

5 Trip Generation, Distribution and Assignment

5.1 Introduction

- 5.1.1 To quantify the impact of the proposed development on the local transport system, the number of person trips for all modes of transport that are likely to be generated by the development should be calculated.
- 5.1.2 The development proposals for the site is for approximately 450 dwellings with a care home or 470 dwellings without and 1FE primary school, which has been agreed with the Local Education Authority. However, for the purpose of the following assessment which will be used in the subsequent PRTM assessment once undertaken as agreed with LCC. As a robust assessment, the trip generation analysis is based off a total of up to 509 dwellings and a 2FE primary school.

5.2 Residential Vehicle Trip Generation

- 5.2.1 Following discussions with LCC, it was agreed that the trip rates used within the 21/01295/OUT would be used for the purposes of this assessment. These trip rates are higher than the adjacent (20/00462/FUL) and other nearby (20/01283/FUL) approved sites off Markfield Road and therefore, represent a robust worst-case assessment.
- 5.2.2 **Table 6** shows the approved residential trip rates and subsequent trip generation for the proposed development.

Table 6. Residential Trip Rates and Generation

Time Period	Vehicle Trip Rates (Per Dwelling)			Traffic generation (509 Dwellings)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
AM Peak (08:00 – 09:00)	0.175	0.455	0.630	89	232	321
PM Peak (17:00 – 18:00)	0.440	0.218	0.658	224	111	335

- 5.2.3 As shown in **Table 6**, the proposed development could be expected to generate up to a total of 321 two-way vehicle trips during the AM highway peak and 335 two-way vehicle trips in the PM peak hour.

5.3 Modal Split

- 5.3.1 To provide a more accurate representation of the existing and forecast modal split anticipated at the development site, the Census Journey to Work data for people traveling to work within the 'Hinckley and Bosworth 003' Middle Super Output Area has been analysed.
- 5.3.2 The method of travel data to work for the 2011 Census has been examined and modal splits calculated, the results are summarised below in **Table 7**.

Table 7. Method of Travel to Work

Method of Travel to Work	Modal Split
Car Driver	73%
Walking	8%
Bus	8%
Car Passenger	7%
Cycle	3%
Motorbike	1%
Total	100%



Appendix M

Multi Modal TRICS Report

Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 100 - 300 DWELLS

Actual Trip Rate Calculation Parameter Range: 106 - 300 DWELLS

Date Range: Minimum: 1/1/2016 Maximum: 9/17/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 400 3200

Days of the week selected:

Friday	1
Monday	4
Thursday	3
Tuesday	7
Wednesday	7

Main Location Types selected:

Edge of Town	22
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Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	17
Servicing Vehicles Included	5

Population <1 Mile ranges selected:

10,001 to 15,000	10
15,001 to 20,000	5
20,001 to 25,000	2
5,001 to 10,000	5

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Population <5 Mile ranges selected:

100,001 to 125,000	3
125,001 to 250,000	9
25,001 to 50,000	3
50,001 to 75,000	3
75,001 to 100,000	4

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	16
1.6 to 2.0	2

PTAL Rating:

No PTAL Present	22
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - Site area
Category: A - Number of dwellings
Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX4 days
	HC	HAMPSHIRE3 days
	HF	HERTFORDSHIRE1 day
	KC	KENT2 days
	SC	SURREY2 days
	WB	WEST BERKSHIRE1 day
	WS	WEST SUSSEX5 days
03	SOUTH WEST	
	DC	DORSET1 day
04	EAST ANGLIA	
	NF	NORFOLK2 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE1 day

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

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	2.83 to 13.49 (units:*****)
Range Selected by User:	100 to 300 (units:*****)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	1 days
Monday	4 days
Thursday	3 days
Tuesday	7 days
Wednesday	7 days

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

Selected survey types:	
Manual count	22
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	22 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
No Sub Category	1 days
Residential Zone	20 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	17 days
Servicing vehicles Included	5 days

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Secondary Filtering Selection:

Use Class:

C3	22 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

400 - 4000

Population within 1 mile:

10,001 to 15,000	10 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	2 surveys
5,001 to 10,000	5 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	4 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	16 surveys
1.6 to 2.0	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
Yes	18 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	22 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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LIST OF SITES relevant to selection parameters:

Site 1:	DC-03-A-11	Site area (sqm):	6.63
Development Name:	MIXED HOUSES	No of Dwellings:	141
Location:	SHAFTESBURY	Housing density:	396
Postcode:	SP7 8TU	Total Bedrooms:	445
Main Location Type:	Edge of Town	Survey Date:	10/31/2023
Sub Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	N/A		
Site 2:	ES-03-A-03	Site area (sqm):	9.91
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	212
Location:	POLEGATE	Housing density:	357
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	7/11/2016
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 3:	ES-03-A-08	Site area (sqm):	3.32
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	110
Location:	BEXHILL	Housing density:	262
Postcode:	TN40 2LU	Total Bedrooms:	308
Main Location Type:	Edge of Town	Survey Date:	10/12/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 4:	ES-03-A-10	Site area (sqm):	5.41
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	139
Location:	BEXHILL-ON-SEA	Housing density:	375
Postcode:	TN39 5DQ	Total Bedrooms:	388
Main Location Type:	Edge of Town	Survey Date:	9/28/2023
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 5:	ES-03-A-14	Site area (sqm):	3.4
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	120
Location:	NEAR EASTBOURNE	Housing density:	244
Postcode:	BN24 5GD	Total Bedrooms:	339
Main Location Type:	Edge of Town	Survey Date:	4/30/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 6:	HC-03-A-28	Site area (sqm):	5.97
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	WATERLOOVILLE	Housing density:	323
Postcode:	PO8 9WN	Total Bedrooms:	359
Main Location Type:	Edge of Town	Survey Date:	11/8/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 7:	HC-03-A-36	Site area (sqm):	6.23
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	145
Location:	EMSWORTH	Housing density:	341
Postcode:	PO10 7FG	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	9/12/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 8:	HC-03-A-38	Site area (sqm):	6.2
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	493
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	6/26/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		

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Site 9:	HF-03-A-06	Site area (sqm):	8
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	180
Location:	ROYSTON	Housing density:	366
Postcode:	SG8 7FJ	Total Bedrooms:	562
Main Location Type:	Edge of Town	Survey Date:	11/28/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 10:	KC-03-A-07	Site area (sqm):	9.46
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	891
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	9/27/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 11:	KC-03-A-10	Site area (sqm):	3.91
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	258
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	5/9/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 12:	NF-03-A-06	Site area (sqm):	9.27
Development Name:	MIXED HOUSES	No of Dwellings:	275
Location:	GREAT YARMOUTH	Housing density:	586
Postcode:	NR31 9FT	Total Bedrooms:	767
Main Location Type:	Edge of Town	Survey Date:	9/23/2019
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 13:	NF-03-A-35	Site area (sqm):	5.34
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	351
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	9/28/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 14:	SC-03-A-05	Site area (sqm):	7.2
Development Name:	MIXED HOUSES	No of Dwellings:	207
Location:	HORLEY	Housing density:	649
Postcode:	RH6 8NT	Total Bedrooms:	592
Main Location Type:	Edge of Town	Survey Date:	4/1/2019
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 15:	SC-03-A-12	Site area (sqm):	9.38
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	252
Location:	GODALMING	Housing density:	560
Postcode:	GU7 2FL	Total Bedrooms:	691
Main Location Type:	Edge of Town	Survey Date:	6/12/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 16:	ST-03-A-07	Site area (sqm):	9
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	881
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	11/22/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		

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Site 17:	WB-03-A-03	Site area (sqm):	3.9
Development Name:	MIXED HOUSES	No of Dwellings:	108
Location:	READING	Housing density:	259
Postcode:	RG31 7ET	Total Bedrooms:	286
Main Location Type:	Edge of Town	Survey Date:	9/9/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 18:	WS-03-A-08	Site area (sqm):	8.86
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	527
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	4/19/2018
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 19:	WS-03-A-14	Site area (sqm):	2.83
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	284
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	10/20/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 20:	WS-03-A-22	Site area (sqm):	3.8
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	129
Location:	CHICHESTER	Housing density:	375
Postcode:	PO20 2LS	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	3/19/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 21:	WS-03-A-23	Site area (sqm):	6.64
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	EAST GRINSTEAD	Housing density:	538
Postcode:	RH19 4LX	Total Bedrooms:	508
Main Location Type:	Edge of Town	Survey Date:	5/14/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 22:	WS-03-A-24	Site area (sqm):	13.49
Development Name:	MIXED HOUSES	No of Dwellings:	300
Location:	CHICHESTER	Housing density:	777
Postcode:	PO18 0GD	Total Bedrooms:	824
Main Location Type:	Edge of Town	Survey Date:	5/23/2024
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.086	0.285	0.371
08:00-09:00	22	177	0.160	0.383	0.543
09:00-10:00	22	177	0.133	0.166	0.299
10:00-11:00	22	177	0.120	0.138	0.258
11:00-12:00	22	177	0.129	0.140	0.269
12:00-13:00	22	177	0.151	0.142	0.293
13:00-14:00	22	177	0.148	0.144	0.292
14:00-15:00	22	177	0.155	0.174	0.329
15:00-16:00	22	177	0.267	0.168	0.435
16:00-17:00	22	177	0.278	0.169	0.447
17:00-18:00	22	177	0.324	0.155	0.479
18:00-19:00	22	177	0.271	0.146	0.417
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.222	2.210	4.432

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.118	0.517	0.635
08:00-09:00	22	177	0.238	0.831	1.069
09:00-10:00	22	177	0.206	0.280	0.486
10:00-11:00	22	177	0.183	0.231	0.414
11:00-12:00	22	177	0.195	0.233	0.428
12:00-13:00	22	177	0.249	0.226	0.475
13:00-14:00	22	177	0.244	0.233	0.477
14:00-15:00	22	177	0.243	0.272	0.515
15:00-16:00	22	177	0.608	0.280	0.888
16:00-17:00	22	177	0.563	0.287	0.850
17:00-18:00	22	177	0.587	0.266	0.853
18:00-19:00	22	177	0.467	0.272	0.739
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.901	3.928	7.829

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.002	0.010	0.012
08:00-09:00	22	177	0.004	0.019	0.023
09:00-10:00	22	177	0.001	0.003	0.004
10:00-11:00	22	177	0.003	0.002	0.005
11:00-12:00	22	177	0.002	0.002	0.004
12:00-13:00	22	177	0.002	0.003	0.005
13:00-14:00	22	177	0.002	0.002	0.004
14:00-15:00	22	177	0.003	0.002	0.005
15:00-16:00	22	177	0.010	0.004	0.014
16:00-17:00	22	177	0.015	0.007	0.022
17:00-18:00	22	177	0.011	0.005	0.016
18:00-19:00	22	177	0.007	0.005	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.062	0.064	0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.014	0.036	0.050
08:00-09:00	22	177	0.037	0.097	0.134
09:00-10:00	22	177	0.029	0.030	0.059
10:00-11:00	22	177	0.019	0.021	0.040
11:00-12:00	22	177	0.021	0.028	0.049
12:00-13:00	22	177	0.026	0.024	0.050
13:00-14:00	22	177	0.027	0.024	0.051
14:00-15:00	22	177	0.023	0.025	0.048
15:00-16:00	22	177	0.078	0.030	0.108
16:00-17:00	22	177	0.055	0.026	0.081
17:00-18:00	22	177	0.043	0.032	0.075
18:00-19:00	22	177	0.031	0.034	0.065
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.403	0.407	0.810

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.001	0.018	0.019
08:00-09:00	22	177	0.001	0.028	0.029
09:00-10:00	22	177	0.002	0.006	0.008
10:00-11:00	22	177	0.002	0.004	0.006
11:00-12:00	22	177	0.002	0.003	0.005
12:00-13:00	22	177	0.002	0.002	0.004
13:00-14:00	22	177	0.004	0.004	0.008
14:00-15:00	22	177	0.004	0.003	0.007
15:00-16:00	22	177	0.023	0.005	0.028
16:00-17:00	22	177	0.017	0.004	0.021
17:00-18:00	22	177	0.013	0.002	0.015
18:00-19:00	22	177	0.010	0.003	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.081	0.082	0.163

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	100 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d455a01f-c130-4f50-bf85-56e4d49096ab

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	177	0.001	0.012	0.013
08:00-09:00	22	177	0.000	0.007	0.007
09:00-10:00	22	177	0.000	0.002	0.002
10:00-11:00	22	177	0.000	0.003	0.003
11:00-12:00	22	177	0.000	0.001	0.001
12:00-13:00	22	177	0.000	0.001	0.001
13:00-14:00	22	177	0.001	0.001	0.002
14:00-15:00	22	177	0.001	0.001	0.002
15:00-16:00	22	177	0.004	0.001	0.005
16:00-17:00	22	177	0.003	0.000	0.003
17:00-18:00	22	177	0.004	0.001	0.005
18:00-19:00	22	177	0.004	0.001	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.018	0.031	0.049

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix N

PRTM Base Year Model Review Report

Environment and Transport Modelling Services Contract

Land South of Sacheverell Way,
Groby

Base Year Model Review

May 2025
3851.217

Document Sign-off

Control Details

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Author:	RJB
Owner:	Alex Gray, Network Data and Intelligence Team

Document history and status

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0.1	15/05/25	Draft for internal review	RJB	PB		
1.0	16/05/25	Final for release to client	RJB	PB	RJB	ETCF

Model Version

Model:	PRTM2023 v1.0
Constrained / Unconstrained:	NTEM Minimum
SATURN Version:	11.6.03E MC N3

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1. Overview

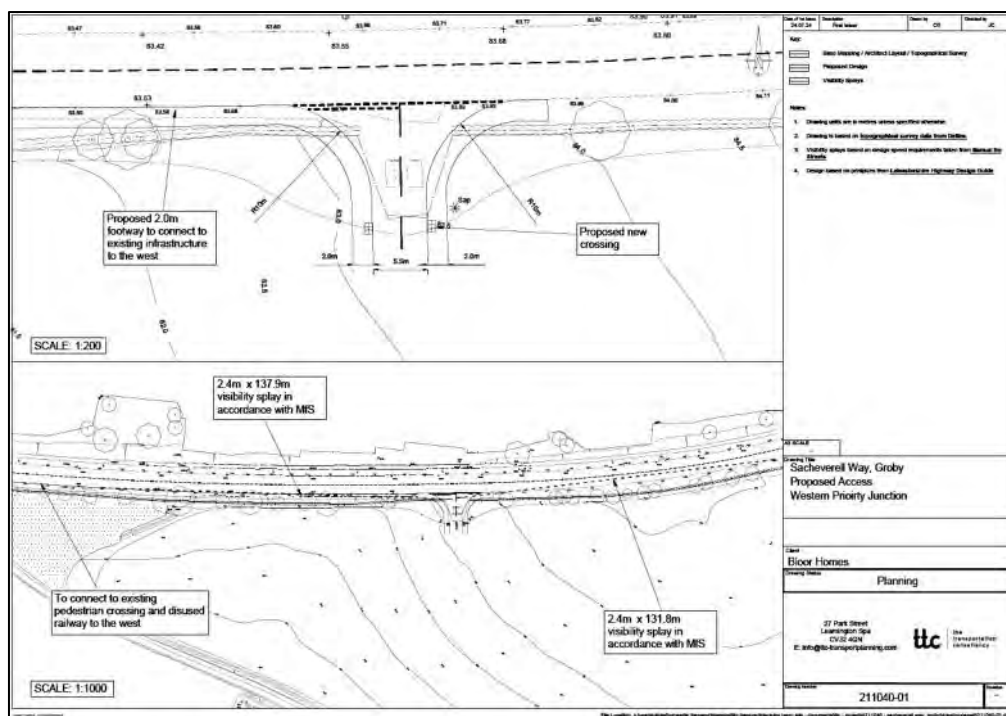
1.1. Introduction

- 1.1.1. Figure 1-1 shows the indicative location of the proposed development and is comprised of up to 230 dwellings to the south of Sacheverell Way, Groby. The development is expected to be fully built-out by 2030.



Figure 1-1: Location of the proposed development

- 1.1.2. Access to the development will be via 2 new priority T-junctions off Sacheverell Way depicted in Figure 1-2 and Figure 1-3 below.



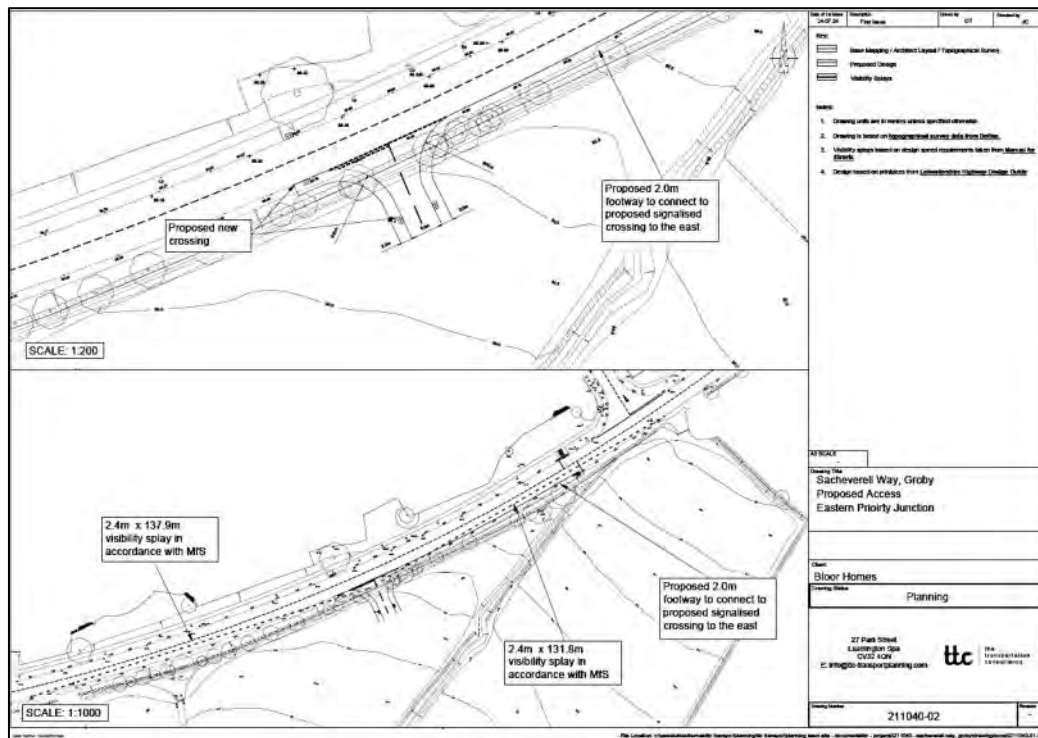


Figure 1-3: Sacheverell Way Access (East)

- 1.1.3. The pedestrian crossing, shown in Figure 1-4, is also proposed across Sacheverell Way to link the proposed development with the existing footway facility and estate.

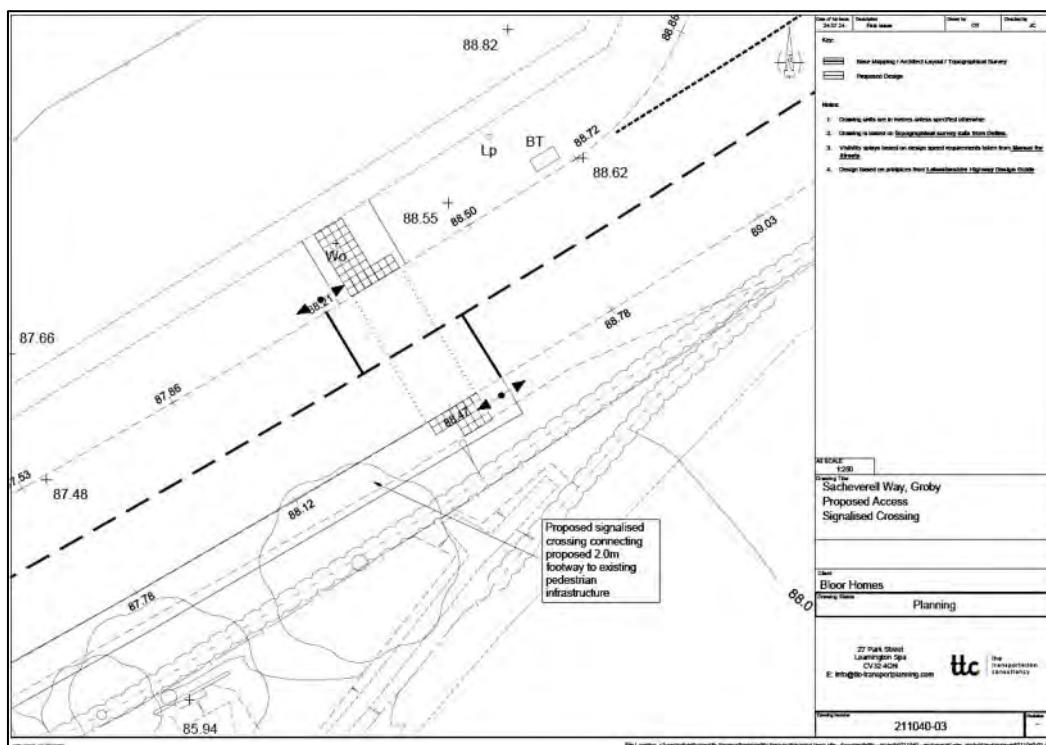


Figure 1-4: Proposed Pedestrian Signal Crossing

- 1.1.4. Leicestershire County Council (Network and Data Intelligence Team) have been commissioned to undertake a strategic assessment of the development using the latest, post-Covid, version of the Pan Regional Transport Model (PRTM2023 v1.0).
- 1.1.5. PRTM2023 is a strategic model which validates well to Government Transport Analysis Guidance (TAG) over the wider area. Despite this, and as TAG makes clear, it is necessary to review model validation in the context of the specific project being undertaken to ensure its suitability.

- 1.1.6. This document is the Base Year Model Review of the PRTM2023 base year of 2023. It presents the results of the base year calibration and validation performance in the vicinity of the proposed development.

2. PRTM Base Year Model Structure

2.1. Zone System

- 2.1.1. The PRTM2023 v1.1 zoning system is based on 2021 Census Geography, existing and future expected land-use.
- 2.1.2. Figure 2-1 shows the local PRTM2023 zoning system and the location of the proposed development site off Sacheverell Way, Groby.

