A					43	65
A-B					39	59
A-C					53	80

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	543	0.015	8	0.0	0.0	6.729	A
B-A	23	6	492	0.046	22	0.0	0.0	7.661	A
C-AB	9	2	613	0.014	9	0.0	0.0	5.959	A
C-A	36	9			36				
A-B	32	8			32				
A-C	44	11			44				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	539	0.018	10	0.0	0.0	6.797	A
B-A	27	7	488	0.055	27	0.0	0.1	7.806	A
C-AB	11	3	614	0.017	11	0.0	0.0	5.962	A
C-A	42	11			42				
A-B	39	10			39				
A-C	52	13			52				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	6.891	A
B-A	33	8	483	0.068	33	0.1	0.1	8.005	A
C-AB	13	3	616	0.022	13	0.0	0.0	5.967	A
C-A	52	13			52				
A-B	47	12			47				
A-C	64	16			64				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	534	0.023	12	0.0	0.0	6.891	A
B-A	33	8	483	0.068	33	0.1	0.1	8.007	A
C-AB	13	3	616	0.022	13	0.0	0.0	5.969	A
C-A	52	13			52				
A-B	47	12			47				
A-C	64	16			64				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	2	539	0.018	10	0.0	0.0	6.798	A
B-A	27	7	488	0.055	27	0.1	0.1	7.810	A
C-AB	11	3	614	0.017	11	0.0	0.0	5.963	A
C-A	42	11			42				
A-B	39	10			39				
A-C	52	13			52				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	543	0.015	8	0.0	0.0	6.735	A
B-A	23	6	492	0.046	23	0.1	0.0	7.672	A
C-AB	9	2	613	0.014	9	0.0	0.0	5.959	A
C-A	36	9			36				
A-B	32	8			32				
A-C	44	11			44				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Mill Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Mill Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Mill Lane/Almey's Lane/Chapel Street	T-Junction	Two-way	Two-way	Two-way		3.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Chapel Street		ONE HOUR	✓	192	100.000
B - Mill Lane		ONE HOUR	✓	147	100.000
C - Almey's Lane		ONE HOUR	✓	175	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0	88	108
	B - Mill Lane	113	0	34
	C - Almey's Lane	129	48	0

Proportions

	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
From	A - Chapel Street	0.00	0.45	0.55
	B - Mill Lane	0.77	0.00	0.23
	C - Almey's Lane	0.74	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		0	1	0
B - Mill Lane		1	0	3
C - Almey's Lane		0	0	0

Average PCU Per Veh

From	To			
		A - Chapel Street	B - Mill Lane	C - Almey's Lane
A - Chapel Street		1.000	1.010	1.000
B - Mill Lane		1.010	1.000	1.030
C - Almey's Lane		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Chapel Street	145	145
	B - Mill Lane	111	112
	C - Almey's Lane	132	132
08:00-08:15	A - Chapel Street	173	173
	B - Mill Lane	132	134
	C - Almey's Lane	157	157
08:15-08:30	A - Chapel Street	211	212
	B - Mill Lane	162	164
	C - Almey's Lane	193	193
08:30-08:45	A - Chapel Street	211	212
	B - Mill Lane	162	164
	C - Almey's Lane	193	193
08:45-09:00	A - Chapel Street	173	173
	B - Mill Lane	132	134
	C - Almey's Lane	157	157
09:00-09:15	A - Chapel Street	145	145
	B - Mill Lane	111	112
	C - Almey's Lane	132	132

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	8.52	0.1	A	31	47
B-A	0.28	11.02	0.4	B	104	156
C-AB	0.10	6.09	0.1	A	52	78
C-A					109	163
A-B					79	118
A-C					97	146