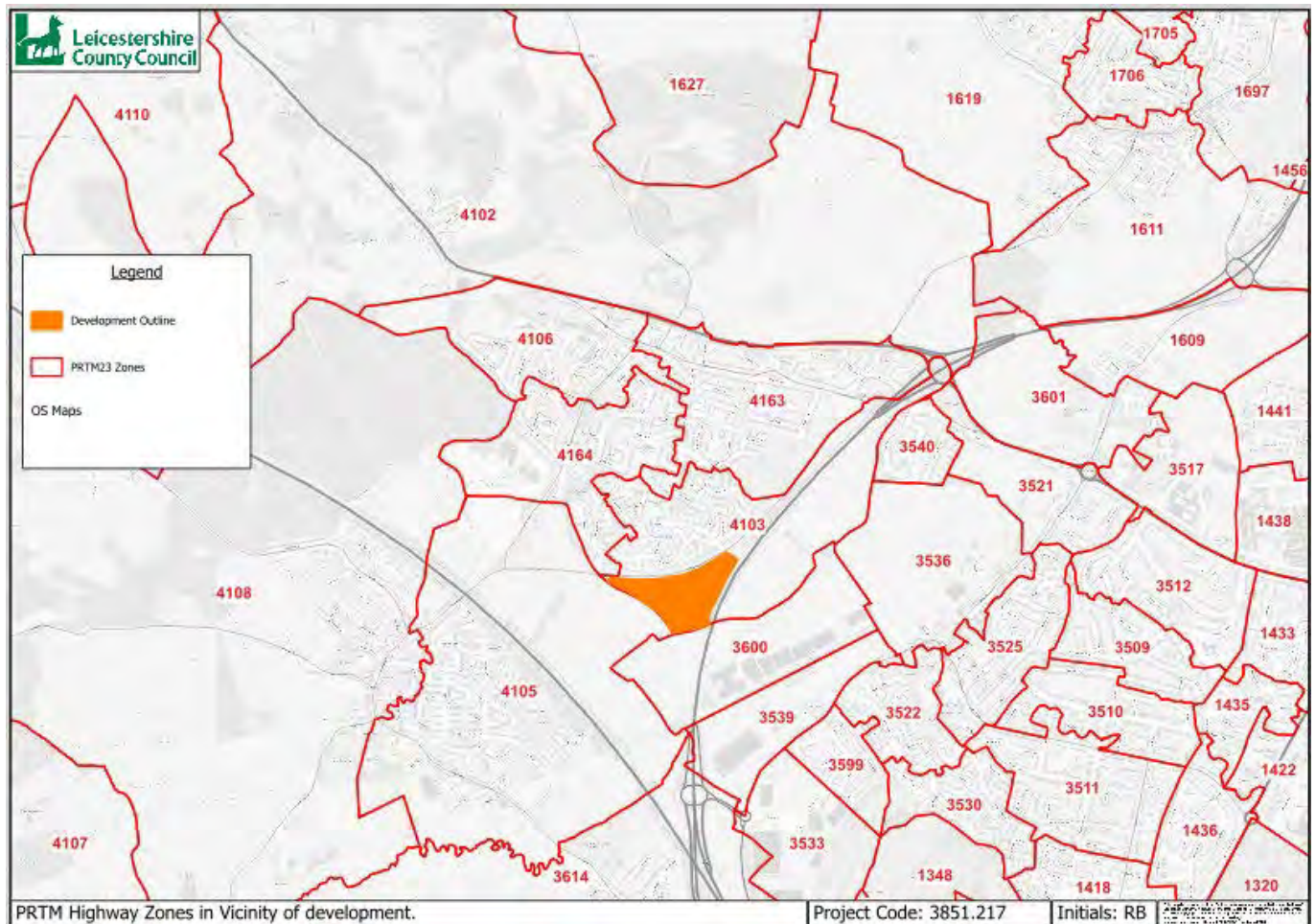


Figure 2-1: Highway Model Zone System

- 2.1.3. The conurbation of Groby sits within PRTM zones 4103, 4106, 4163 and 4164, with highway model loading points via Laundon Way, Ratby Road, Leicester Rd and Oaktree Close respectively.
- 2.1.4. The granularity of the PRTM2023 zones in the vicinity of the proposed development are deemed suitable for this application but it is recommended that the proposed development is contained in its own development zone/s to allow for detailed analysis and reporting of its highway impact.
- 2.1.5. In the absence of a highway trip distribution for the prospective development, it is proposed to utilise that of zone 4103, with its distribution having been derived from observation, to be a good proxy for the land south of Sacheverell Way.
- 2.1.6. The trip distribution for zone 4103 has been extracted from the PRTM 2023 AM and PM base year models for further consideration by TTC in Figure 2-2 and Figure 2-3.

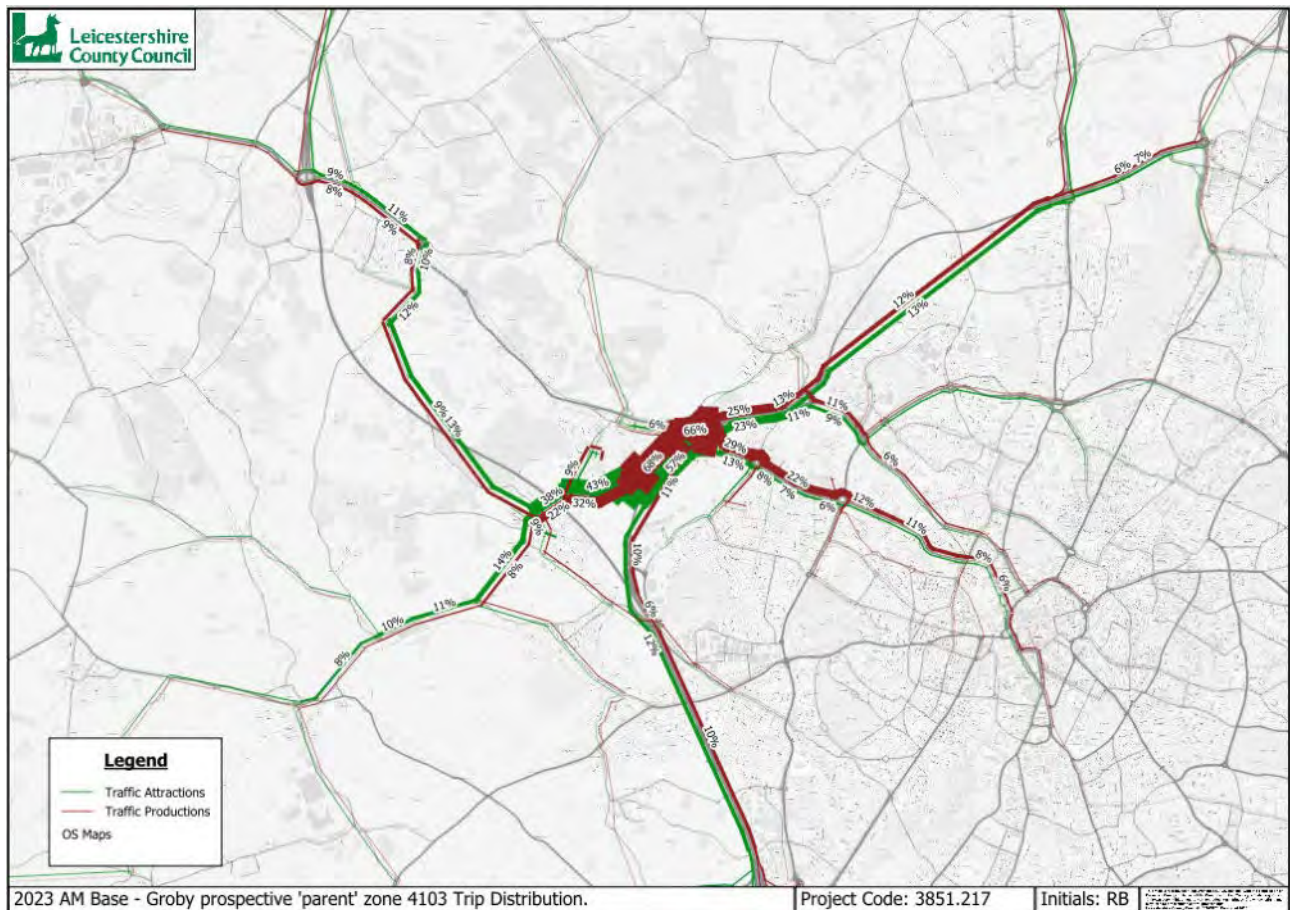


Figure 2-2: Prospective Groby 'Parent' Zone 4103 Trip Distribution (AM)

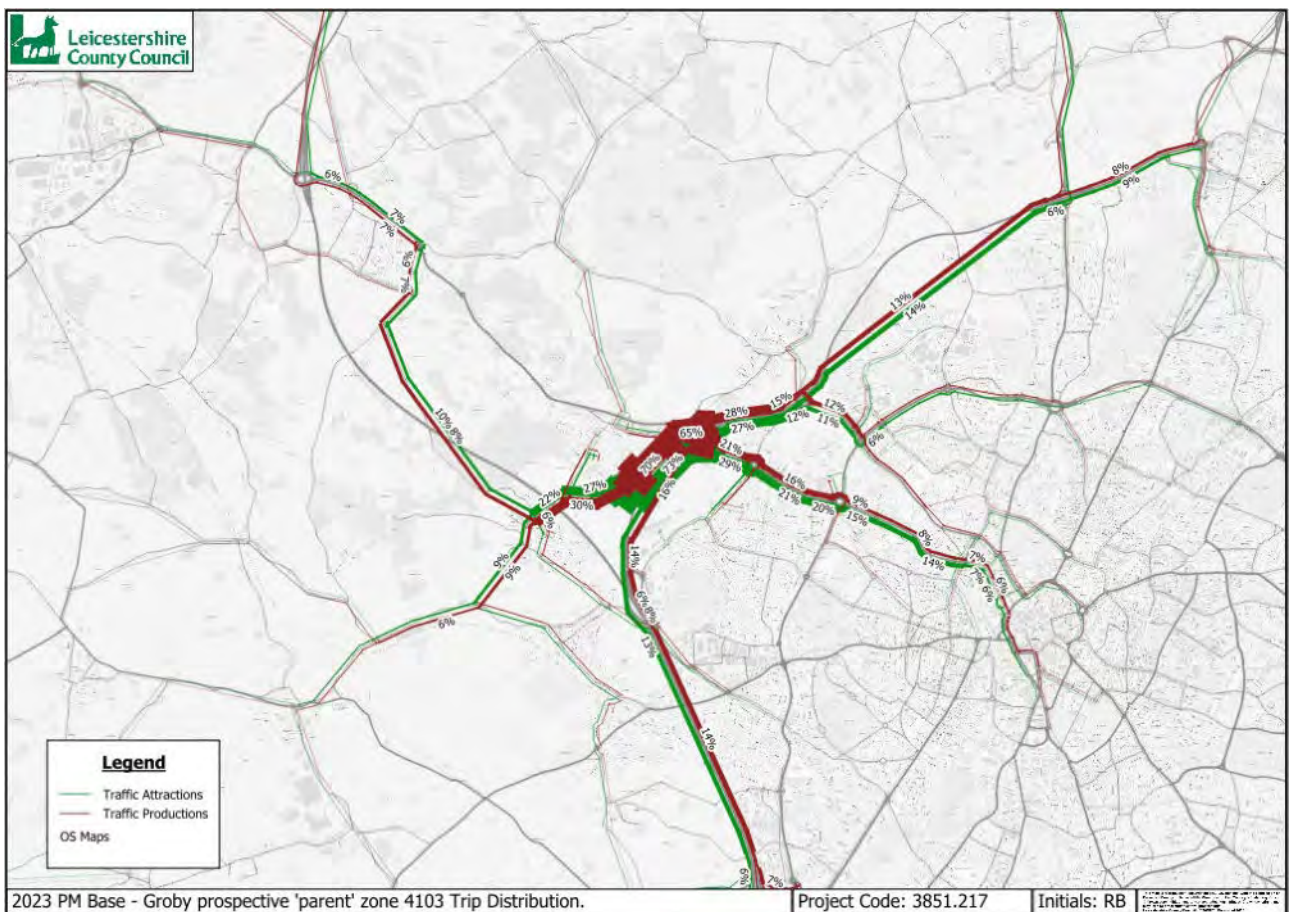


Figure 2-3: Prospective Groby 'Parent' Zone 4103 Trip Distribution (PM)

2.2. Network Structure

- 2.2.1. The PRTM highway network in the vicinity of the development proposal is shown in Figure 2-4. Being a strategic transport model, it should be noted that not all links are included with the more minor residential and rural links omitted.
- 2.2.2. It is considered that the highway network in the base year model is a suitable representation of what is in-situ with all important and significant links included.
- 2.2.3. Key roads and junctions close to the development have been reviewed in detail and compared to the PRTM Highway Coding Manual¹. The link review involved checking coded distances, saturation flows and speed-flow curves that are used to determine the speed on a link for a given traffic flow. The junction review included checking the number of lanes, turning movements, flare length (where used) and saturation flows for key junctions in the vicinity of the proposed development (Figure 2-5).

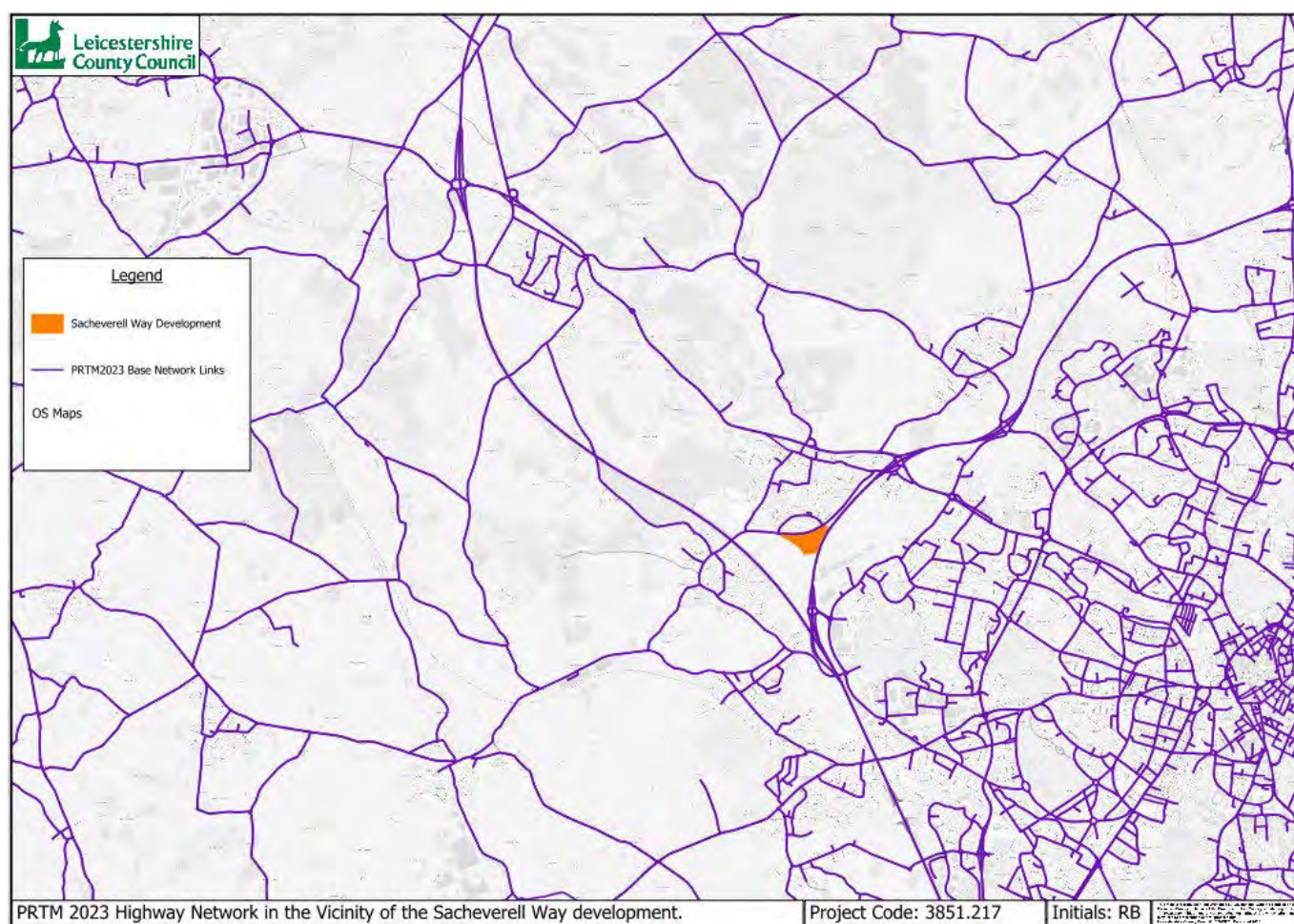


Figure 2-4: Local Highway Model Network

¹ PRTM 2019 Coding Manual (December 2020)

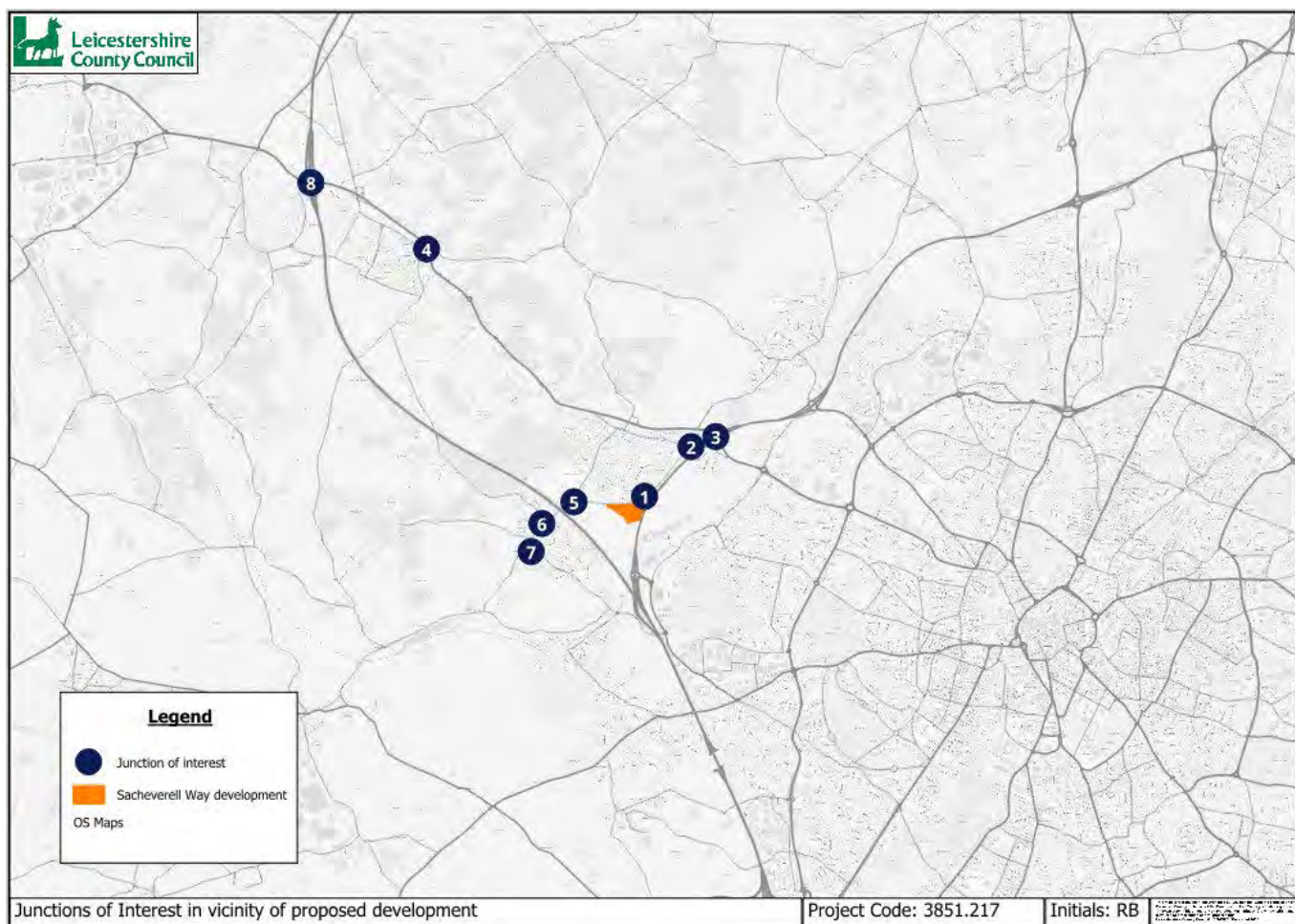


Figure 2-5: Local Junctions of Interest

2.2.4. Table 2-1 and Table 2-2 show the results of this review with a single discrepancy found on the A50 approach to the Lena Drive traffic signal junction in which the 50mph speed limit had been omitted. This has been corrected in the base year and will be carried forward into the future year networks.

Links	Distance	Speed Flow Curves	Capacity
Sacheverell Way, Groby	✓	✓	✓
Leicester Rd, Groby	✓	✓	✓
Main Street, Ratby	✓	✓	✓
Desford Lane, Ratby	✓	✓	✓
Markfield Rd, Ratby	✓	✓	✓
Launde Rd, Markfield	✓	✓	✓
A50, M1 J22 to Leicester ODDR	✓	x	x
A46, LWBP, M1 J21a to A6, Birstall	✓	✓	✓

Table 2-1: Highway Network Link Coding Review

No.	Junctions	Lanes	Turning Movements	Flare Length	Saturation Flows
1	Sacheverell Way/Laundon Way	✓	✓	✓	✓
2	Sacheverell Way/Leicester Rd	✓	✓	✓	✓
3	A50, Groby Rd/A46 LWPB/Leicester Rd	✓	✓	✓	✓
4	A50, Markfield/Launde Rd/Field Head	✓	✓	✓	✓
5	Sacheverell Way/Groby Rd	✓	✓	✓	✓
6	Main St./Markfield Rd, Ratby	✓	✓	✓	✓
7	Main St./Desford Lane, Ratby	✓	✓	✓	✓
8	A50/M1 Junction 22	✓	✓	✓	✓

Table 2-2: Junction Coding Review

2.2.5. The rest of the local network and key junctions were found to be satisfactory and in line with the PRTM Highway Coding Manual.

3. Local Area PRTM 2023 Validation

3.1. Link Flow Validation

- 3.1.1. TAG compliance for traffic flows is governed by meeting the acceptability rules, displayed in Table 3-1, in at least 85% of cases:

Criteria	Description of Criteria	Acceptability Guidelines
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	> 85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2,700 veh/h	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

Table 3-1: TAG Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines

- 3.1.2. A local area review of the 2023 AM and PM peak hour base year highway model link flow performance is shown in Figure 3-1 and Figure 3-2. Green represents those links where the modelled flow passes TAG acceptability guidelines, blue represents links where the model is under assigning and red represents links where the model is over assigning.
- 3.1.3. The yellow boxes contain the link ID's corresponding to the full, observed versus modelled flow, dataset tabulated in Table 5-1 of Appendix A.

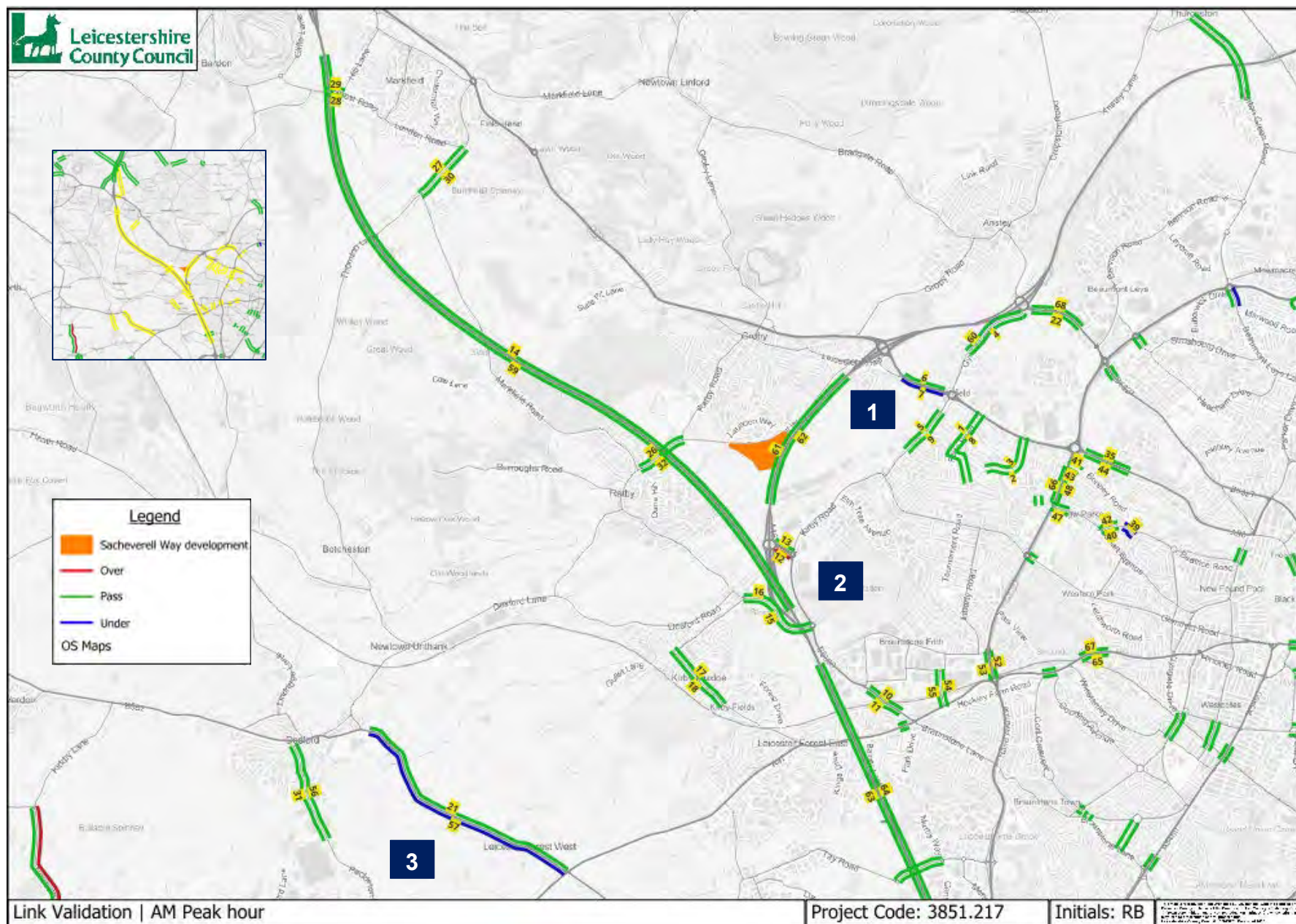


Figure 3-1: Link Validation – AM Peak Hour

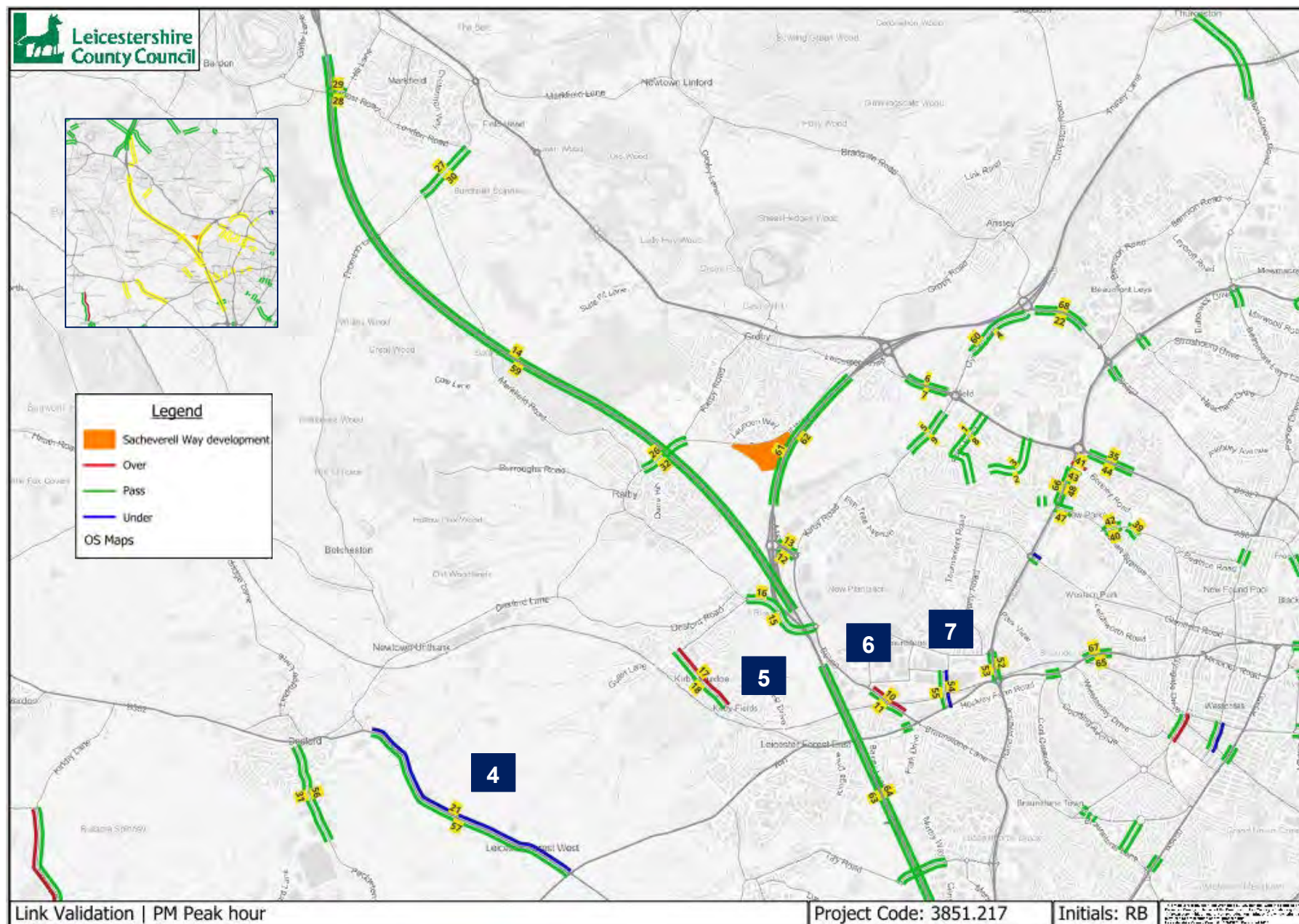


Figure 3-2: Link Validation – PM Peak Hour

3.1.4. Table 3-2 shows how PRTM2023 performs with respect to TAG on modelled versus observed link flows in the vicinity of the proposed development (see yellow marked area).

Number of Links	Pass Over Assigned Under Assigned	AM	PM
		65	64
Percentage	Pass	93%	92%
	Over Assigned	1%	4%
	Under Assigned	6%	4%

Table 3-2 : Link Validation

3.1.5. In the AM peak hour, 93% of directional links pass (65/70) with 3 failures of potential interest flagged on:

- A50 outbound between Station Rd, Glenfield and A46, Leicester Western Bypass (1)
- Outbound link between Optimus Way/Kirby Rd and A46, Leicester Western Bypass (2)
- B582 north of Desford X-rds/A47 – NW bound (3)

3.1.6. The under-assignment on (1) is counter-balanced by the over-assignment on (2) and relates to trips, predominantly from Glenfield, having a choice of the 2 routes. Significantly, the fit of links surrounding this minor aberration is good indicating it to be a very localised issue. The over/under assignment is of the order of 150pcu's.

3.1.7. The under-assignment on the B582 north of Desford Crossroads is a marginal failure of 7pcu's and is not deemed worthy of concern.

3.1.8. For the PM peak hour, 92% of directional links pass (64/70) with 4 failures of potential interest flagged on:

- B582 north of Desford Crossroads/A47 – SE bound (4)
- Station Rd, Kirby Muxloe – SE bound (5)
- B5380, Ratby Lane into Braunstone X-rds (6)
- Golf Course Lane onto the A47, Hinckley Rd (7)

3.1.9. Link failures (4) and (5) are related as are (6) with (7). In both cases, the under-assignment of one is balanced by the over-assignment of the other with the overall impact constrained to the local area.

3.1.10. The under-assignment (-170pcu's) seen on the B582 into Desford Crossroads (4) is offset by that on Station Rd, Kirby Muxloe (+155pcu's) as trips head towards the A47, Hinckley Rd. This is linked with model congestion levels on the A47, Hinckley Rd into the city which mimics reality with much observed daily variation along this corridor.

3.1.11. For (6) and (7) the issue centres on the access/egress of trips from the Wembley Road Industrial Estate, Leicester and the spatial extents of its PRTM zones identified by the blue circles of Figure 3-3 below. The overall southbound movements marginally fail the TAG criteria but balance out (+/- 120pcu's) and can be regarded as a very localised issue.

3.1.12. The model AM/PM peak hour link flow performance exceeds the 85% threshold required to pass TAG acceptability criterion with no issues detrimental to using PRTM2023 for this commission.

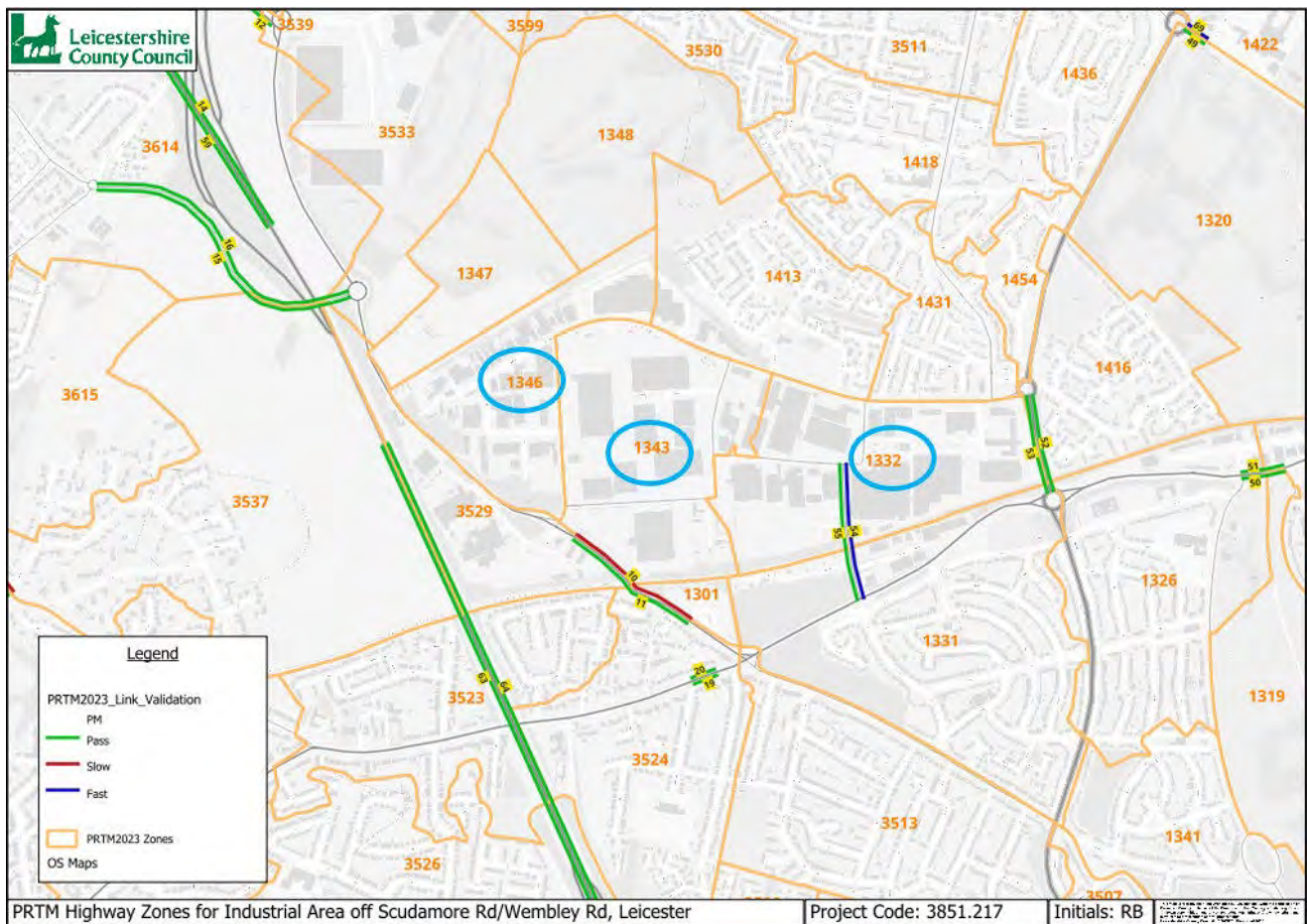


Figure 3-3: PRTM Zones covering the Wembley Rd Industrial Estate, Leicester

3.2. Journey Time Validation

- 3.2.1. TAG compliance for modelled journey times is governed by meeting the following acceptability rules in at least 85% of cases:
- Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)
- 3.2.2. Figure 3-3 and Figure 3-4 show the respective AM and PM peak hour journey time routes in the vicinity of the proposed development and whether they pass (green), are faster (blue) or slower (red) in the model than observed. The detail behind the TAG performance of these journey time routes is contained in Table 5-2 of Appendix B.
- 3.2.3. Table 3-3 summarises the route passes/failures of the TAG criteria in the AM and PM Peak hours local to the development.

	AM		PM	
Pass	18	100%	17	94%
Fail	0	0%	1	6%

Table 3-3: Directional Journey Time Route Validation

- 3.2.4. For the AM peak hour, all routes (18/18) are TAG compliant with 94% (17/18) for the PM equivalent. It is worthy of note that the single, non-compliant route in the PM peak hour is a marginal failure along the B5327 inbound corridor.

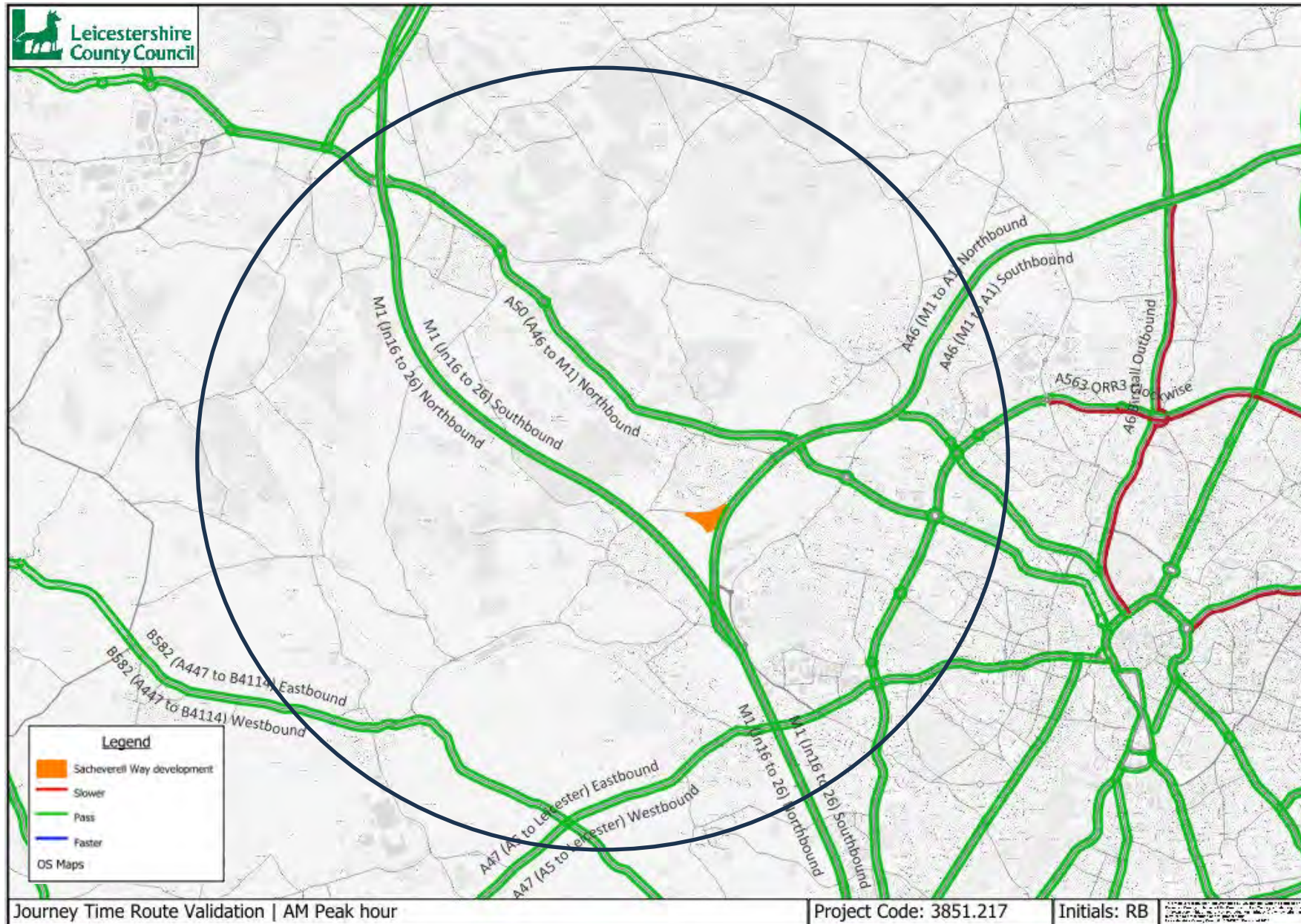
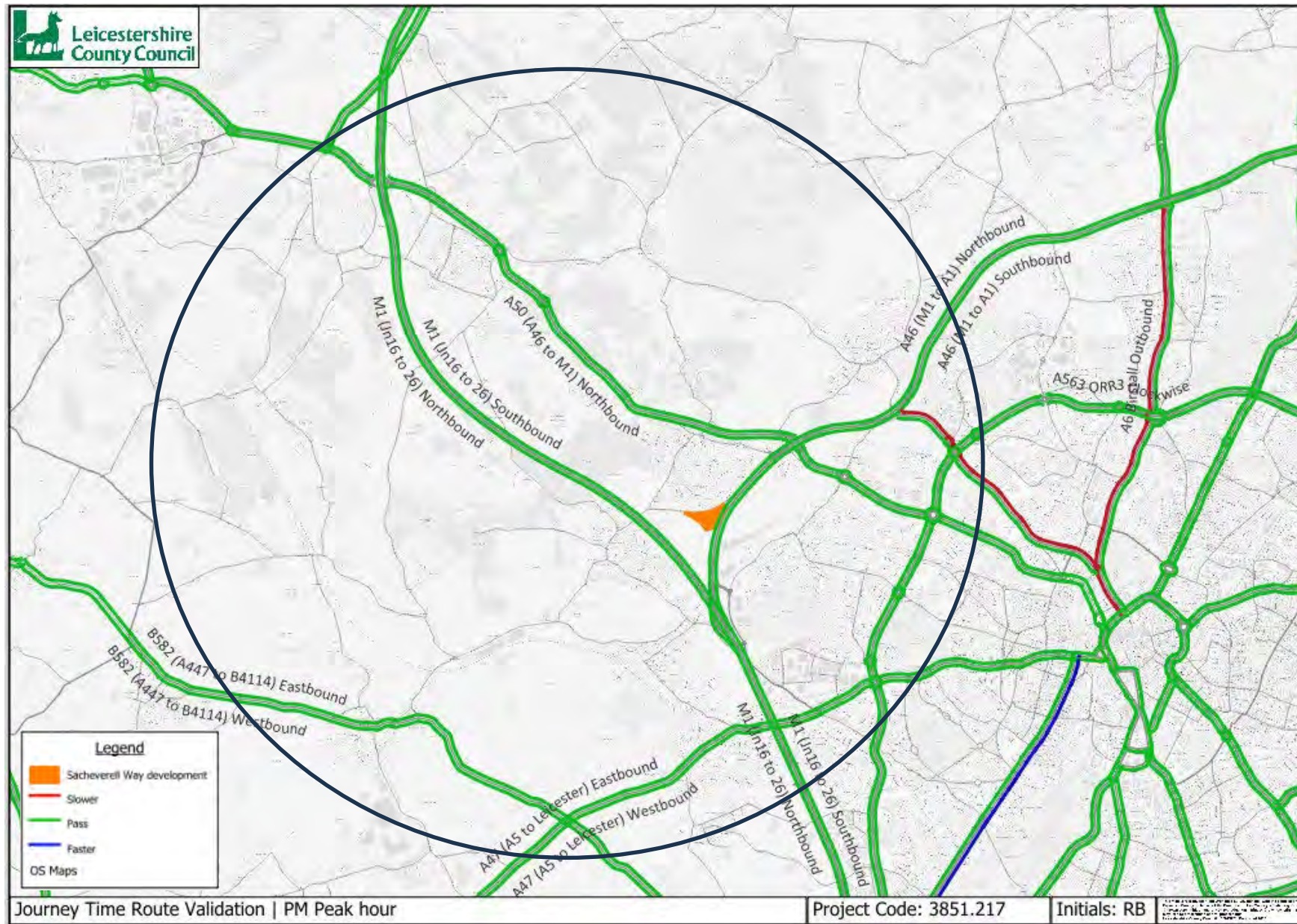


Figure 3-4: Journey Time Validation – AM Peak Hour



Journey Time Route Validation | PM Peak hour

Project Code: 3851.217

Initials: RB

DATE: 10/10/2017
TIME: 10:10
USER: RB

Figure 3-5: Journey Time Validation – PM Peak Hour

- 3.2.5. Figure 3-6 shows the corresponding PM distance-time graph for the B5327, Anstey Lane inbound route with 95% confidence interval markers shown at the timing points. There is some divergence between observed and modelled times between 1 and 3Km into the route which takes in the hotspot Anstey Lane junctions with Bennion Road and the Leicester Outer District Distributor Road (ODDR). However, by the end of the route, any differences are accommodated within the daily variation.

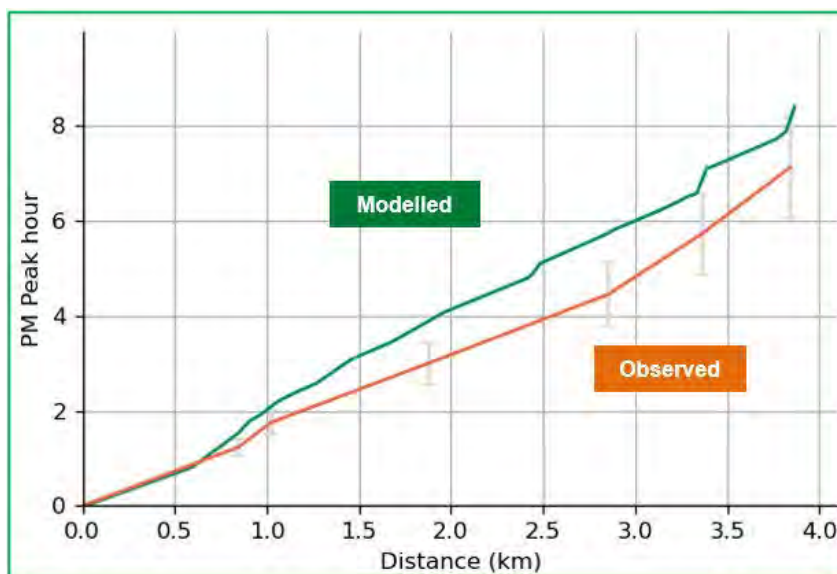


Figure 3-6: B5327, Anstey Lane Inbound – PM Distance-Time Graph

- 3.2.6. Given the corridor, in conjunction with its competing routes, show a good level of link flow fit (Figure 3-2), coupled with its observed daily variability, the route is deemed to perform sufficiently well for this commission.
- 3.2.7. The PRTM2023 journey time performance comfortably exceeds the 85% of routes passing the TAG criteria and in the context of this commission, is deemed acceptable, for assessing the impact of the Sacheverell Way development.