Source: TRL Junctions 10 (10.1.0.1820) - 20/12/2023 14:52:26

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	8	489	0.052	25	0.0	0.1	7.769	A
B-A	85	21	474	0.179	84	0.0	0.2	9.204	A
C-AB	41	10	639	0.064	40	0.0	0.1	6.010	A
C-A	91	23			91				
A-B	65	16			65				
A-C	80	20			80				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	477	0.064	31	0.1	0.1	8.057	A
B-A	102	25	465	0.219	101	0.2	0.3	9.902	A
C-AB	50	13	646	0.078	50	0.1	0.1	6.041	A
C-A	107	27			107				
A-B	77	19			77				
A-C	95	24			95				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	460	0.081	37	0.1	0.1	8.514	A
B-A	124	31	451	0.276	124	0.3	0.4	10.997	B
C-AB	65	16	656	0.099	65	0.1	0.1	6.086	A
C-A	128	32			128				
A-B	95	24			95				
A-C	117	29			117				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	460	0.081	37	0.1	0.1	8.519	A
B-A	124	31	451	0.276	124	0.4	0.4	11.024	B
C-AB	65	16	656	0.099	65	0.1	0.1	6.091	A
C-A	128	32			128				
A-B	95	24			95				
A-C	117	29			117				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.0.1.1519				
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Filename: O_Chapel Street_Church Street.j10

Path: C:\Users\NCS04445\WSP 0365\Ayyapusetty, Jayakrishna - 46_Earl Shilton - Junction modelling\03 WIP\TP\02 CAD BIM Models\231220-Junction 10 Models

Report generation date: 20/12/2023 10:18:47

»Base 2023, AM
»Base 2023, PM
»2036 DM, AM
»2036 DM, PM
»2036 DS, AM
»2036 DS, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Base 2023									
Stream B-C	D1	0.1	7.16	0.10	A	D2	0.1	6.82	0.05	A
Stream B-A		0.2	9.39	0.15	A		0.1	8.81	0.07	A
Stream C-AB		0.1	5.89	0.06	A		0.1	5.87	0.07	A
	2036 DM									
Stream B-C	D3	0.1	7.77	0.10	A	D4	0.1	8.03	0.06	A
Stream B-A		0.2	10.44	0.18	B		0.2	9.77	0.13	A
Stream C-AB		0.1	5.53	0.08	A		0.1	5.90	0.08	A
	2036 DS									
Stream B-C	D5	0.2	10.77	0.19	B	D6	0.1	9.71	0.09	A
Stream B-A		0.8	15.20	0.45	C		0.5	12.98	0.35	B
Stream C-AB		0.2	6.01	0.13	A		0.1	6.26	0.09	A