3.3. Screenline Flow Validation

- 3.3.1. TAG compliance for screenline flows is governed by meeting the acceptability criteria in Table 3-4:

Criteria	Acceptability Guideline
Differences between modelled flows and counts should be less than 5% of the counts	All or nearly all screenlines (i.e. 95%)

Table 3-4: TAG Screenline Flow Validation Criterion and Guideline

- 3.3.2. Screenlines are normally made up of 5 or more links. Within the PRTM2023, there are several screenlines / cordons with fewer than 5 count locations. It has been noted that such screenlines tend to fail the TAG acceptability guideline above, even when all the individual links meet TAG criteria. As a result, the guidelines have been adjusted for screenlines / cordons with fewer than 5 counts, see Table 3-5.
- 3.3.3. The screenlines nearby to the proposed developments all have 5 or more counts, therefore the criteria in Table 3-4 will be used in this review.

Number of Counts	Acceptability Guidelines
5 or more	Within 5% or 100 vehicles of observed count
4	Within 7.5% or 100 vehicles of observed count
3	Within 10% or 100 vehicles of observed count
2	Within 12% or 100 vehicles of observed count
1	Within 15% or 100 vehicles of observed count

Table 3-5: Adjusted Screenline Flow Acceptability Guidelines

3.3.4. The PRTM2023 highway assignment model cordons and screenlines are shown in Figure 3-7 below.

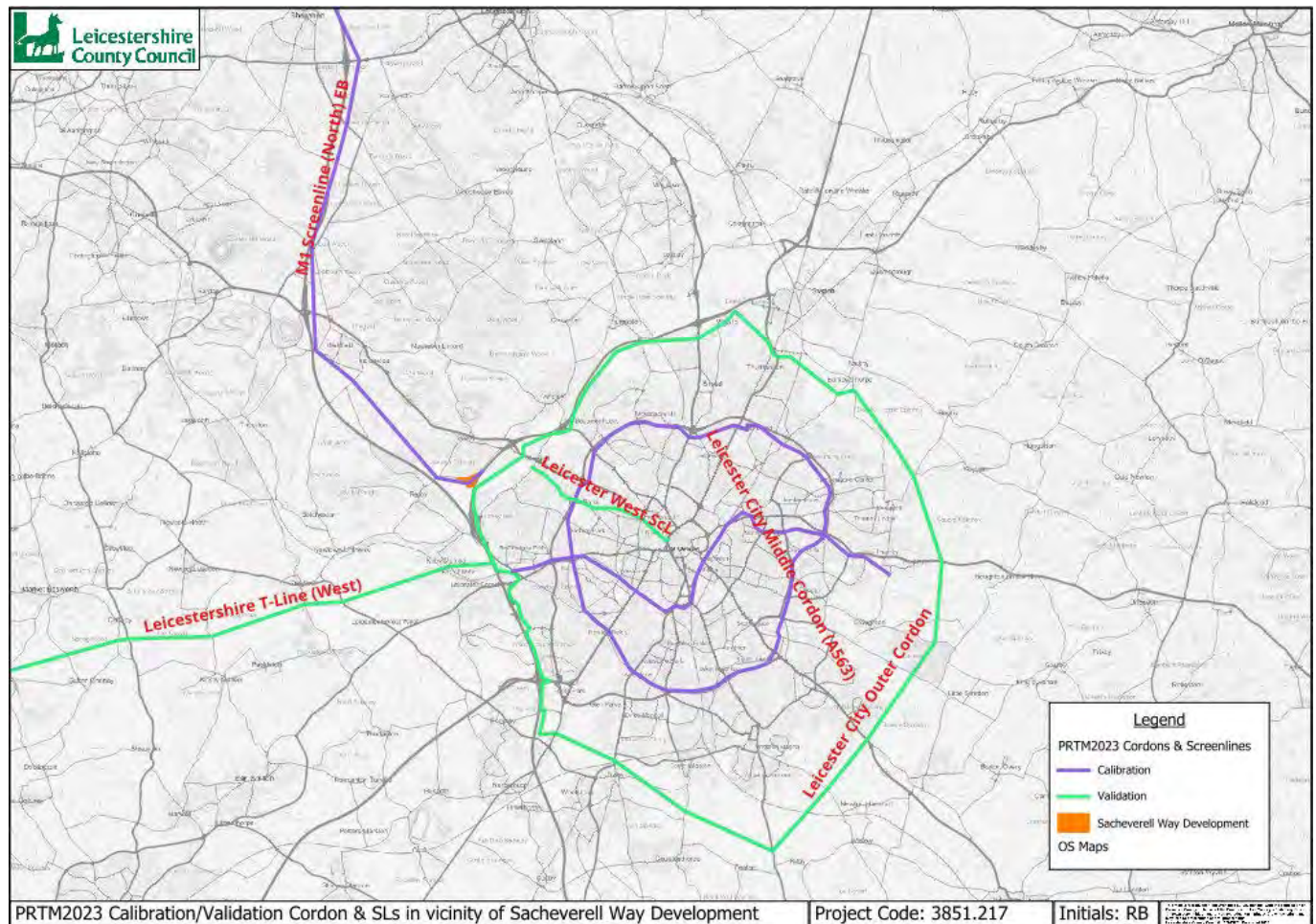


Figure 3-7: PRTM2023 Baseline Cordon and Screenlines

3.3.5. Table 3-6 shows the screenline performance of the 2023 base year model in the vicinity of the proposed development.

Screenline UID	AM Peak Hour					PM Peak Hour				
	Obs.	Mod.	Diff	%Diff	TAG?	Obs.	Mod.	Diff	%Diff	TAG?
Leicester City Outer Cordon Inbound	20,855	20,587	-268	-1.3%	✓	17,962	17,914	-48	-0.3%	✓
Leicester City Outer Cordon Outbound	16,371	16,479	108	0.7%	✓	20,327	20,581	254	1.3%	✓
Leicestershire T-Line (Leicester City) Northbound	14,899	14,742	-156	-1.0%	✓	13,425	13,472	47	0.4%	✓
Leicestershire T-Line (Leicester City) Southbound	13,713	13,680	-33	-0.2%	✓	14,846	14,865	19	0.1%	✓
Leicester West ScL Northbound	5,263	5,090	-173	-3.3%	✓	5,227	5,126	-102	-1.9%	✓
Leicester West ScL Southbound	5,557	5,399	-158	-2.8%	✓	5,176	5,180	4	0.1%	✓
M1 Screenline (North) Eastbound	12,852	12,735	-117	-0.9%	✓	11,996	12,036	40	0.3%	✓
M1 Screenline (North) Westbound	11,275	11,276	1	0.0%	✓	12,150	12,155	5	0.0%	✓
Leicester City Middle Cordon (A563) Inbound	21,756	21,484	-272	-1.3%	✓	17,034	17,082	49	0.3%	✓
Leicester City Middle Cordon (A563) Outbound	17,085	16,967	-119	-0.7%	✓	19,864	19,608	-256	-1.3%	✓
Leicestershire T-line (West) Northbound	7,870	7,903	33	0.4%	✓	8,852	8,944	92	1.0%	✓
Leicestershire T-line (West) Southbound	8,605	8,652	47	0.5%	✓	7,629	7,754	125	1.6%	✓

Table 3-6: Screenline Flow Validation in the Vicinity of the Sacheverell Way Development

3.3.6. Table 3-7 shows the number of routes that pass the TAG criteria; 100% of screenlines meet the TAG criteria in the AM and PM Peak hours. Therefore, the screenline performance in the vicinity of the proposed development is considered satisfactory.

	AM		PM	
	Pass	Fail	Pass	Fail
Pass	12	100%	12	100%
Fail	0	0%	0	0%

Table 3-7: Screenline Validation

4. Summary

- 4.1.1. This base year highway model review is focused on the suitability of the PRTM for assessing the AM/PM peak hour highway impact of the proposed development to the south of Sacheverell Way, Groby.
- 4.1.2. The review has considered several elements of the model including, modelled link flow, screenlines and journey time against observed data; zonal definition; network structure; and link/junction coding in the vicinity of the proposed development.
- 4.1.3. The model zone system is considered to contain sufficient detail for a strategic assessment of the proposed development. It is suggested that the proposed development is contained in its own new development zone/s to allow for detailed analysis and reporting of development trips.
- 4.1.4. The highway network close to the proposed development, including key junctions, has been reviewed with a minor amendment required on the A50 westbound approach to the Lena Drive junction. The resulting network is considered to be suitable for the assessment.
- 4.1.5. In terms of link flow performance, 70 directional links were considered in the vicinity of the proposed development with 93% (65 of 70) and 92% (64 of 70) of AM/PM peak hour links respectively, met government TAG requirements, both of which exceed the 85% desired.
- 4.1.6. In respect of directional journey time routes, 100% (18 of 18) of AM and 83% (17 of 18) of PM peak hour meet TAG criterion. Of the single PM failure, it is notable that non-compliance is marginal, and the overall route time is within its 95% confidence interval.
- 4.1.7. TAG compliance is also met for the PRTM2023 screenlines across the local area of the development.
- 4.1.8. Based on this base year model review, the PRTM2023 is considered 'fit for purpose' for the strategic assessment of the proposed development to the south of Sacheverell Way, Groby.
- 4.1.9. This document has also provided a highway distribution for the proposed development based on the existing housing adjacent to the site for consideration by TTC.

5. Appendices

5.1. Appendix A – PRTM2023 Link Validation

No.	Link UID	AM Peak Hour						PM Peak Hour					
		Obs.	Mod.	Diff	%Diff	GEH	TAG?	Obs.	Mod.	Diff	%Diff	GEH	TAG?
1	10049_10002	146	159	13	9.2%	1.1	✓	83	99	17	20.1%	1.7	✓
2	10006_10005	79	114	35	43.8%	3.5	✓	87	113	25	28.9%	2.5	✓
3	10005_10006	77	62	-15	-19.4%	1.8	✓	37	20	-17	-46.9%	3.3	✓
4	51140_10021	527	525	-1	-0.2%	0.0	✓	417	415	-3	-0.6%	0.1	✓
5	10059_10023	572	561	-11	-1.9%	0.5	✓	480	483	3	0.6%	0.1	✓
6	10026_10025	1557	1618	60	3.9%	1.5	✓	861	961	100	11.7%	3.3	✓
7	10025_10026	774	611	-163	-21.1%	6.2	✗	1320	1268	-51	-3.9%	1.4	✓
8	10002_10049	39	0	-39	-100.0%	8.9	✓	29	0	-29	-100.0%	7.6	✓
9	10023_10059	537	536	-1	-0.2%	0.0	✓	611	610	0	0.0%	0.0	✓
10	10066_10064	645	629	-16	-2.4%	0.6	✓	462	585	124	26.8%	5.4	✗
11	10064_10066	565	561	-4	-0.6%	0.2	✓	533	577	44	8.4%	1.9	✓
12	10091_10092	814	972	158	19.5%	5.3	✗	865	919	53	6.2%	1.8	✓
13	10096_10093	945	857	-88	-9.3%	2.9	✓	973	875	-98	-10.1%	3.2	✓
14	51083_10107	3087	3182	95	3.1%	1.7	✓	3085	3101	16	0.5%	0.3	✓
15	10109_10108	406	313	-93	-22.9%	4.9	✓	869	763	-106	-12.2%	3.7	✓
16	10108_10109	814	735	-80	-9.8%	2.9	✓	472	521	49	10.3%	2.2	✓
17	10126_10115	405	420	15	3.8%	0.8	✓	402	557	155	38.6%	7.1	✗
18	10115_10126	310	402	92	29.6%	4.9	✓	323	418	94	29.2%	4.9	✓
19	10238_10236	701	795	94	13.4%	3.4	✓	905	931	25	2.8%	0.8	✓
20	10236_10238	855	867	13	1.5%	0.4	✓	825	748	-77	-9.3%	2.7	✓
21	50146_10289	553	526	-28	-5.0%	1.2	✓	510	340	-170	-33.4%	8.3	✗
22	53315_11456	1074	1064	-10	-0.9%	0.3	✓	1624	1607	-17	-1.1%	0.4	✓
23	51081_18532	1625	1632	8	0.5%	0.2	✓	1607	1597	-10	-0.6%	0.2	✓
24	18570_18563	362	398	35	9.7%	1.8	✓	276	299	23	8.3%	1.3	✓
25	18563_18570	227	233	5	2.3%	0.3	✓	379	333	-46	-12.0%	2.4	✓
26	18739_18617	530	571	42	7.8%	1.8	✓	427	405	-21	-5.0%	1.0	✓
27	18634_18623	349	352	3	0.8%	0.1	✓	331	366	35	10.6%	1.9	✓
28	18632_18631	193	137	-57	-29.3%	4.4	✓	132	146	13	10.2%	1.1	✓
29	18631_18632	196	151	-46	-23.2%	3.5	✓	130	149	19	14.6%	1.6	✓
30	18623_18634	336	414	79	23.4%	4.1	✓	409	390	-19	-4.7%	1.0	✓
31	50067_18726	229	225	-4	-1.9%	0.3	✓	249	249	-1	-0.2%	0.0	✓
32	18617_18739	452	431	-21	-4.5%	1.0	✓	462	484	21	4.6%	1.0	✓
33	19472_19471	358	282	-76	-21.3%	4.3	✓	322	355	33	10.3%	1.8	✓
34	19471_19472	397	336	-61	-15.3%	3.2	✓	301	273	-28	-9.2%	1.6	✓
35	19660_19489	1010	980	-30	-3.0%	0.9	✓	826	827	1	0.1%	0.0	✓
36	19526_19513	674	703	30	4.4%	1.1	✓	733	738	5	0.6%	0.2	✓
37	19513_19526	733	794	61	8.3%	2.2	✓	641	627	-13	-2.1%	0.5	✓
38	19620_19619	216	66	-149	-69.2%	12.6	✗	136	52	-83	-61.4%	8.6	✓
39	19619_19620	373	247	-126	-33.9%	7.2	✗	191	190	-1	-0.3%	0.0	✓
40	19654_19645	84	79	-5	-5.8%	0.5	✓	49	48	-1	-1.9%	0.1	✓
41	19656_19653	381	376	-5	-1.4%	0.3	✓	221	399	178	80.3%	10.1	✗
42	19645_19654	123	119	-5	-3.9%	0.4	✓	79	74	-4	-5.6%	0.5	✓
43	19653_19656	91	104	13	14.0%	1.3	✓	75	114	39	51.4%	4.0	✓
44	19489_19660	908	888	-20	-2.2%	0.7	✓	980	985	5	0.5%	0.1	✓
45	19663_19662	81	90	10	12.1%	1.1	✓	71	115	44	62.0%	4.6	✓
46	19662_19663	109	105	-4	-3.3%	0.3	✓	81	80	-1	-0.7%	0.1	✓
47	53330_19667	272	270	-2	-0.6%	0.1	✓	267	198	-69	-25.7%	4.5	✓
48	53241_19668	1089	1049	-41	-3.7%	1.2	✓	1038	1033	-4	-0.4%	0.1	✓
49	53328_19674	507	523	16	3.1%	0.7	✓	652	676	24	3.7%	0.9	✓
50	19684_19681	910	880	-31	-3.4%	1.0	✓	998	977	-21	-2.1%	0.7	✓
51	19681_19684	1065	1042	-23	-2.2%	0.7	✓	971	973	1	0.2%	0.0	✓
52	19728_19709	1309	1281	-27	-2.1%	0.8	✓	1295	1293	-1	-0.1%	0.0	✓
53	19709_19728	1153	1142	-11	-0.9%	0.3	✓	1208	1181	-27	-2.2%	0.8	✓
54	19748_19740	155	159	4	2.7%	0.3	✓	247	130	-117	-47.3%	8.5	✗
55	19740_19748	119	120	1	1.2%	0.1	✓	87	46	-41	-47.0%	5.0	✓
56	18726_50067	283	278	-5	-1.7%	0.3	✓	194	198	4	1.8%	0.3	✓
57	10289_50146	455	349	-106	-23.3%	5.3	✗	563	468	-95	-16.8%	4.2	✓
58	18532_51081	1543	1533	-10	-0.7%	0.3	✓	1612	1590	-22	-1.4%	0.5	✓
59	10107_51083	3574	3517	-56	-1.6%	0.9	✓	3625	3606	-19	-0.5%	0.3	✓
60	10021_51140	417	419	2	0.4%	0.1	✓	458	460	2	0.5%	0.1	✓
61	51153_51150	2572	2518	-54	-2.1%	1.1	✓	3012	2985	-28	-0.9%	0.5	✓
62	51150_51153	2863	2842	-21	-0.7%	0.4	✓	2602	2599	-3	-0.1%	0.1	✓

Table 5-1: Link Flow Validation in the Vicinity of the Sacheverell Way Development

5.2. Appendix B – PRTM2023 Journey Time Validation

Route Name	Location	Distance (km)		AM Peak Hour					PM Peak Hour				
		Obs.	Mod.	Obs.	Mod.	Diff	%Diff	TAG?	Obs.	Mod.	Diff	%Diff	TAG?
A50 Groby Inbound	Leicester City	5.51	5.54	11:20	11:57	00:29	4.2%	✓	10:41	11:20	00:39	8.1%	✓
A50 Groby Outbound	Leicester City	5.47	5.52	09:30	10:49	01:20	14.0%	✓	10:24	11:13	00:50	8.0%	✓
A563 ORR2 Clockwise	Leicester City	8.39	8.52	14:20	15:15	00:47	5.4%	✓	14:10	16:02	01:44	12.2%	✓
A563 ORR2 Anti Clockwise	Leicester City	8.40	8.51	14:01	15:37	01:36	11.4%	✓	14:29	15:02	00:33	3.7%	✓
B5327 Anley Inbound	Leicester City	3.84	3.87	08:16	08:03	00:47	9.4%	✓	07:07	08:24	01:17	16.0%	✗
B5327 Anley Outbound	Leicester City	3.82	3.91	07:00	07:54	00:54	12.9%	✓	07:25	08:17	00:52	11.7%	✓
A47 Leicester Forest East Inbound	Leicester City	8.54	8.56	15:16	16:15	00:59	6.4%	✓	14:10	13:20	00:42	4.9%	✓
A47 Leicester Forest East Outbound	Leicester City	8.55	8.57	13:44	14:36	00:52	6.3%	✓	14:57	15:26	00:29	3.3%	✓
B502 (A447 to B4114) Eastbound	Hinckley Borough	15.75	15.79	23:19	22:20	00:51	3.8%	✓	21:46	23:21	01:35	7.2%	✓
B502 (A447 to B4114) Westbound	Hinckley Borough	15.74	15.79	20:32	21:22	00:50	4.1%	✓	20:15	21:03	00:48	4.0%	✓
A47 (A5 to Leicester) Eastbound	Hinckley Borough	17.82	17.81	20:15	21:27	01:11	5.9%	✓	19:44	21:00	02:25	12.3%	✓
A47 (A5 to Leicester) Westbound	Hinckley Borough	17.50	17.73	21:12	23:12	01:59	9.4%	✓	19:32	21:22	01:50	9.4%	✓
A50 (A46 to M1) Northbound	NW Leics	7.29	7.35	07:21	07:11	00:10	2.3%	✓	06:57	07:41	00:44	10.6%	✓
A50 (A46 to M1) Southbound	NW Leics	7.33	7.39	07:20	08:15	00:47	10.5%	✓	06:36	07:25	00:49	12.3%	✓
A46 (M1 to A1) Northbound	Strategic	83.75	83.83	40:55	42:17	01:22	3.3%	✓	38:13	43:44	05:31	14.4%	✓
A46 (M1 to A1) Southbound	Strategic	83.42	83.51	40:37	43:55	03:17	8.1%	✓	38:01	42:03	03:01	7.7%	✓
M1 (Jn16 to 28) Northbound	Strategic	92.73	93.31	51:55	53:51	01:56	3.7%	✓	52:33	54:40	02:15	4.3%	✓
M1 (Jn16 to 28) Southbound	Strategic	91.02	93.31	58:15	54:44	03:31	6.0%	✓	52:42	53:00	00:26	0.8%	✓

Table 5-2: Journey Time Route Validation in the vicinity of the Sacheverell Way Development

6. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

Environment & Transport Department Commissioning Framework
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Environment & Transport Department
Leicestershire County Council

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<http://www.leics.gov.uk>



Appendix O

PRTM Forecasting Report

Environment and Transport Modelling Services Contract

Land South of Sacheverell Way, Groby

Forecasting Report

September 2025
3851.217

Document Sign-off

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1. Introduction

1.1. Background

- 1.1.1. Leicestershire County Council's (LCC's) Network Data & Intelligence (NDI) consultants have been commissioned by The Transportation Consultancy, on behalf of Bloor Homes, to provide transport evidence to inform the impact of a future development located to the South of Sacheverell Way, Groby, Leicestershire.
- 1.1.2. Figure 1.1 shows the indicative location of the proposed development. The proposed development will have up to 180 dwellings and is expected to be fully built out by 2030¹.



Figure 1.1: Location of the Proposed Development

- 1.1.3. The proposed development will be accessed via two new priority T-junctions on Sacheverell Way as depicted in Figure 1.2 and Figure 1.3.

¹ The original proforma application (5-10-24) was comprised of up to 230 dwellings with a pedestrian crossing traversing Sacheverell Way. This has been revised at the inception meeting of 17-7-25.