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

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

Page 1 of 1

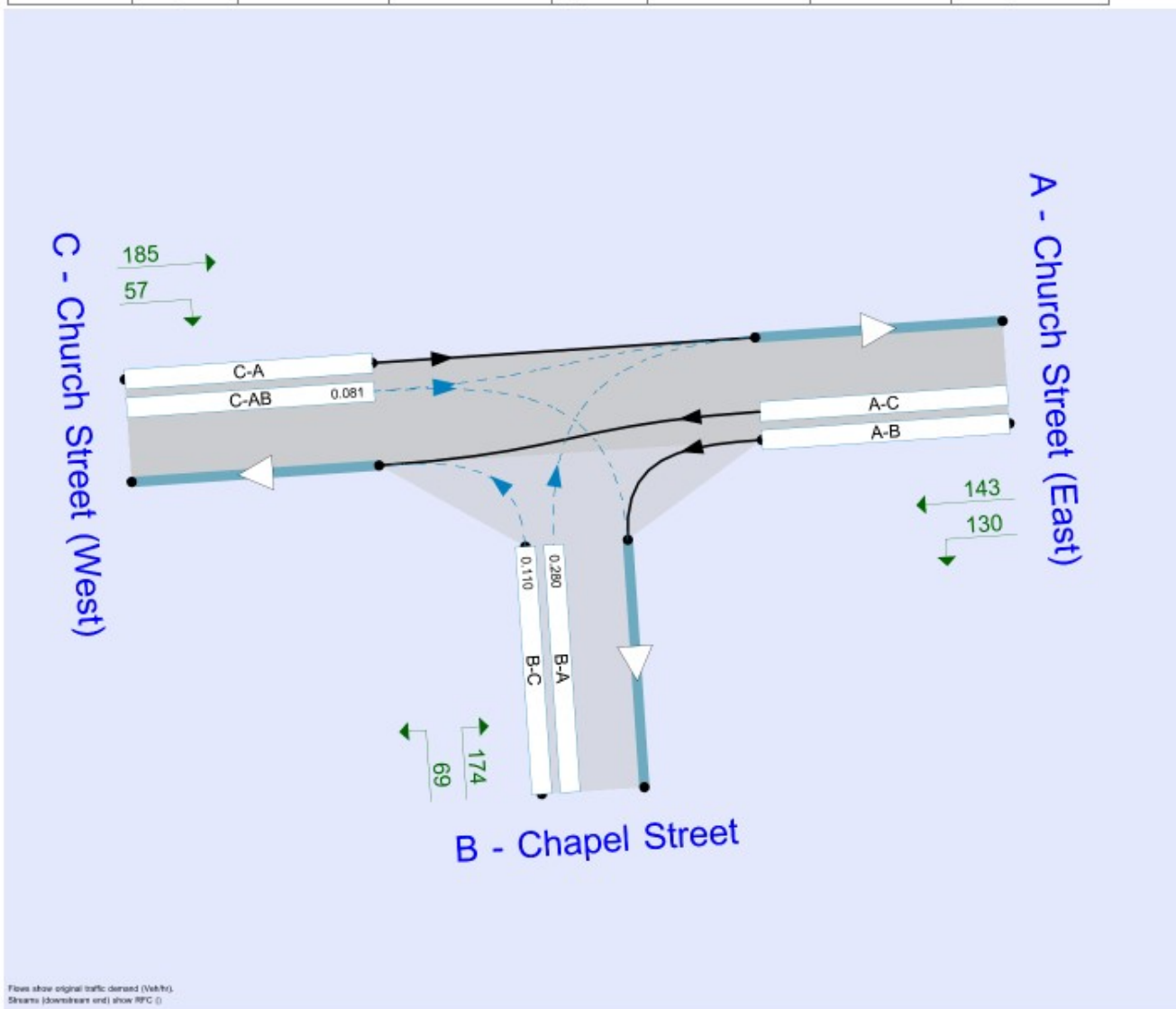
File summary

File Description

Title	Church Street_Leicester Road
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INCS04445
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 8m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Street (East)		Major
B	Chapel Street		Minor
C	Church Street (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Church Street (West)	5.09			88.4	✓	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	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 - Chapel Street	One lane plus flare	7.13	4.43	4.29	4.17	4.16		1.00	17	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	500	0.095	0.241	0.152	0.344
B-C	619	0.098	0.247	-	-
C-B	624	0.251	0.251	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	112	100.000
B - Chapel Street		ONE HOUR	✓	111	100.000
C - Church Street (West)		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	0	36	76
	B - Chapel Street	60	0	51
	C - Church Street (West)	80	32	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	0.00	0.32	0.68
	B - Chapel Street	0.54	0.00	0.46
	C - Church Street (West)	0.71	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	0	0	0
	B - Chapel Street	0	0	2
	C - Church Street (West)	1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	1.000	1.000	1.000
	B - Chapel Street	1.000	1.000	1.020
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	84	84
	08:00-08:15	101	101
	08:15-08:30	123	123
	08:30-08:45	123	123
	08:45-09:00	101	101
	09:00-09:15	84	84
B - Chapel Street	07:45-08:00	84	84
	08:00-08:15	100	101
	08:15-08:30	122	123
	08:30-08:45	122	123
	08:45-09:00	100	101
	09:00-09:15	84	84
C - Church Street (West)	07:45-08:00	84	85
	08:00-08:15	101	101
	08:15-08:30	123	124
	08:30-08:45	123	124
	08:45-09:00	101	101
	09:00-09:15	84	85

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	7.16	0.1	A	47	70
B-A	0.15	9.39	0.2	A	55	83
C-AB	0.06	5.89	0.1	A	33	50
C-A					70	104
A-B					33	50
A-C					70	105