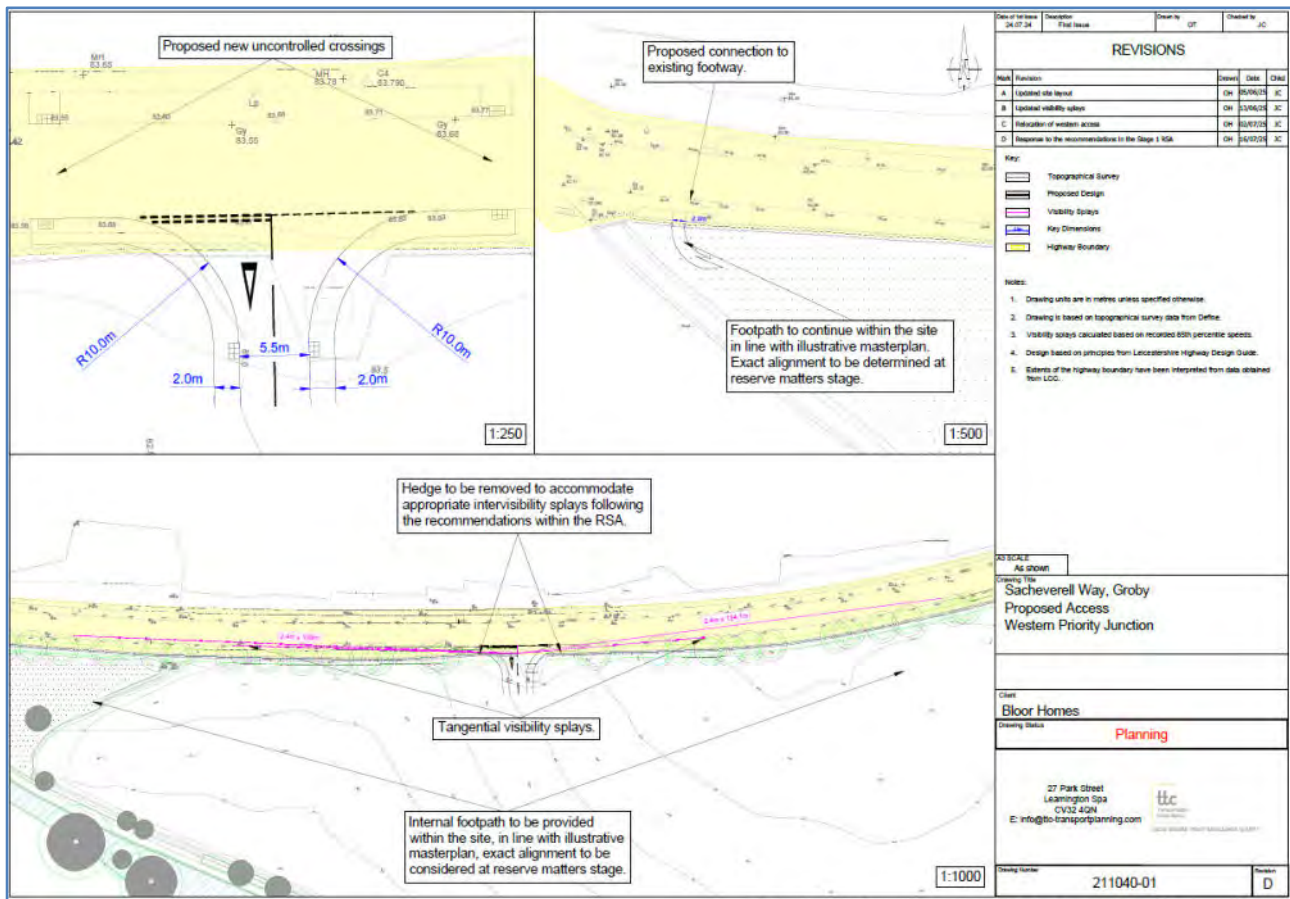


Figure 1.2: Proposed Development Access (West)

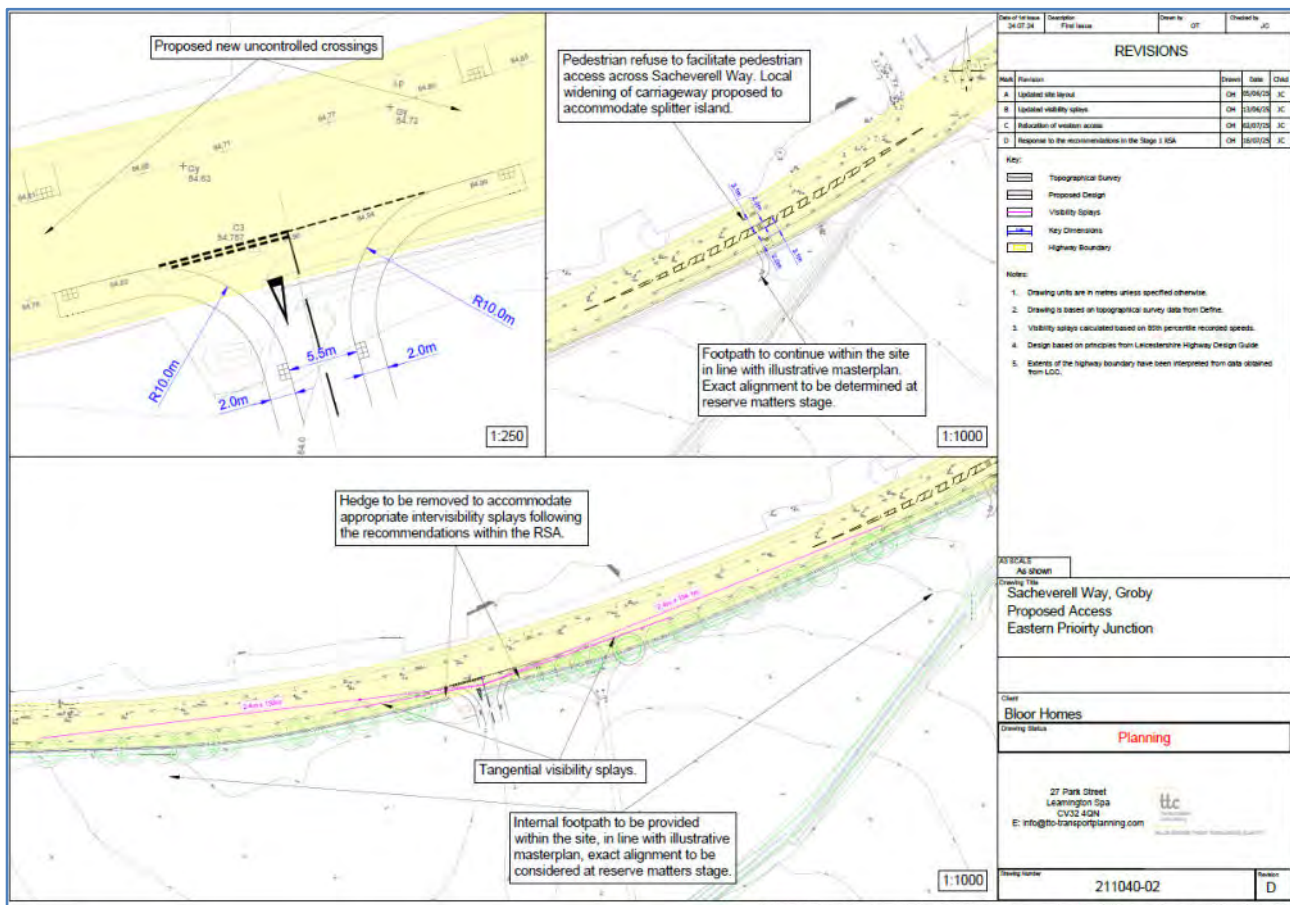


Figure 1.3: Proposed Development Access (East)

- 1.1.4. This report is the Forecasting Report containing the forecast model results of the strategic modelling assessment of the proposed development. This report follows the '*Land South of Saxevevell Way, Groby Base Year Model Review Report*'², which details the 2023 base year model network review and performance in the vicinity of the proposed site.

1.2. Report Structure

- 1.2.1. Section 2 details the model suitability, including the agreements around the Uncertainty log and development trip generation.
- 1.2.2. Section 3 outlines the forecast model results for all scenarios.
- 1.2.3. Section 4 summarises the results of the PRTM Assessment of the proposed development.

² 3851.217_Land South of Saxevevell Way_BYMR_v1.0 (16/05/25)

2. Forecast Approach and Assumptions

2.1. Introduction

2.1.1. For this strategic modelling assessment, the following forecast model scenarios have been produced:

- 2025 Base, 'Do Minimum'.
- 2030 Opening Year, 'Do Minimum1' excluding Ratby development.
- 2030 Opening Year, 'Do Minimum2' including Ratby development.
- 2030 Opening Year, 'Do Something1' (DfT Circular) – 100% occupancy.
- 2030 Opening Year, 'Do Something2' (DfT Circular) – 100% occupancy.

2.1.2. The 'Do Minimum' forecasts have been run through the wider PRTM modelling suite which includes, among others: a highway model, a public transport model, and a variable demand model. Therefore, the forecasts include the response of travel demand to forecast changes in the costs of travel (including congestion, fuel prices and public transport fares) and change in assumed highway and public transport infrastructure over time.

2.1.3. To produce the 2030 'Do Something' forecasts; the highway trips, specified by the client in the trip generation numbers for the proposed Sacheverell Way development, have been added to the 2030 'Do Minimum' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

2.2. 'Do Minimum' Assumptions

2.2.1. The forecast planning data and infrastructure schemes used to produce the forecast 'Do Minimum' scenarios were reviewed by the client and subsequently accepted by highway stakeholders during the inception meeting with the detail contained in the uncertainty log.

2.2.2. Concerns relating to the impact of a prospective housing development coming forward in nearby Ratby has prompted an additional sensitivity test to be commissioned. The development is comprised of 509 houses on land between Markfield Road and Desford Lane with access via a Burroughs Road link joining them.

2.2.3. The inclusion of this sensitivity testing has resulted in the need for the two 'Do Minimum' and 'Do Something' scenarios defined in paragraph 2.1.1 above.

2.2.4. The trip forecasting process contained within the PRTM uses forecasts of population, households, and jobs to generate estimates of future travel demand. Planning forecasts (containing measures of housing and development) were unconstrained (NTEM minimum³) for this application.

2.3. Proposed Development Access Assumptions

2.3.1. To create the 2030 'Do Something' networks a single access from the development zone onto Sacheverell Way was added to the 'Do Minimum' networks. Although contrary to the dual access (Figure 1.2 and Figure 1.3) proposed for the development, the simplification in the modelling is due to the limitations associated with the application of the strategic model at the local level. This is best addressed by the client undertaking a manual adaptation of the PRTM zonal productions and attractions which accounts for how the site masterplan relates to the dual access.

2.3.2. 2 new development zones have been used for this application; these are to represent:

- The prospective development off Burroughs Road, Ratby.
- The proposed development being assessed in this commission.

2.3.3. In each case simple priority accesses were added to the 'Do Minimum' networks for both developments via the Burroughs Road link and Sacheverell Way respectively.

³ If the planning data result in forecasts below NTEM / TEMPro growth, the model reverts to NTEM / TEMPro as minimum.

2.4. Proposed Development Trip Generation Assumptions

- 2.4.1. Assumptions regarding trip rates generated by the proposed development in 2030 were provided by the client in the PRTM Modelling Proforma. The trip rate figures provided are shown in Table 2.1. These trips have been added to the 'Do Minimum' highway demand matrices and assigned in the PRTM highway model.

Vehicle Type	AM			PM		
	In	Out	Total	In	Out	Total
Lights	32	82	114	79	39	118
Heavies	-	-	-	-	-	-
Total	32	82	114	79	39	118

Table 2.1: Development Trip Generation (2030)

2.5. Proposed Development Trip Distribution Assumptions

- 2.5.1. The existing PRTM zone 4103 represents the established housing estate to the north of Sacheverell Way and is adjacent to the development proposal. It was agreed⁴ that its trip distribution could be used as a proxy for this development.
- 2.5.2. Figure 2.1 and Figure 2.2 show the forecast development trip distribution on the highway network for the 2030 'Do Something' scenarios in the AM and PM Peak hours. Given there is no significant change in distribution between the 'with' and 'without' Burroughs Road, Ratby development, only the 'Do-Something1' version is reported here.
- 2.5.3. The distributions indicate the popularity of development trip ends in Leicester City with notable routing through the A50/A46 junction as trips seek access using the A50, Groby Rd, Anstey Lane and Leicester Western Bypass for north Leicester origins/destinations. A small proportion of trips travel south towards Fosse Park using M1 J21 whilst west and northbound trips largely utilise the rural network.
- 2.5.4. These distributions are further broken down by distance to highlight those highway trips travelling less than 10Km versus those travelling further (Figure 2.3 and Figure 2.4). This information is useful in identifying journeys that could be targetable for more sustainable modes of travel such as movements towards:
- Leicester using the A50, Leicester Road,
 - North of Leicester using Anstey Lane,
 - Wembley Road industrial area using Station Road and Ratby Lane,
 - Brookvale High School and Groby using Ratby Road.

⁴ Inception Meeting, 17th July 2025.

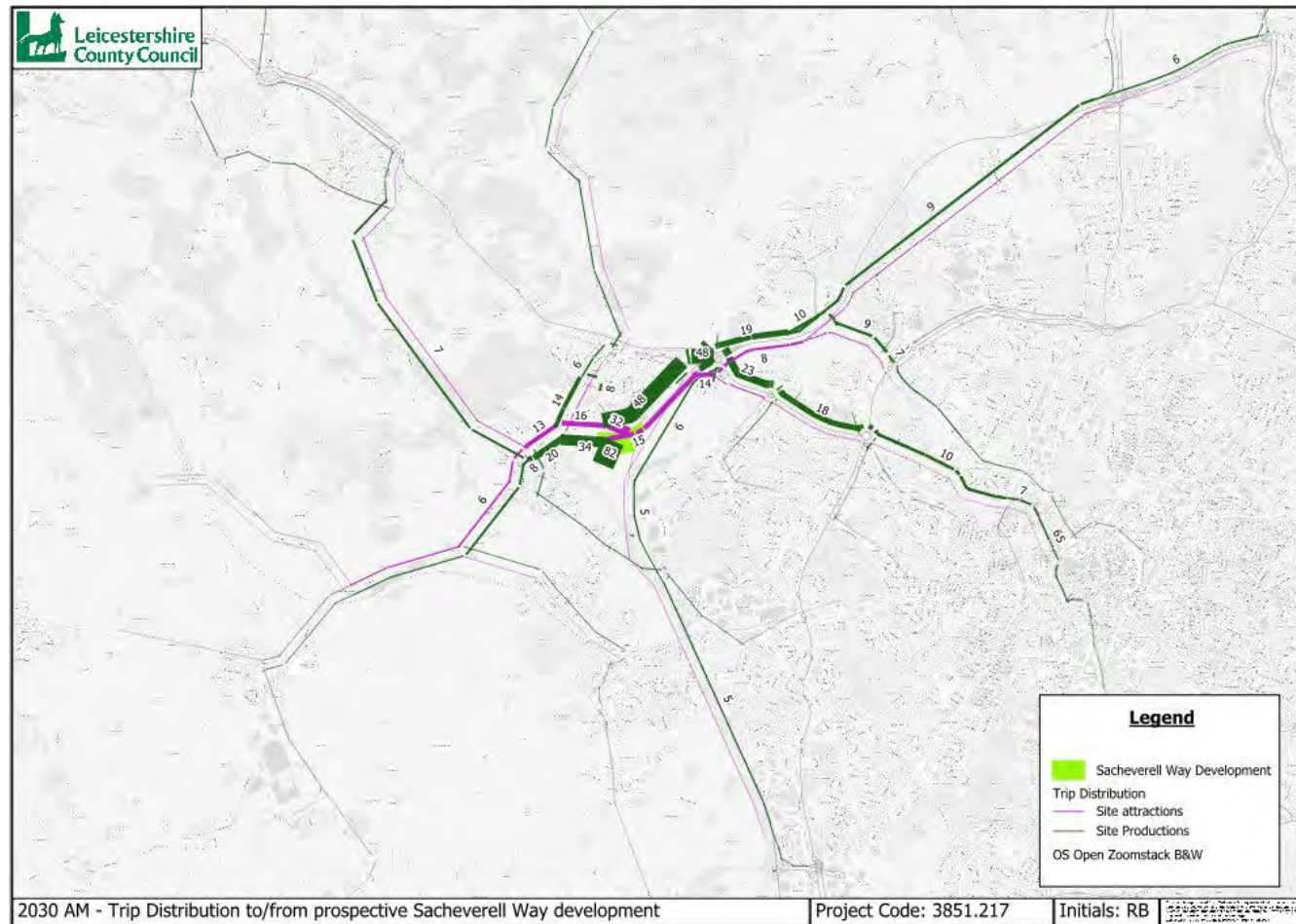


Figure 2.1: Vehicle Trip Distribution to and from the Proposed Development – 2030 DS1 AM

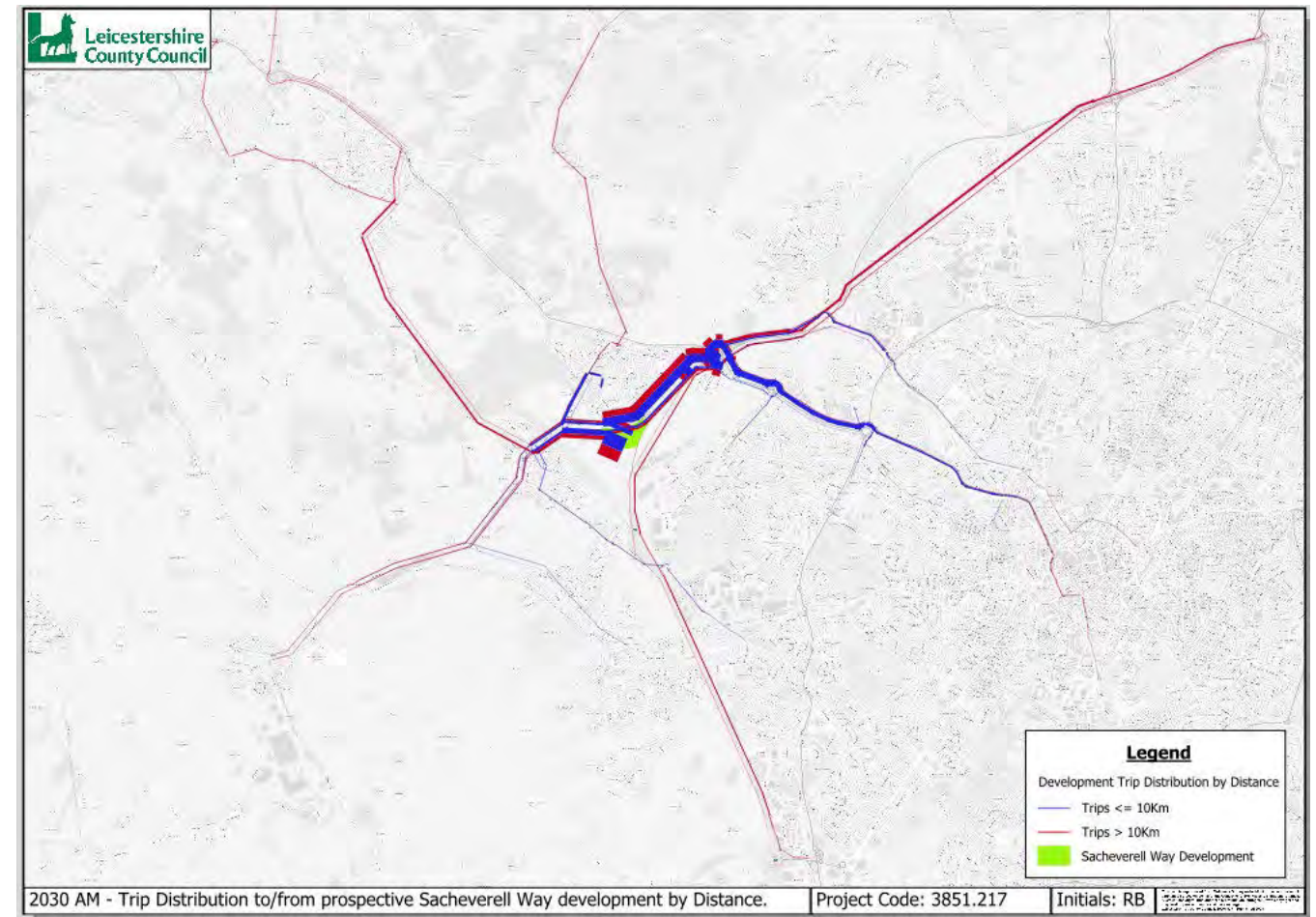


Figure 2.3: Vehicle Trip Distribution to/from Proposed Development by Distance - 2030 DS1 AM

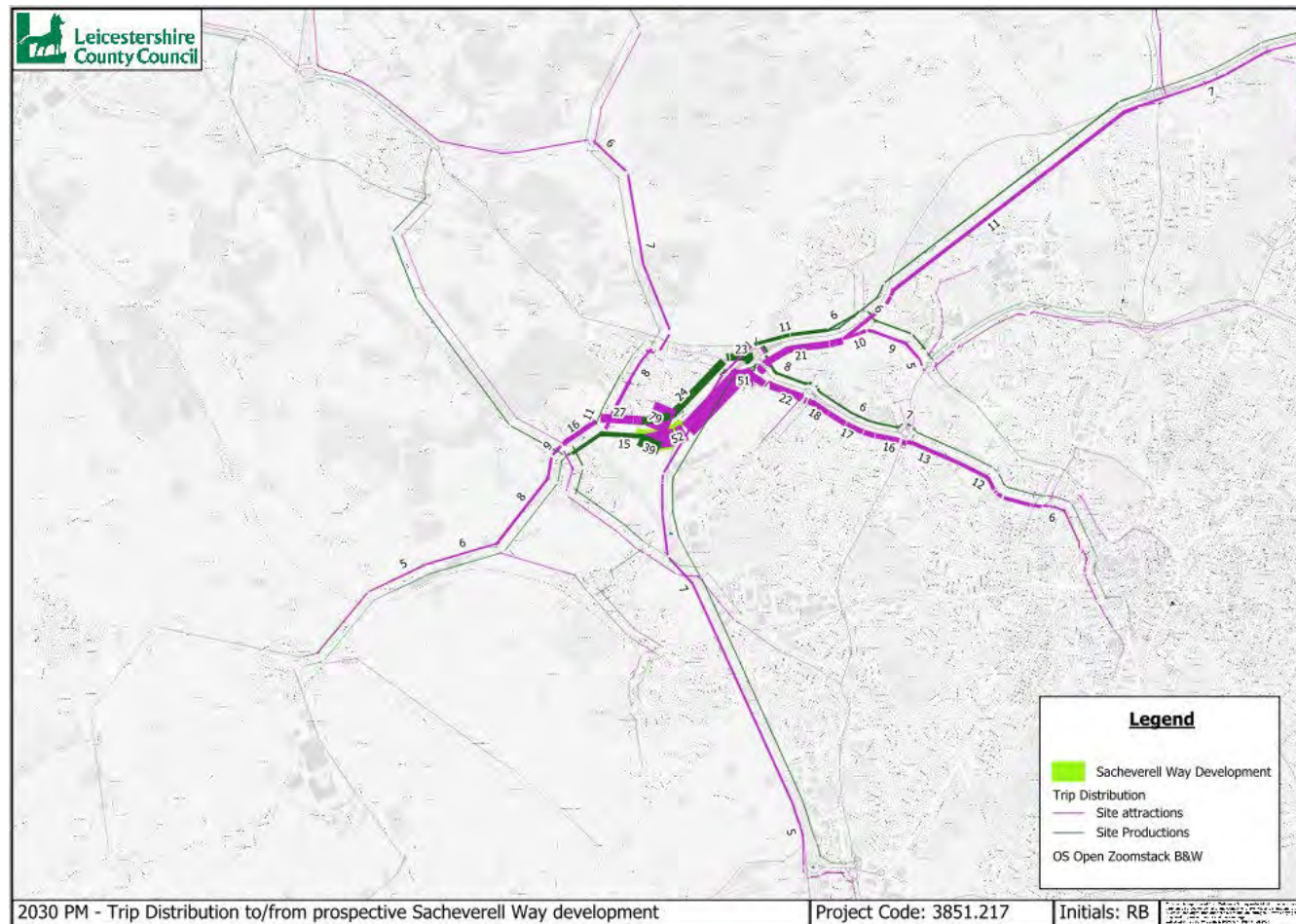


Figure 2.2: Vehicle Trip Distribution to and from the Proposed Development – 2030 DS1 PM

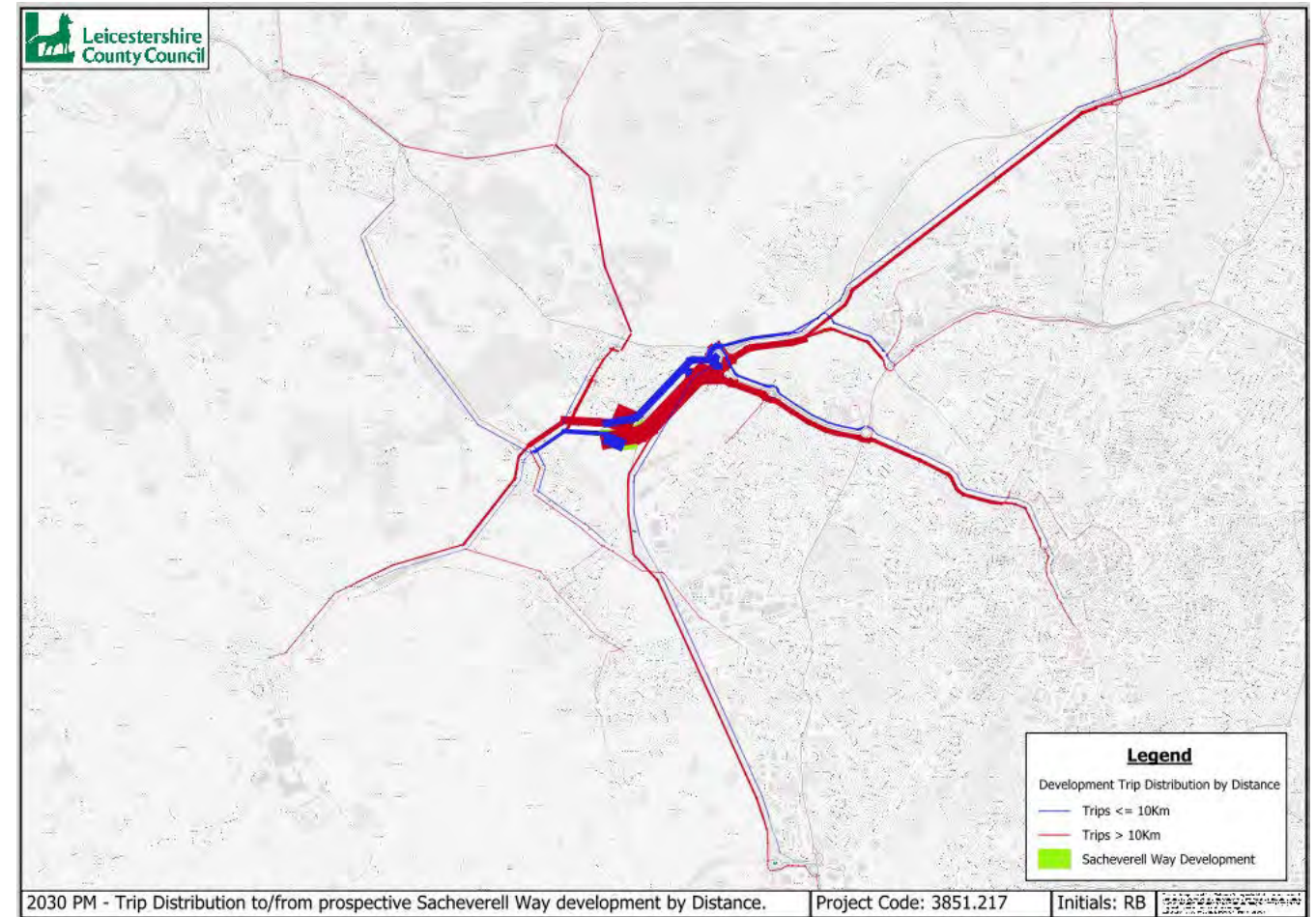


Figure 2.4: Vehicle Trip Distribution to/from Proposed Development by Distance – 2030 DS1 PM

3. Forecast Model Results

3.1. Introduction

- 3.1.1. This section details the forecast model results for the proposed development to the south of Sacheverell Way, Groby, for the AM Peak (8am to 9am) and PM Peak (5pm to 6pm) hours.