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	575	0.067	38	0.0	0.1	6.698	A
B-A	45	11	465	0.097	45	0.0	0.1	8.548	A
C-AB	27	7	643	0.041	26	0.0	0.1	5.840	A
C-A	58	14			58				
A-B	27	7			27				
A-C	57	14			57				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	568	0.081	46	0.1	0.1	6.887	A
B-A	54	13	459	0.118	54	0.1	0.1	8.888	A
C-AB	32	8	646	0.050	32	0.1	0.1	5.881	A
C-A	68	17			68				
A-B	32	8			32				
A-C	68	17			68				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	559	0.100	56	0.1	0.1	7.158	A
B-A	66	17	449	0.147	66	0.1	0.2	9.384	A
C-AB	41	10	652	0.063	41	0.1	0.1	5.890	A
C-A	83	21			83				
A-B	40	10			40				
A-C	84	21			84				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	559	0.100	56	0.1	0.1	7.159	A
B-A	66	17	449	0.147	66	0.2	0.2	9.391	A
C-AB	41	10	652	0.063	41	0.1	0.1	5.894	A
C-A	83	21			83				
A-B	40	10			40				
A-C	84	21			84				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	11	568	0.081	46	0.1	0.1	6.892	A
B-A	54	13	459	0.118	54	0.2	0.1	8.897	A
C-AB	32	8	646	0.050	32	0.1	0.1	5.884	A
C-A	68	17			68				
A-B	32	8			32				
A-C	68	17			68				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	10	575	0.067	38	0.1	0.1	6.713	A
B-A	45	11	466	0.097	45	0.1	0.1	8.569	A
C-AB	27	7	643	0.041	27	0.1	0.1	5.847	A
C-A	58	14			58				
A-B	27	7			27				
A-C	57	14			57				

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	129	100.000
B - Chapel Street		ONE HOUR	✓	55	100.000
C - Church Street (West)		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	35	94
B - Chapel Street		30	0	25
C - Church Street (West)		95	34	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0.00	0.27	0.73
B - Chapel Street		0.55	0.00	0.45
C - Church Street (West)		0.74	0.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	0	0	1
	B - Chapel Street	0	0	4
	C - Church Street (West)	1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
	A - Church Street (East)	1.000	1.000	1.010
	B - Chapel Street	1.000	1.000	1.040
	C - Church Street (West)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	97	98
	17:00-17:15	116	117
	17:15-17:30	142	143
	17:30-17:45	142	143
	17:45-18:00	116	117
	18:00-18:15	97	98
B - Chapel Street	16:45-17:00	41	42
	17:00-17:15	49	50
	17:15-17:30	61	62
	17:30-17:45	61	62
	17:45-18:00	49	50
	18:00-18:15	41	42
C - Church Street (West)	16:45-17:00	97	98
	17:00-17:15	116	117
	17:15-17:30	142	143
	17:30-17:45	142	143
	17:45-18:00	116	117
	18:00-18:15	97	98

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	6.82	0.1	A	23	34
B-A	0.07	8.81	0.1	A	28	41
C-AB	0.07	5.87	0.1	A	36	54
C-A					82	123
A-B					32	48
A-C					86	129

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	568	0.033	19	0.0	0.0	6.547	A
B-A	23	6	460	0.049	22	0.0	0.1	8.222	A
C-AB	29	7	647	0.044	29	0.0	0.1	5.821	A
C-A	68	17			68				
A-B	26	7			26				
A-C	71	18			71				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	563	0.040	22	0.0	0.0	6.661	A
B-A	27	7	452	0.060	27	0.1	0.1	8.459	A
C-AB	35	9	652	0.054	35	0.1	0.1	5.839	A
C-A	81	20			81				
A-B	31	8			31				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	555	0.050	27	0.0	0.1	6.818	A
B-A	33	8	442	0.075	33	0.1	0.1	8.805	A
C-AB	45	11	658	0.068	44	0.1	0.1	5.865	A
C-A	97	24			97				
A-B	39	10			39				
A-C	103	26			103				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	555	0.050	28	0.1	0.1	6.819	A
B-A	33	8	442	0.075	33	0.1	0.1	8.807	A
C-AB	45	11	658	0.068	45	0.1	0.1	5.867	A
C-A	97	24			97				
A-B	39	10			39				
A-C	103	26			103				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	563	0.040	23	0.1	0.0	6.663	A
B-A	27	7	452	0.060	27	0.1	0.1	8.465	A
C-AB	35	9	652	0.054	35	0.1	0.1	5.845	A
C-A	81	20			81				
A-B	31	8			31				
A-C	85	21			85				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	568	0.033	19	0.0	0.0	6.554	A
B-A	23	6	460	0.049	23	0.1	0.1	8.230	A
C-AB	29	7	647	0.045	29	0.1	0.1	5.828	A
C-A	68	17			68				
A-B	26	7			26				
A-C	71	18			71				