3.2. Forecast Development Traffic

- 3.2.1. Figure 2.1 and Figure 2.2 in Section 2.5 show the assigned forecast trip distribution to and from the proposed development in 2030 for both the AM and PM Peak hours. The figures show that the proposed development is forecast to send approximately:

- 30% (23) of trips towards Leicester along the A50,
- 10% (9) of trips towards Leicester along the A5630, Anstey Lane,
- 15% (14) of trips into/through Groby along Ratby Road,
- 25% (20) of trips towards Ratby.

3.3. Forecast Flow Change

- 3.3.1. Figure 3.1 and Figure 3.2 show the background traffic growth between the 2025 'Core' and 2030 'Do Minimum 1' forecast scenarios for the AM and PM Peak hours respectively whilst Figure 3.3 and Figure 3.4 show the equivalent for the 'Do Minimum 2'. Red bandwidths represent a flow increase and blue represent a flow decrease. Note, only flow changes greater than 40 passenger car units (PCU) are labelled.
- 3.3.2. Figure 3.5 and Figure 3.6 show the forecast flow changes in 2030 between the 'Do Something 1' and 'Do Minimum 1' scenarios for the AM and PM Peak hours respectively with Figure 3.7 and Figure 3.8 showing the equivalent for the 'Do Something 2' and 'Do Minimum 2' scenarios. The labels are only displayed when the change in flow is 10 PCU or more.
- 3.3.3. The impact of the development on highway traffic flows is shown to be relatively localised and consistent regardless of whether the nearby Burroughs Road, Ratby development is in-situ or not.
- 3.3.4. In the AM peak hour, the model forecasts an increase in trips using Groby village (~40pcu) and the A50 (~25pcu) to access the A46, Leicester Western Bypass with the imposition of the development. This is in preference to the more direct route via Sacheverell Way (~15pcu) and is due to congestion levels at the A46/A50 interchange as shown in the volume/capacity plot (Figure 3.20). There are marginal increases in eastbound flows on the A46 (~15pcu) and the A50 (~15pcu).
- 3.3.5. In the PM peak hour, the forecast indicates an increase in 2-way Sacheverell Way flows to the east and west of the site (~50pcu and 40pcu) whilst Leicester Rd in the village sees a decrease in eastbound flows (~10pcu). Southbound flows through Groby increase (~20pcu) with modest increases on the A50, Leicester Rd (~20pcu) and A46, Leicester Western Bypass (~20pcu).

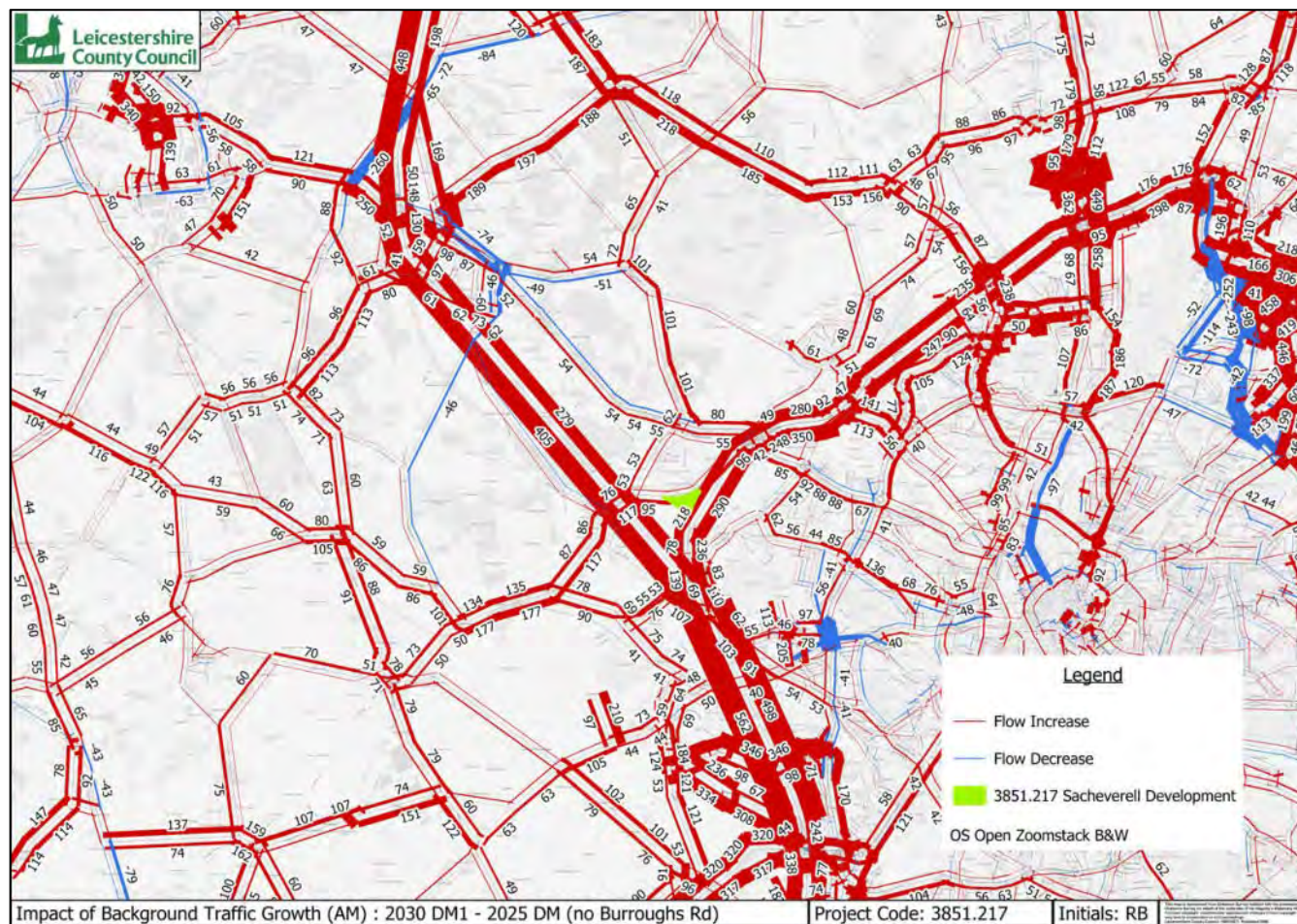


Figure 3.1: Forecast Flow Change for 2030 'DM1' minus 2025 'Core' - AM Peak Hour

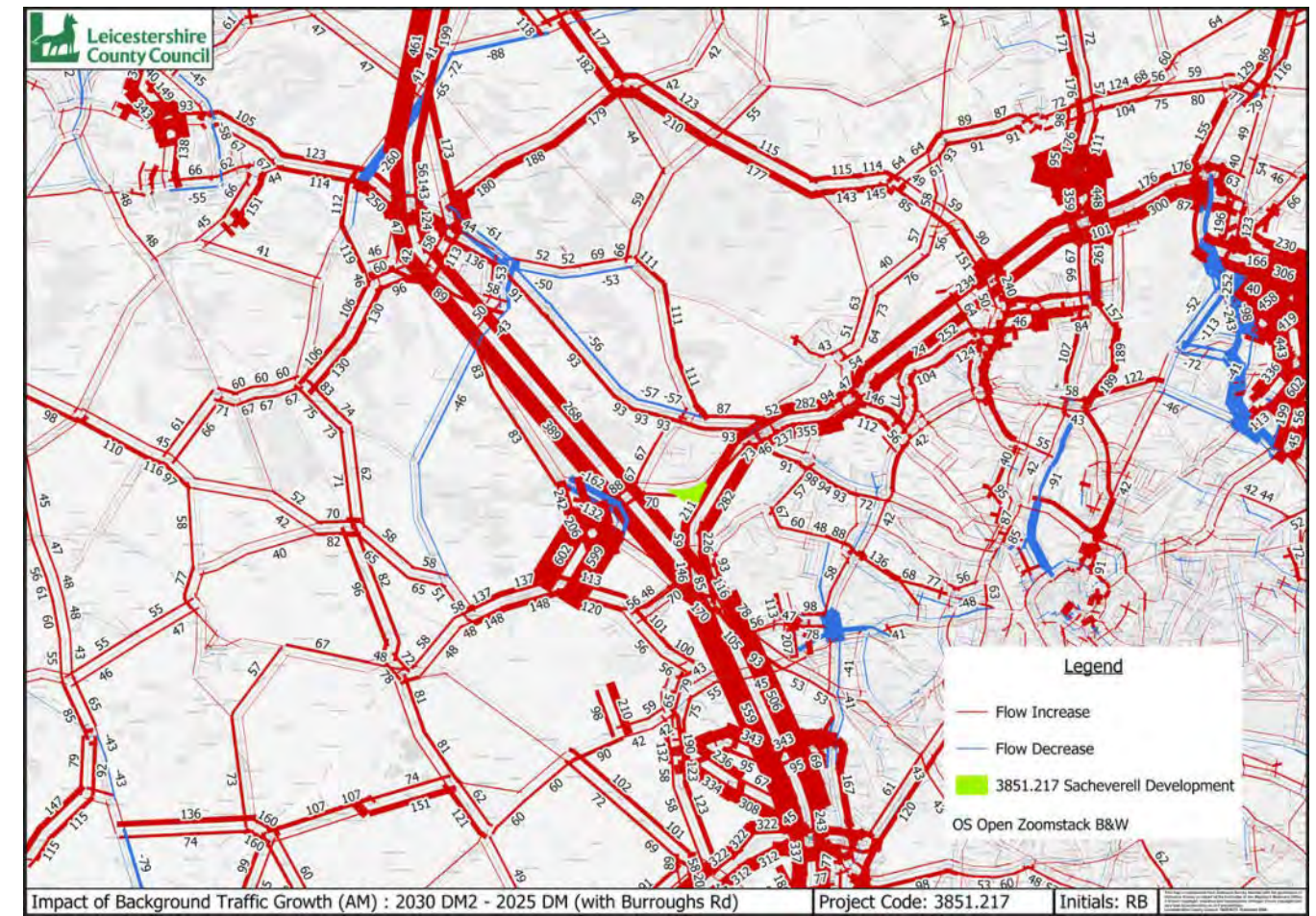


Figure 3.3: Forecast Flow Change for 2030 'DM2' minus 2025 'Core' - AM Peak Hour

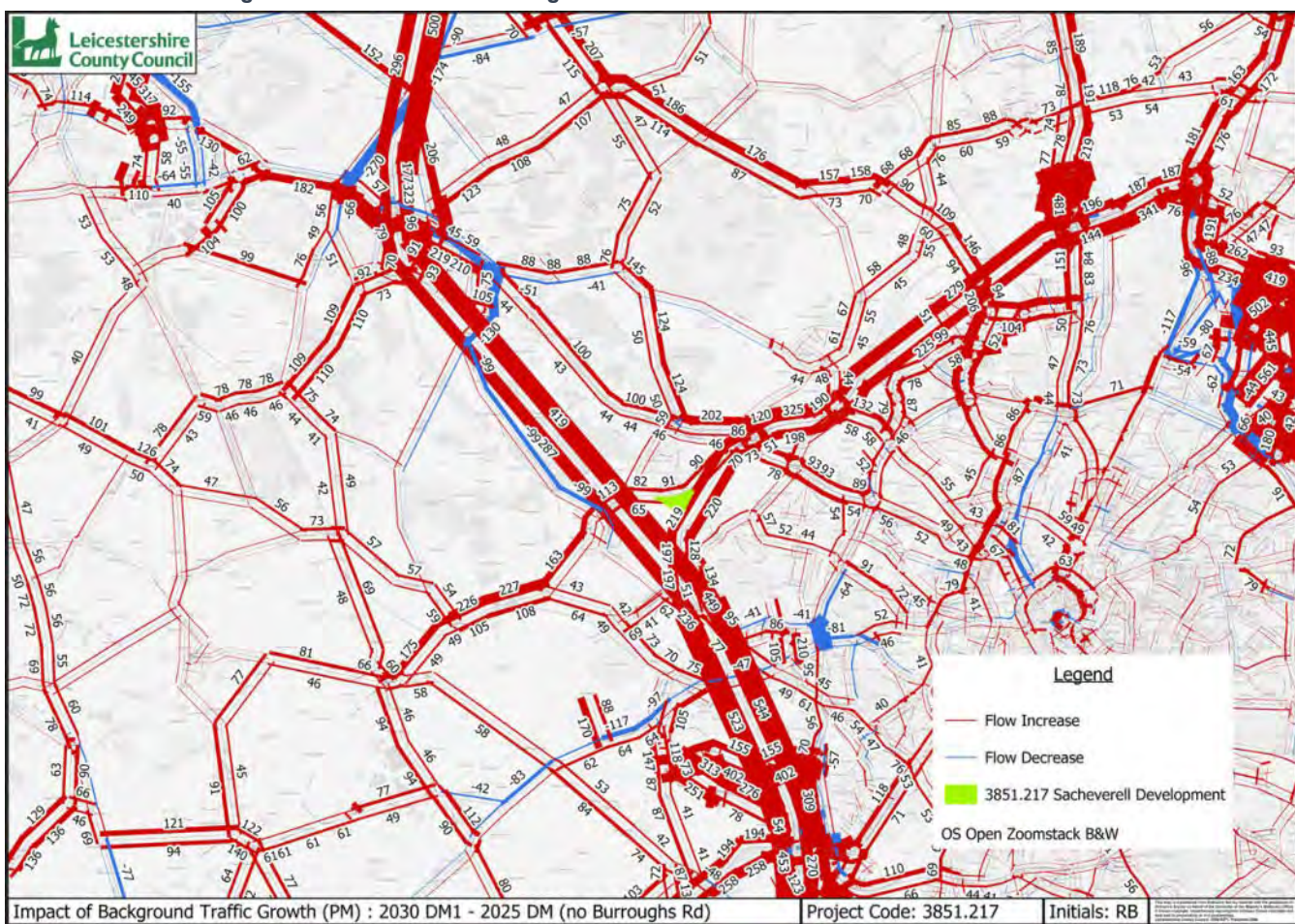


Figure 3.2: Forecast Flow Change for 2030 'DM1' minus 2025 'Core' - PM Peak Hour

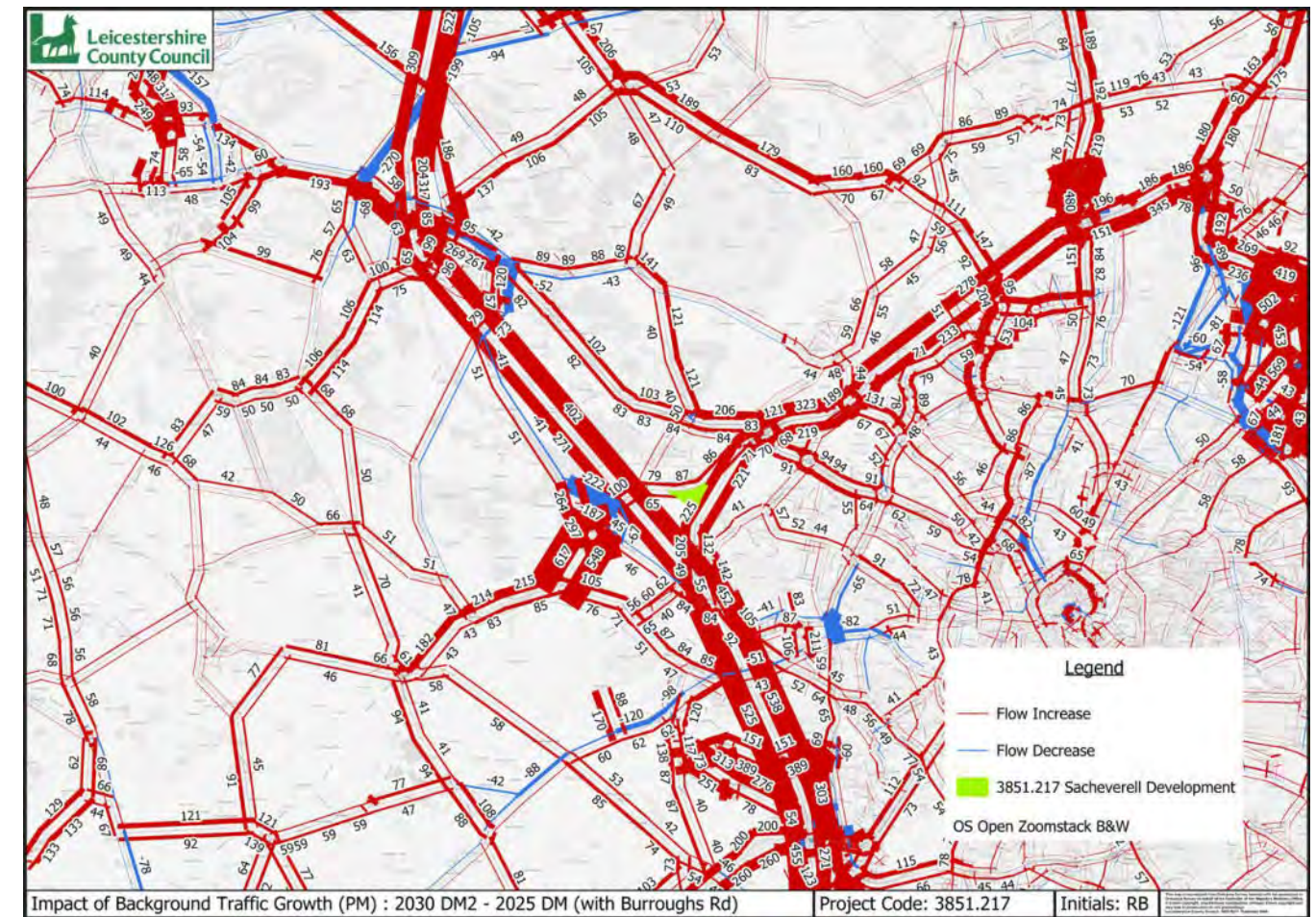


Figure 3.4: Forecast Flow Change for 2030 'DM2' minus 2025 'Core' - PM Peak Hour

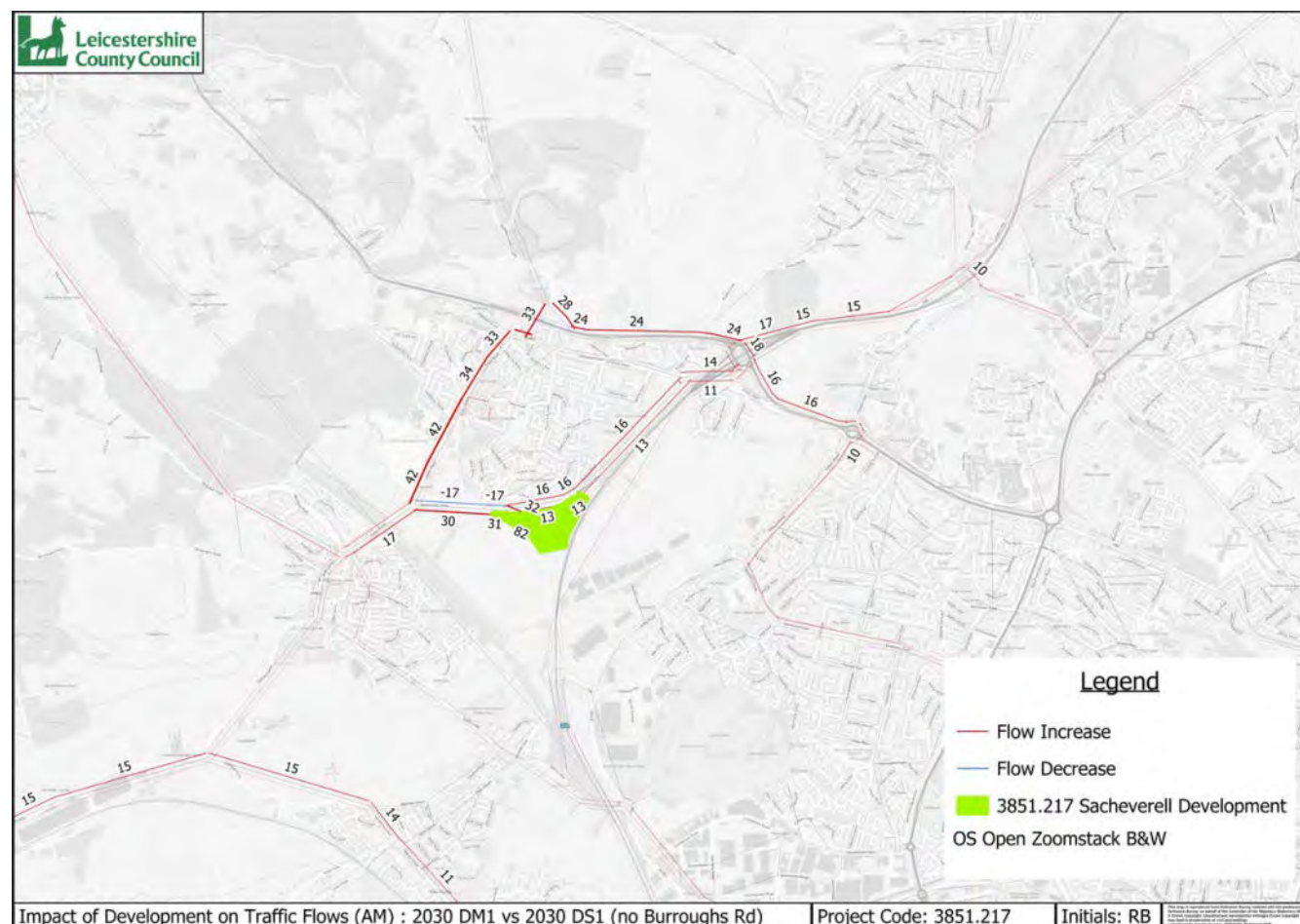


Figure 3.5: Forecast Flow Change for 2030 'DS1' minus 2030 'DM1' - AM Peak Hour

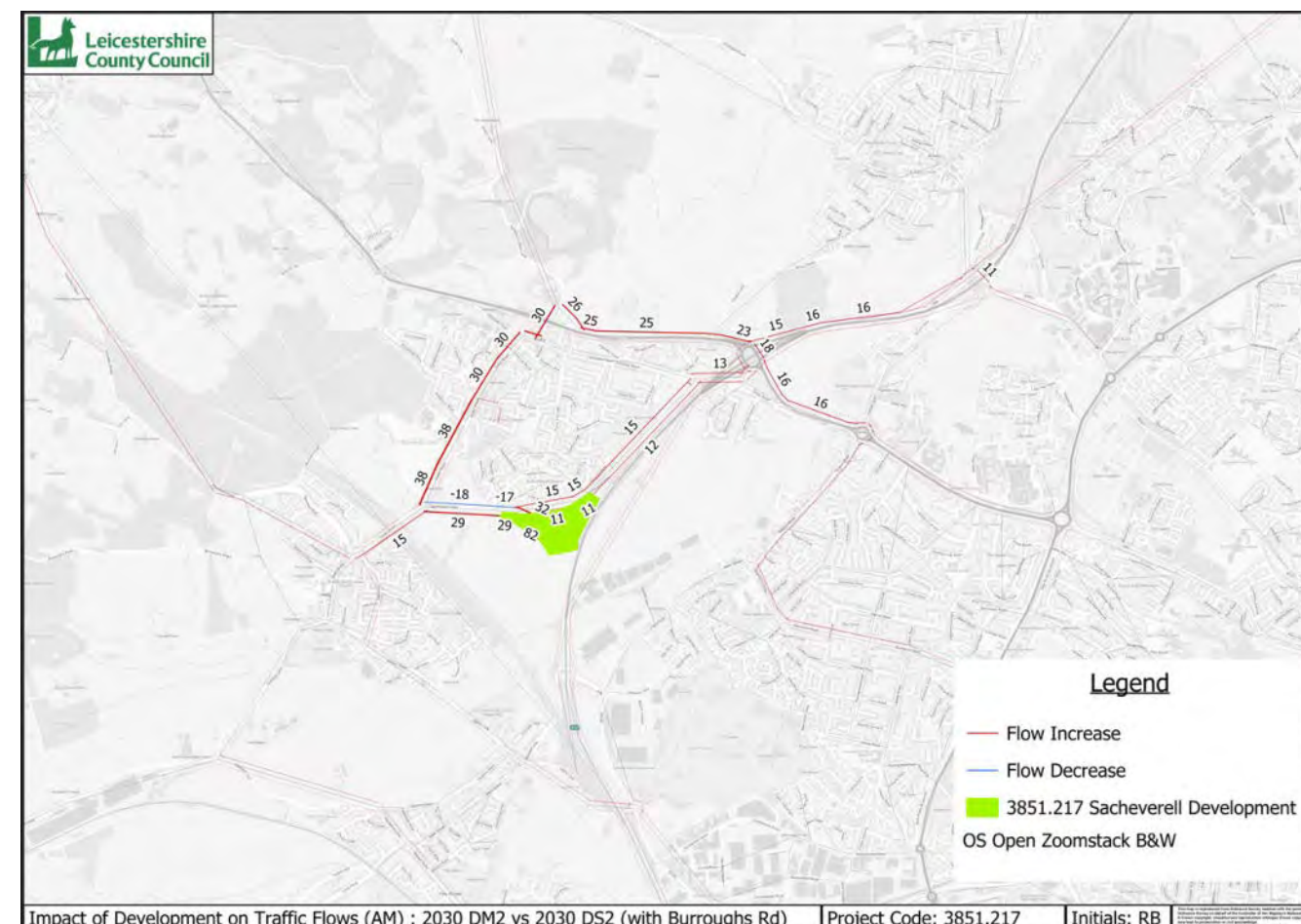


Figure 3.7: Forecast Flow Change for 2030 'DS2' minus 2030 'DM2' - AM Peak Hour

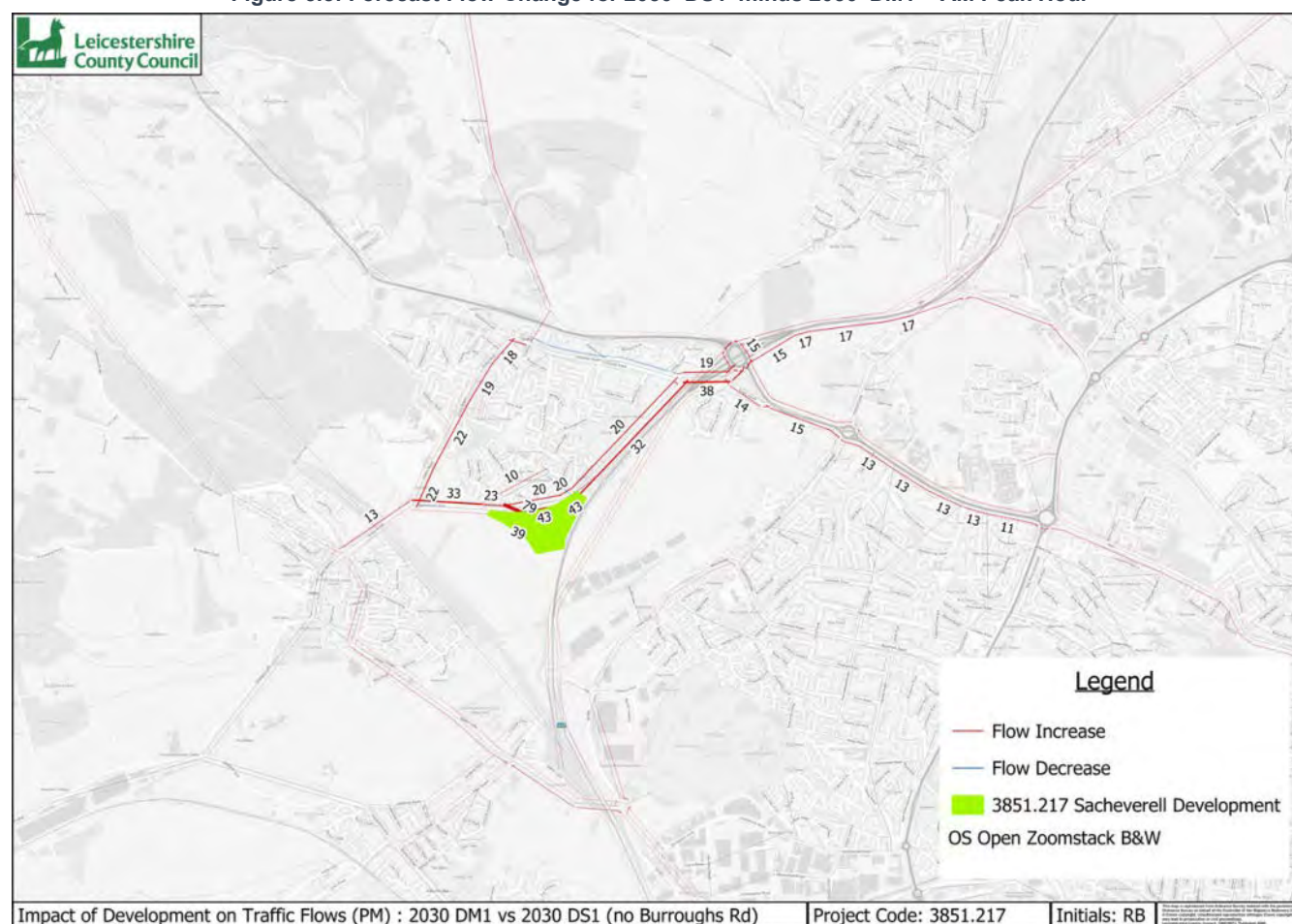


Figure 3.6: Forecast Flow Change for 2030 'DS1' minus 2030 'DM1' - PM Peak Hour

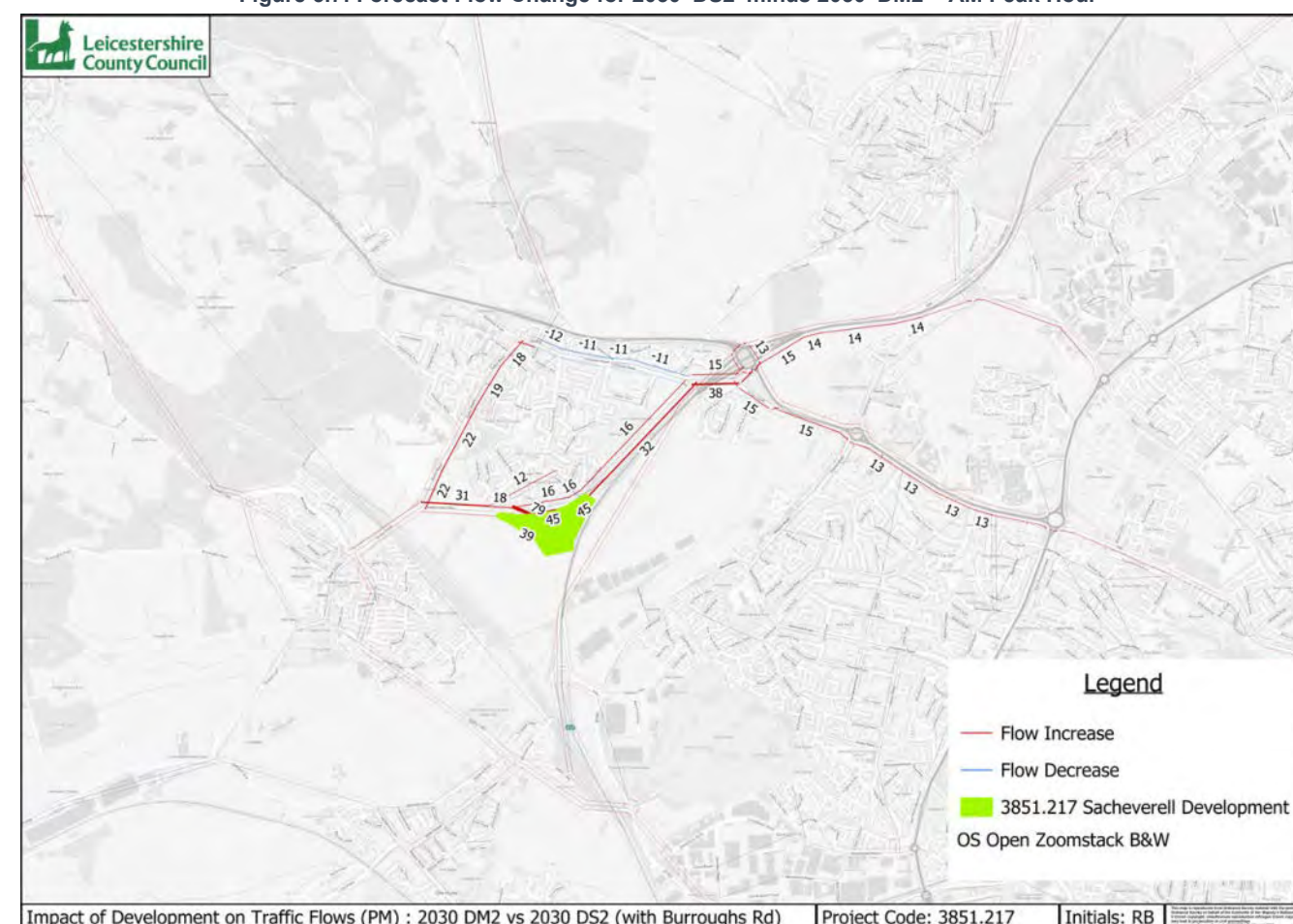


Figure 3.8: Forecast Flow Change for 2030 'DS2' minus 2030 'DM2' - PM Peak Hour

3.4. Area of Influence (Aol)

- 3.4.1. The Area of Influence, shown in Figure 3.9, has been defined using the forecast flow changes between the corresponding '2030 Do Something' and the '2030 Do Minimum' scenarios. This considers the full proposed development build out.
- 3.4.2. The Aol was defined by links which are forecast to have a change of flow of more than $\pm 5\%$ or ± 30 passenger car units (PCU)⁵ between the scenarios mentioned above, in either the AM Peak or the PM peak hour.
- 3.4.3. The forecast Area of Influence includes the following roads:
 - Sacheverell Way, Groby
 - Ratby Road, Groby
 - Leicester Road, Groby
 - A46/A50 Interchange
- 3.4.4. To align with HDMs requirements for individual junction assessment, flow data (actual flows) in csv and GIS format for links within the Aol for all forecast scenarios, have been provided separately, to enable link targets to be calculated for the Furness process.

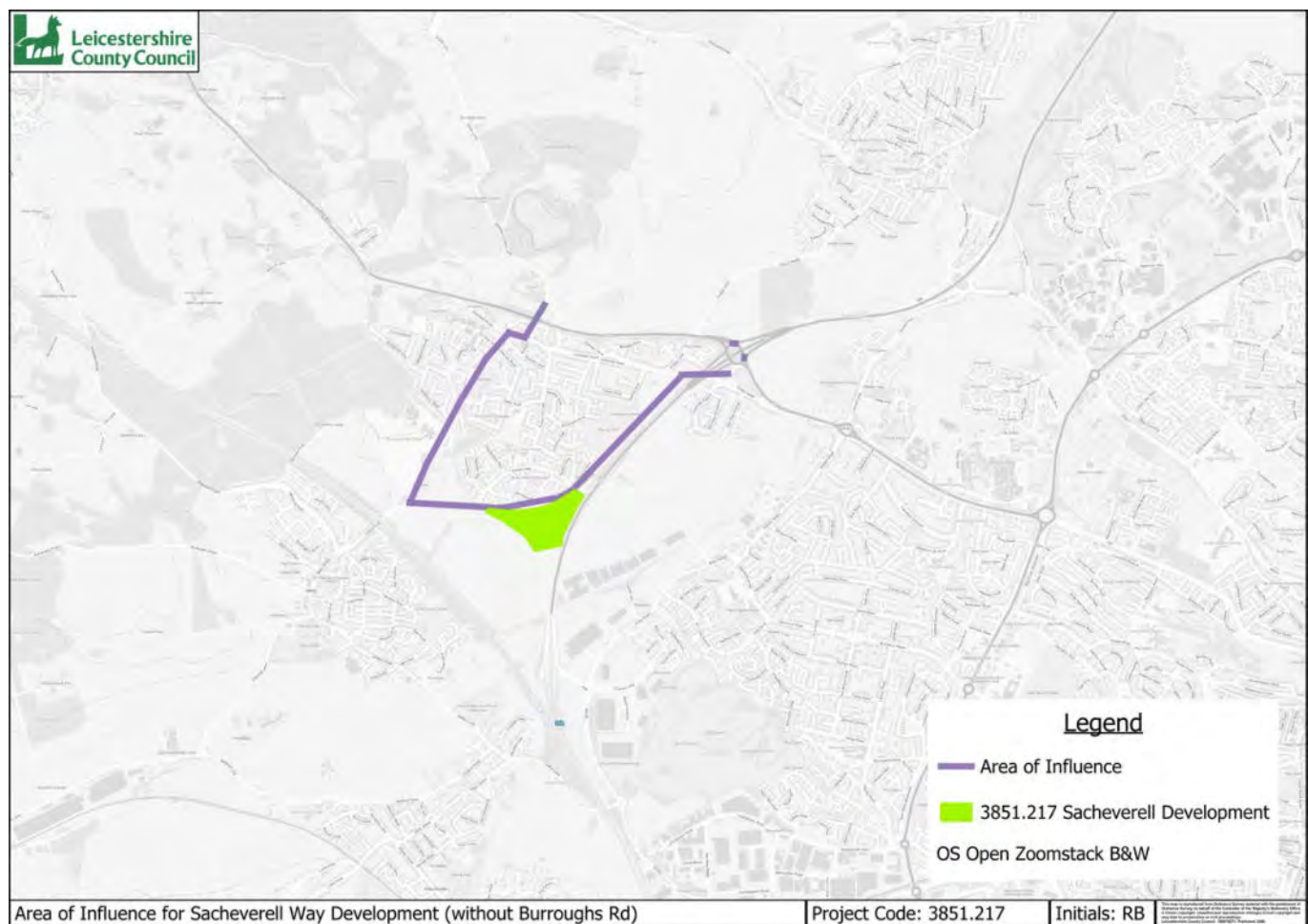


Figure 3.9: Area of Influence for Sacheverell Way Development

⁵ Normally the Area of Influence is defined by links forecast to change by more than $\pm 5\%$ flow **AND** ± 30 PCUs. Here the criterion was relaxed to **OR** due to the relatively low impact of the development whilst remaining in line with national guidance relating to Transport Assessments and the treatment of off-site detailed junction modelling.

3.5. Forecast Delay Change

- 3.5.1. Figure 3.10 and Figure 3.11 show the background delay growth between the 2025 'Core' and 2030 'Do Minimum 1' forecast scenarios for the AM and PM Peak hours respectively whilst Figure 3.12 and Figure 3.13 show the equivalent for the 'Do Minimum 2'. Red bandwidths represent a delay increase and blue represent a delay decrease. Note, only delay changes greater than 10 seconds are labelled.
- 3.5.2. Figure 3.14 and Figure 3.15 show the forecast delay changes in 2030 between the 'Do Something 1' and 'Do Minimum 1' scenarios for the AM and PM Peak hours respectively with Figure 3.16 and Figure 3.17 showing the equivalent for the 'Do Something 2' and 'Do Minimum 2' scenarios. The labels are only displayed when the change in flow is 1 second or more.
- 3.5.3. The impact of the Sacheverell Way development is forecast to have very little additional delay at junctions in its area of influence with a top value of 2 seconds per PCU on the Leicester Road/Sacheverell Way roundabout east arm entry in the PM peak hour.
- 3.5.4. The forecast results are also consistent with each other regardless of whether the Burroughs Road, Ratby development is in-situ or not.

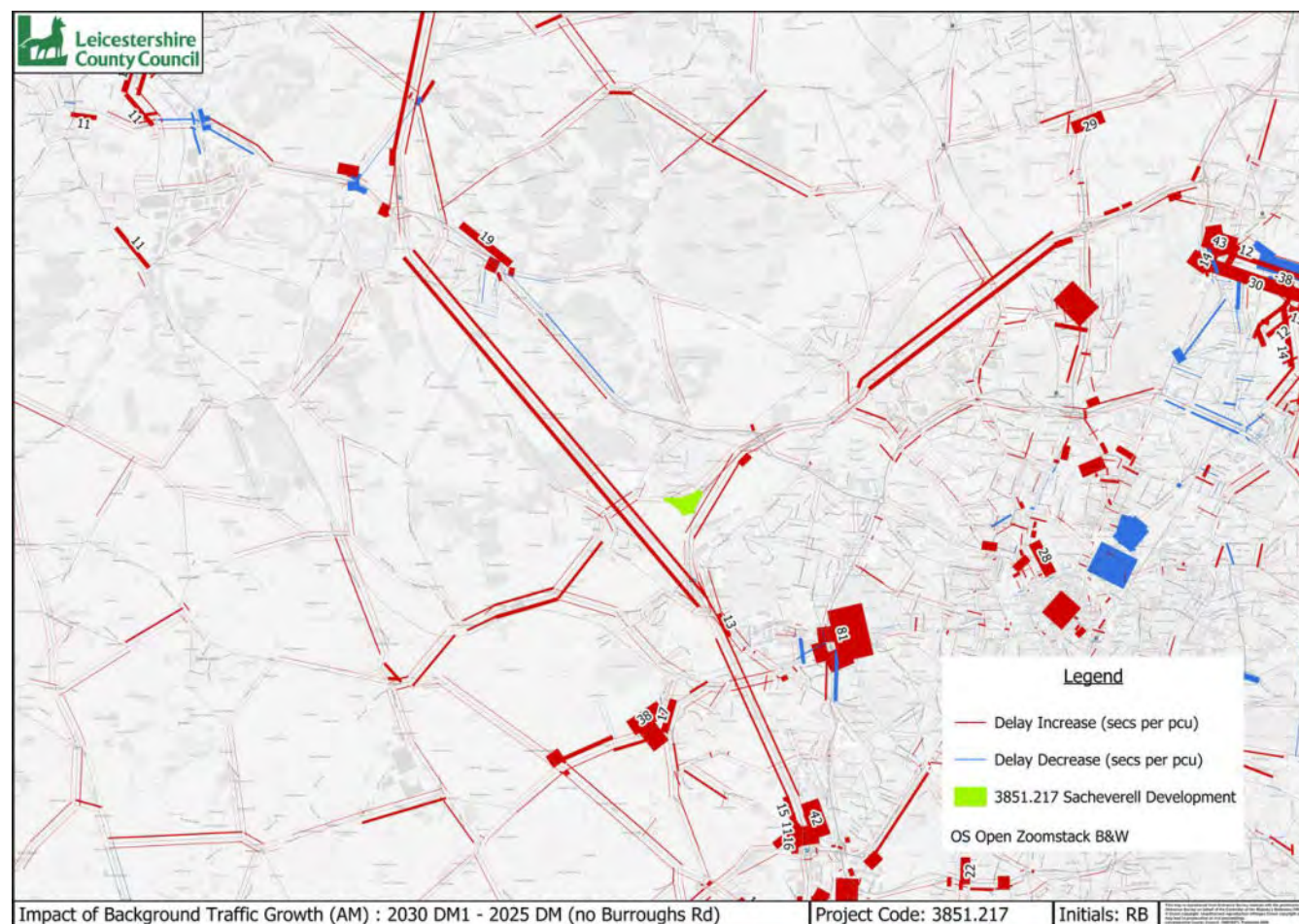


Figure 3.10: Forecast Delay Change for 2030 'DM1' minus 2025 'Core' - AM Peak Hour