2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		2.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	200	100.000
B - Chapel Street		ONE HOUR	✓	118	100.000
C - Church Street (West)		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	57	143
B - Chapel Street		70	0	48
C - Church Street (West)		194	34	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0.00	0.29	0.72
B - Chapel Street		0.59	0.00	0.41
C - Church Street (West)		0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	0	0
B - Chapel Street		0	0	2
C - Church Street (West)		1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		1.000	1.000	1.000
B - Chapel Street		1.000	1.000	1.020
C - Church Street (West)		1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	151	151
	08:00-08:15	180	180
	08:15-08:30	220	220
	08:30-08:45	220	220
	08:45-09:00	180	180
	09:00-09:15	151	151
B - Chapel Street	07:45-08:00	89	90
	08:00-08:15	106	107
	08:15-08:30	130	131
	08:30-08:45	130	131
	08:45-09:00	106	107
	09:00-09:15	89	90
C - Church Street (West)	07:45-08:00	172	173
	08:00-08:15	205	207
	08:15-08:30	251	253
	08:30-08:45	251	253
	08:45-09:00	205	207
	09:00-09:15	172	173

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.10	7.77	0.1	A	44	66
B-A	0.18	10.44	0.2	B	64	96
C-AB	0.08	5.53	0.1	A	42	63
C-A					167	250
A-B					52	78
A-C					131	197

Figure 10: Results Summary for whole modelled period

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	9	541	0.067	36	0.0	0.1	7.122	A
B-A	53	13	451	0.117	52	0.0	0.1	9.005	A
C-AB	33	8	664	0.048	32	0.0	0.1	5.521	A
C-A	139	35			139				
A-B	43	11			43				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	531	0.081	43	0.1	0.1	7.379	A
B-A	63	16	439	0.143	63	0.1	0.2	9.566	A
C-AB	41	10	697	0.059	41	0.1	0.1	5.491	A
C-A	164	41			164				
A-B	51	13			51				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	516	0.102	53	0.1	0.1	7.763	A
B-A	77	19	422	0.183	77	0.2	0.2	10.433	B
C-AB	54	13	714	0.075	53	0.1	0.1	5.450	A
C-A	198	49			198				
A-B	63	16			63				
A-C	157	39			157				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	516	0.102	53	0.1	0.1	7.769	A
B-A	77	19	422	0.183	77	0.2	0.2	10.445	B
C-AB	54	13	714	0.075	54	0.1	0.1	5.453	A
C-A	197	49			197				
A-B	63	16			63				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	531	0.081	43	0.1	0.1	7.389	A
B-A	63	16	439	0.143	63	0.2	0.2	9.582	A
C-AB	41	10	697	0.059	41	0.1	0.1	5.497	A
C-A	164	41			164				
A-B	51	13			51				
A-C	129	32			129				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	38	9	541	0.087	38	0.1	0.1	7.139	A
B-A	53	13	451	0.117	53	0.2	0.1	9.035	A
C-AB	33	8	684	0.048	33	0.1	0.1	5.528	A
C-A	139	35			139				
A-B	43	11			43				
A-C	108	27			108				

2036 DM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	280	100.000
B - Chapel Street		ONE HOUR	✓	77	100.000
C - Church Street (West)		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	67	213
B - Chapel Street		51	0	26
C - Church Street (West)		149	34	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0.00	0.24	0.76
B - Chapel Street		0.66	0.00	0.34
C - Church Street (West)		0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	0	0
B - Chapel Street		0	0	4
C - Church Street (West)		1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		1.000	1.000	1.000
B - Chapel Street		1.000	1.000	1.040
C - Church Street (West)		1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	211	211
	17:00-17:15	252	252
	17:15-17:30	308	308
	17:30-17:45	308	308
	17:45-18:00	252	252
	18:00-18:15	211	211
B - Chapel Street	16:45-17:00	58	59
	17:00-17:15	69	70
	17:15-17:30	85	86
	17:30-17:45	85	86
	17:45-18:00	69	70
	18:00-18:15	58	59
C - Church Street (West)	16:45-17:00	138	139
	17:00-17:15	165	166
	17:15-17:30	201	203
	17:30-17:45	201	203
	17:45-18:00	165	166
	18:00-18:15	138	139

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	8.03	0.1	A	24	36
B-A	0.13	9.77	0.2	A	47	70
C-AB	0.08	5.90	0.1	A	40	60
C-A					128	192
A-B					61	92
A-C					195	293

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Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	502	0.039	19	0.0	0.0	7.455	A
B-A	38	10	459	0.084	38	0.0	0.1	8.542	A
C-AB	31	8	647	0.048	31	0.0	0.1	5.838	A
C-A	107	27			107				
A-B	50	13			50				
A-C	160	40			160				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	492	0.048	23	0.0	0.0	7.686	A
B-A	46	11	445	0.103	46	0.1	0.1	9.022	A
C-AB	39	10	653	0.059	38	0.1	0.1	5.883	A
C-A	126	31			126				
A-B	60	15			60				
A-C	191	48			191				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	477	0.060	29	0.0	0.1	8.025	A
B-A	56	14	425	0.132	56	0.1	0.2	9.760	A
C-AB	50	12	660	0.076	50	0.1	0.1	5.896	A
C-A	152	38			152				
A-B	74	18			74				
A-C	235	59			235				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	477	0.060	29	0.1	0.1	8.029	A
B-A	56	14	425	0.132	56	0.2	0.2	9.768	A
C-AB	50	12	660	0.076	50	0.1	0.1	5.899	A
C-A	152	38			152				
A-B	74	18			74				
A-C	235	59			235				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23	6	492	0.048	23	0.1	0.1	7.692	A
B-A	46	11	445	0.103	46	0.2	0.1	9.032	A
C-AB	39	10	653	0.059	39	0.1	0.1	5.889	A
C-A	126	31			126				
A-B	60	15			60				
A-C	191	48			191				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	5	502	0.039	20	0.1	0.0	7.486	A
B-A	38	10	459	0.084	38	0.1	0.1	8.580	A
C-AB	31	8	647	0.048	31	0.1	0.1	5.844	A
C-A	107	27			107				
A-B	50	13			50				
A-C	160	40			160				

2036 DS, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		5.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 DS	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	273	100.000
B - Chapel Street		ONE HOUR	✓	243	100.000
C - Church Street (West)		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	130	143
B - Chapel Street		174	0	69
C - Church Street (West)		185	57	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0.00	0.48	0.52
B - Chapel Street		0.72	0.00	0.28
C - Church Street (West)		0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	1	0
B - Chapel Street		0	0	1
C - Church Street (West)		1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		1.000	1.010	1.000
B - Chapel Street		1.000	1.000	1.010
C - Church Street (West)		1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	07:45-08:00	206	207
	08:00-08:15	245	247
	08:15-08:30	301	302
	08:30-08:45	301	302
	08:45-09:00	245	247
	09:00-09:15	206	207
B - Chapel Street	07:45-08:00	183	183
	08:00-08:15	218	219
	08:15-08:30	268	268
	08:30-08:45	268	268
	08:45-09:00	218	219
	09:00-09:15	183	183
C - Church Street (West)	07:45-08:00	182	184
	08:00-08:15	218	219
	08:15-08:30	268	268
	08:30-08:45	268	268
	08:45-09:00	218	219
	09:00-09:15	182	184

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.19	10.77	0.2	B	63	95
B-A	0.45	15.20	0.8	C	160	239
C-AB	0.13	6.01	0.2	A	71	106
C-A					151	227
A-B					119	179
A-C					131	197

20/12/2023 10:19:22 10.0.1.1519

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	472	0.110	51	0.0	0.1	8.542	A
B-A	131	33	469	0.280	129	0.0	0.4	10.569	B
C-AB	54	14	667	0.081	54	0.0	0.1	5.873	A
C-A	128	32			128				
A-B	98	24			98				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	450	0.138	62	0.1	0.2	9.285	A
B-A	156	39	452	0.346	156	0.4	0.5	12.131	B
C-AB	68	17	676	0.101	68	0.1	0.2	5.923	A
C-A	149	37			149				
A-B	117	29			117				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	411	0.185	76	0.2	0.2	10.722	B
B-A	192	48	428	0.447	191	0.5	0.8	15.063	C
C-AB	89	22	689	0.130	89	0.2	0.2	5.998	A
C-A	177	44			177				
A-B	143	36			143				
A-C	157	39			157				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	410	0.185	76	0.2	0.2	10.769	B
B-A	192	48	428	0.447	192	0.8	0.8	15.198	C
C-AB	89	22	689	0.130	89	0.2	0.2	6.007	A
C-A	177	44			177				
A-B	143	36			143				
A-C	157	39			157				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62	16	449	0.138	62	0.2	0.2	9.328	A
B-A	156	39	452	0.346	157	0.8	0.5	12.266	B
C-AB	68	17	676	0.101	68	0.2	0.2	5.933	A
C-A	149	37			149				
A-B	117	29			117				
A-C	129	32			129				

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09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	13	471	0.110	52	0.2	0.1	8.592	A
B-A	131	33	468	0.280	132	0.5	0.4	10.708	B
C-AB	54	14	667	0.082	55	0.2	0.1	5.888	A
C-A	128	32			128				
A-B	98	24			98				
A-C	108	27			108				

2036 DS, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Chapel Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Church Street (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Chapel Street_Church Street	T-Junction	Two-way	Two-way	Two-way		3.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 DS	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Church Street (East)		ONE HOUR	✓	388	100.000
B - Chapel Street		ONE HOUR	✓	169	100.000
C - Church Street (West)		ONE HOUR	✓	192	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	169	219
B - Chapel Street		135	0	34
C - Church Street (West)		152	40	0

Proportions

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0.00	0.44	0.56
B - Chapel Street		0.80	0.00	0.20
C - Church Street (West)		0.79	0.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		0	0	0
B - Chapel Street		0	0	2
C - Church Street (West)		1	0	0

Average PCU Per Veh

From	To			
		A - Church Street (East)	B - Chapel Street	C - Church Street (West)
A - Church Street (East)		1.000	1.000	1.000
B - Chapel Street		1.000	1.000	1.020
C - Church Street (West)		1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
A - Church Street (East)	16:45-17:00	292	292
	17:00-17:15	349	349
	17:15-17:30	427	427
	17:30-17:45	427	427
	17:45-18:00	349	349
	18:00-18:15	292	292
B - Chapel Street	16:45-17:00	127	128
	17:00-17:15	152	153
	17:15-17:30	186	187
	17:30-17:45	186	187
	17:45-18:00	152	153
	18:00-18:15	127	128
C - Church Street (West)	16:45-17:00	145	146
	17:00-17:15	173	174
	17:15-17:30	211	213
	17:30-17:45	211	213
	17:45-18:00	173	174
	18:00-18:15	145	146

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	9.71	0.1	A	31	47
B-A	0.35	12.98	0.5	B	124	186
C-AB	0.09	6.26	0.1	A	48	71
C-A					129	193
A-B					155	233
A-C					201	301

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	8	457	0.056	25	0.0	0.1	8.339	A
B-A	102	25	468	0.217	101	0.0	0.3	9.768	A
C-AB	37	9	630	0.058	36	0.0	0.1	6.067	A
C-A	108	27			108				
A-B	127	32			127				
A-C	165	41			165				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	438	0.070	31	0.1	0.1	8.832	A
B-A	121	30	450	0.269	121	0.3	0.4	10.913	B
C-AB	46	11	632	0.073	46	0.1	0.1	6.145	A
C-A	127	32			127				
A-B	152	38			152				
A-C	197	49			197				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	409	0.092	37	0.1	0.1	9.692	A
B-A	149	37	426	0.349	148	0.4	0.5	12.915	B
C-AB	60	15	636	0.094	60	0.1	0.1	6.254	A
C-A	151	38			151				
A-B	186	47			186				
A-C	241	60			241				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	9	408	0.092	37	0.1	0.1	9.707	A
B-A	149	37	426	0.349	149	0.5	0.5	12.975	B
C-AB	60	15	636	0.094	60	0.1	0.1	6.259	A
C-A	151	38			151				
A-B	186	47			186				
A-C	241	60			241				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	8	438	0.070	31	0.1	0.1	8.851	A
B-A	121	30	450	0.269	122	0.5	0.4	10.980	B
C-AB	46	12	632	0.073	46	0.1	0.1	6.153	A
C-A	127	32			127				
A-B	152	38			152				
A-C	197	49			197				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	6	456	0.056	26	0.1	0.1	8.362	A
B-A	102	25	468	0.217	102	0.4	0.3	9.848	A
C-AB	37	9	630	0.059	37	0.1	0.1	6.076	A
C-A	108	27			108				
A-B	127	32			127				
A-C	165	41			165				