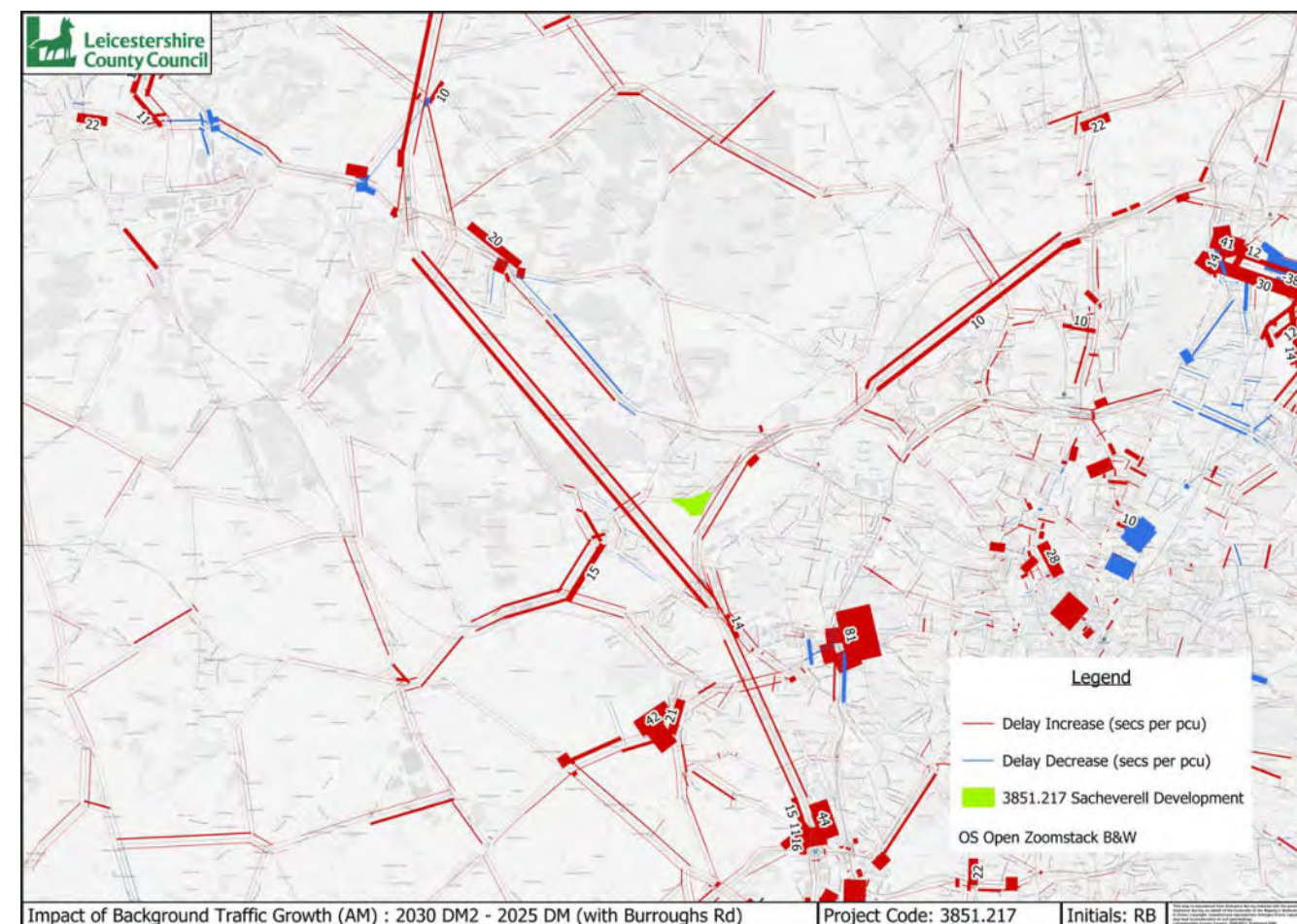


Figure 3.12: Forecast Delay Change for 2030 'DM2' minus 2025 'Core' - AM Peak Hour

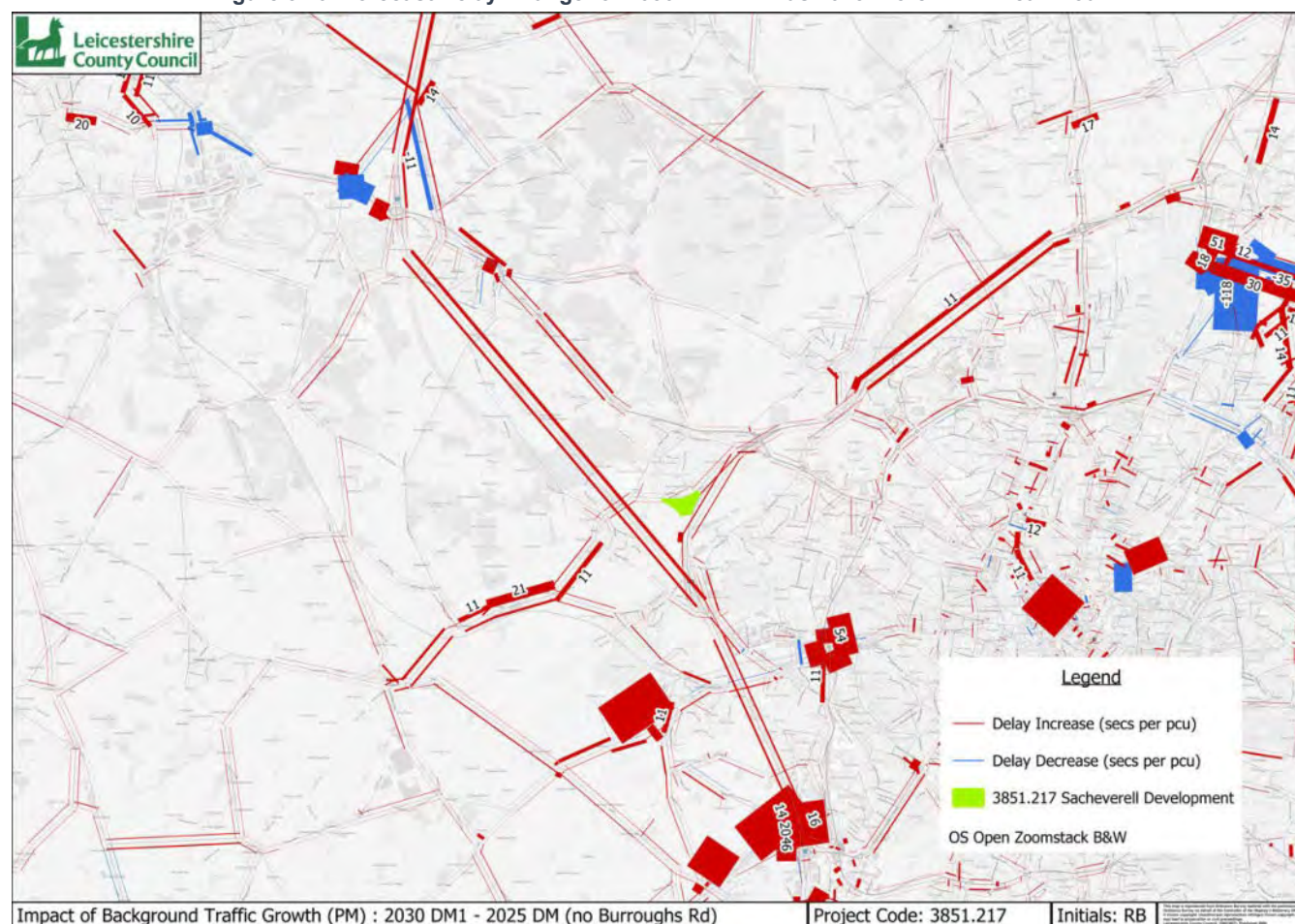


Figure 3.11: Forecast Delay Change for 2030 'DM1' minus 2025 'Core' - PM Peak Hour

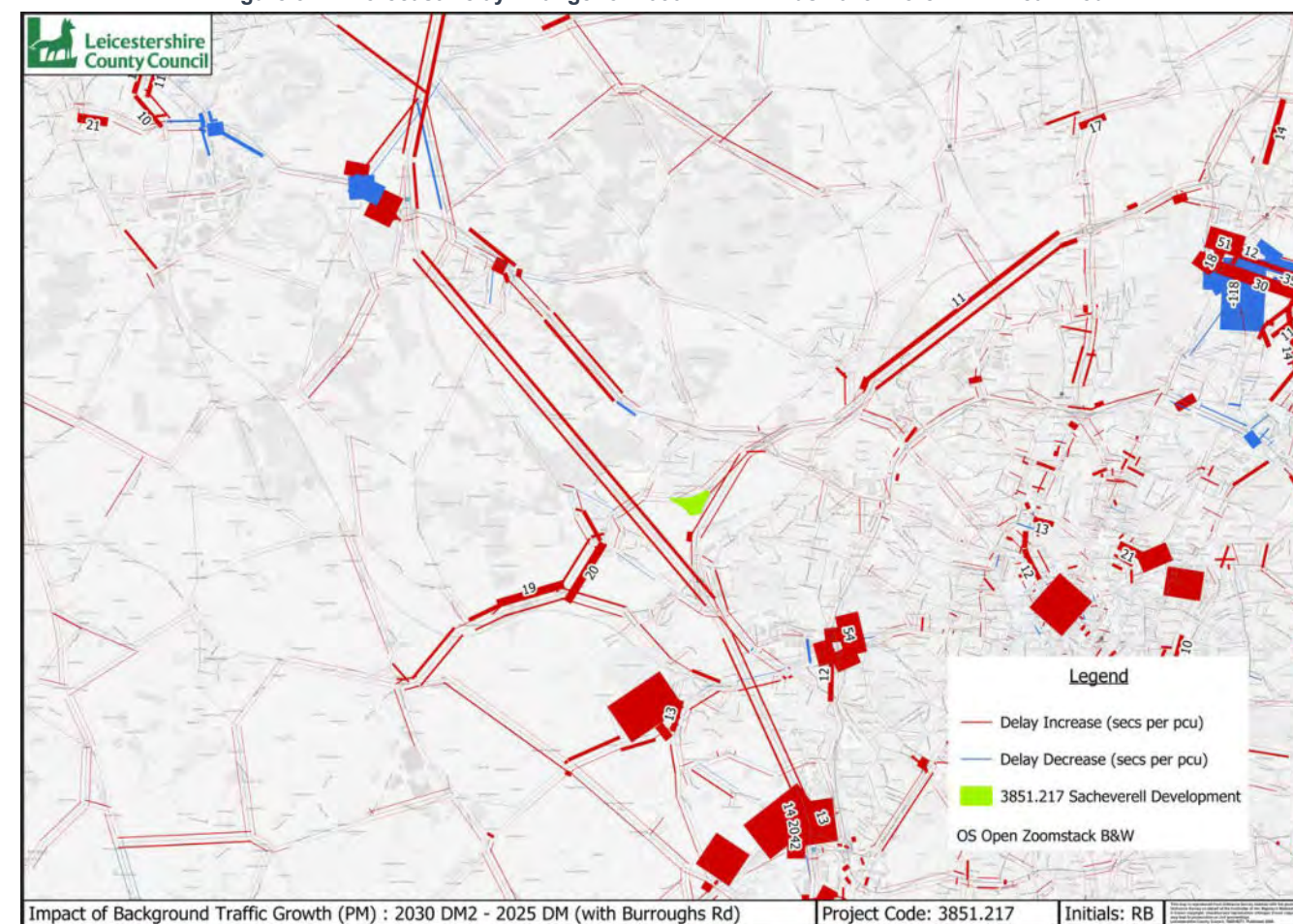


Figure 3.13: Forecast Delay Change for 2030 'DM2' minus 2025 'Core' - PM Peak Hour

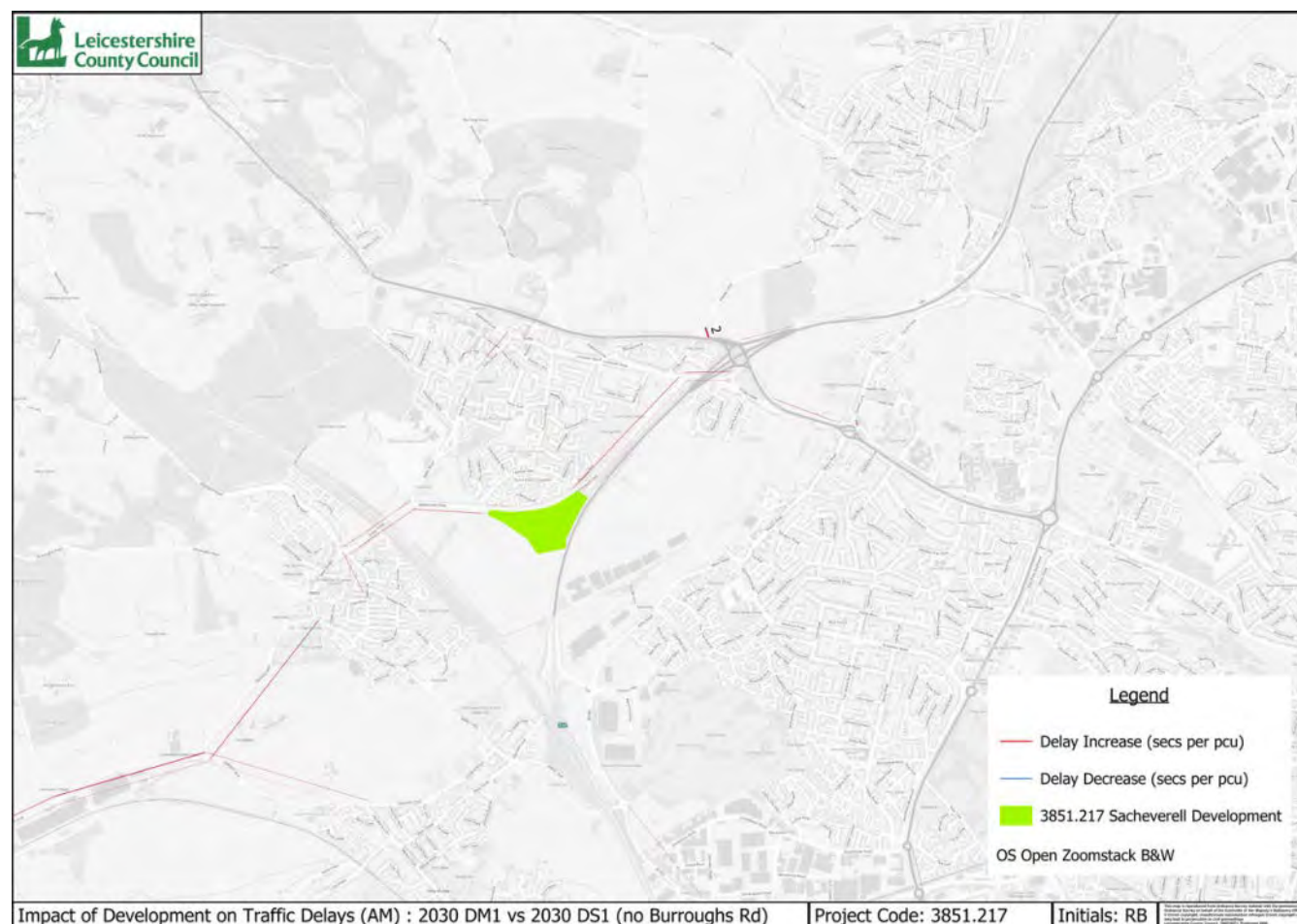


Figure 3.14: Forecast Delay Change for 2030 'DS1' minus 2030 'DM1' – AM Peak Hour



Figure 3.16: Forecast Delay Change for 2030 'DS2' minus 2030 'DM2' – AM Peak Hour

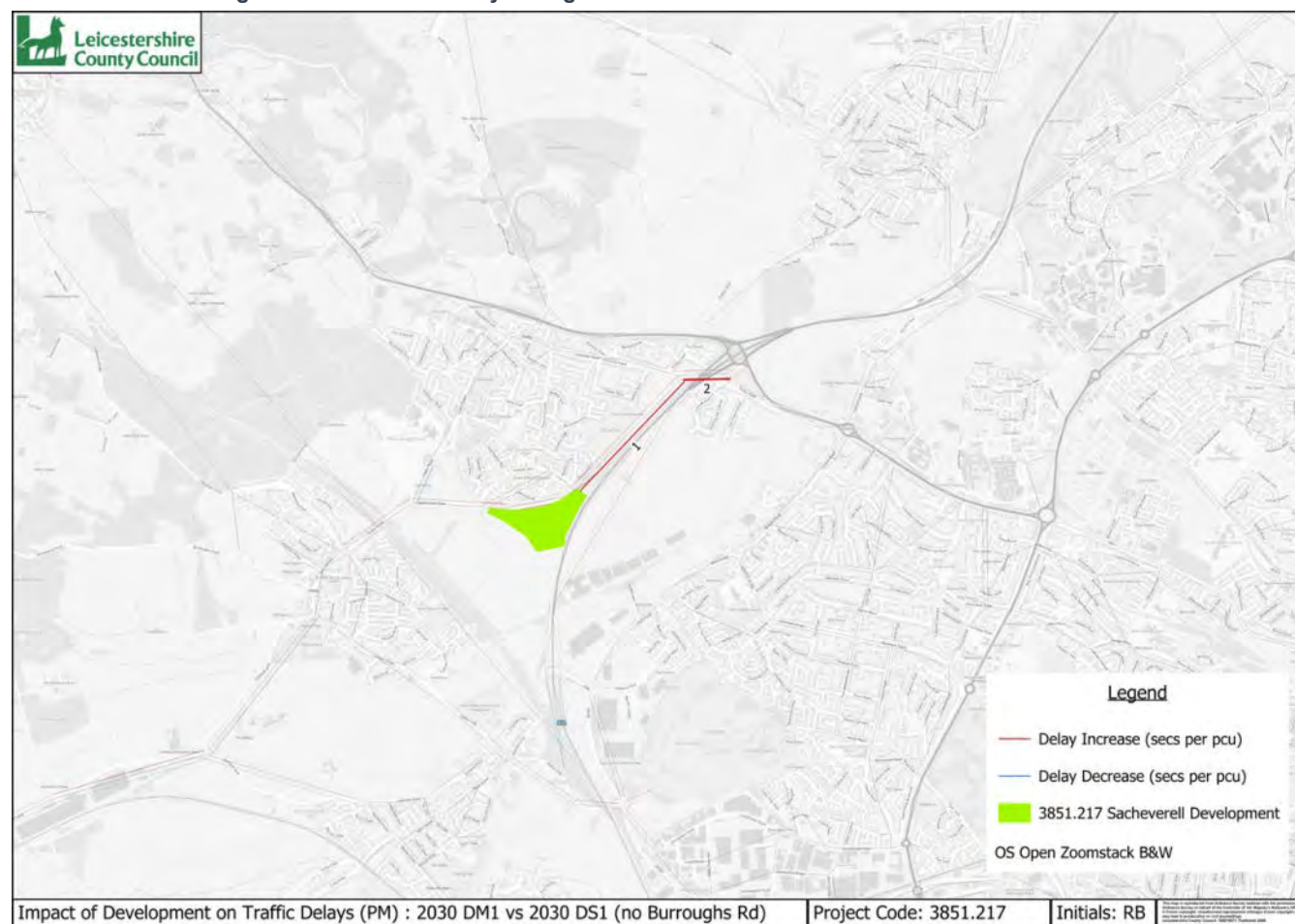


Figure 3.15: Forecast Delay Change for 2030 'DS1' minus 2030 'DM1' – PM Peak Hour



Figure 3.17: Forecast Delay Change for 2030 'DS2' minus 2030 'DM2' – PM Peak Hour

3.6. Maximum Volume/Capacity Ratios

- 3.6.1. Junction capacities are estimated for individual turning movements at the junction, reporting on these maximum values. Node volume-capacity ratios are used to identify locations where the forecast flows are approaching or exceeding the forecast capacity.
- 3.6.2. Ratios exceeding 85% indicate that the highway network is under stress and there is likely to be increased delays. When junctions have a high volume-capacity ratio, a large increase in delay can be created by a small increase in flow.
- 3.6.3. Figure 3.18 and Figure 3.19 compare the forecast maximum volume-capacity ratios due to forecast background growth in the vicinity of the development site between 2025 and the 2030 horizon year for AM and PM peak hours respectively. The three scenarios shown on each plot are, 2025 'Core', 2030 'Do Minimum 1' and 2030 'Do Minimum 2' with the latter two reflecting whether the nearby Burroughs Road development is built or not.
- 3.6.4. It should be noted that only junctions where the volume/capacity ratio exceeds 75% are displayed on the plots.
- 3.6.5. Figure 3.20 and Figure 3.21 show the 2030 forecast impact of the fully built-out development proposal in its vicinity. Here, comparisons are made between the 'with' (DS1/DS2) and 'without' (DM1/DM2) development scenarios. The plots show that there is no discernible deterioration in local junction performance as a consequence of the development in either peak hour.

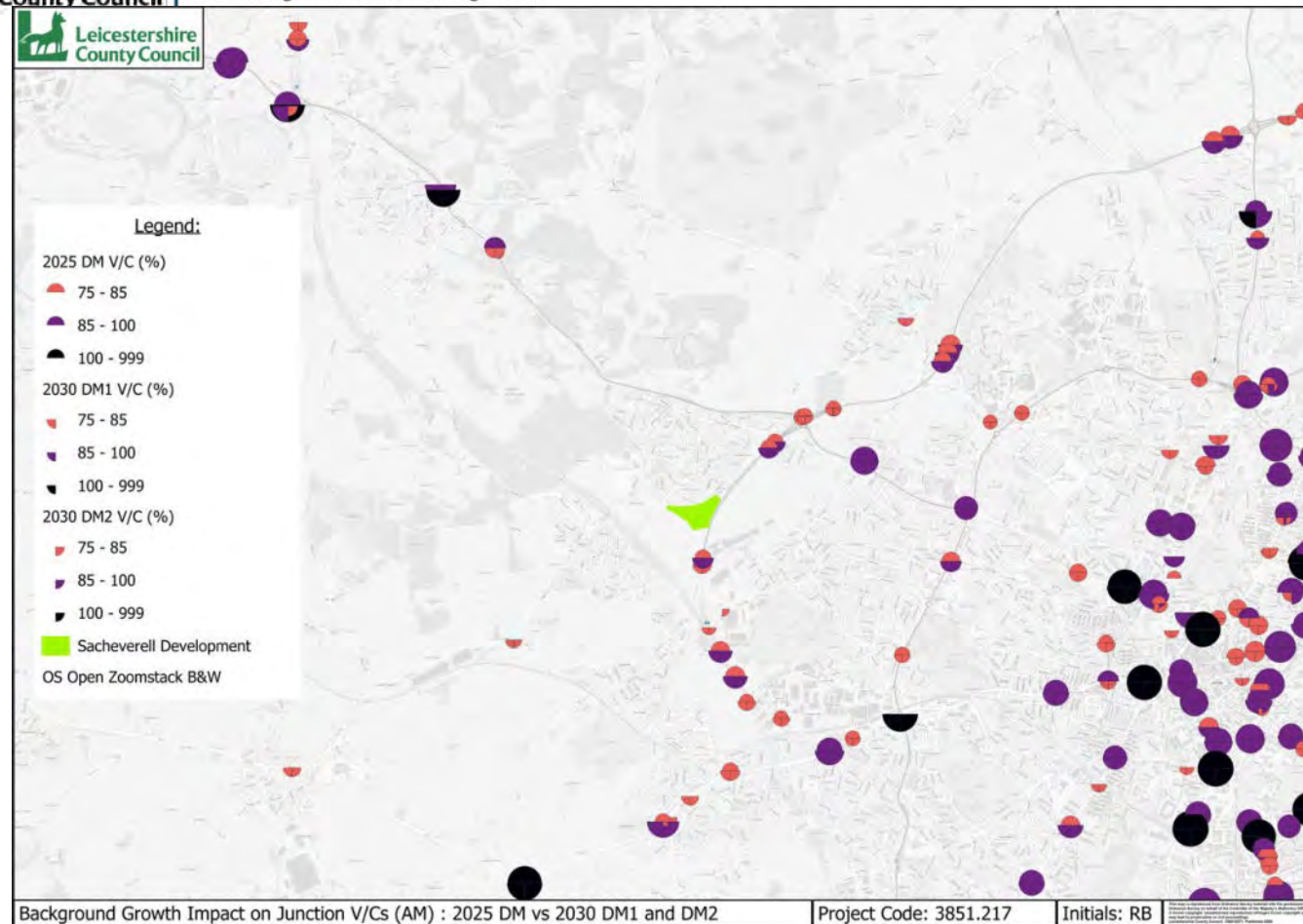


Figure 3.18: Impact of Background Growth on AM Peak Hour Junction V/Cs – 2025 DM vs 2030 DM1,DM2

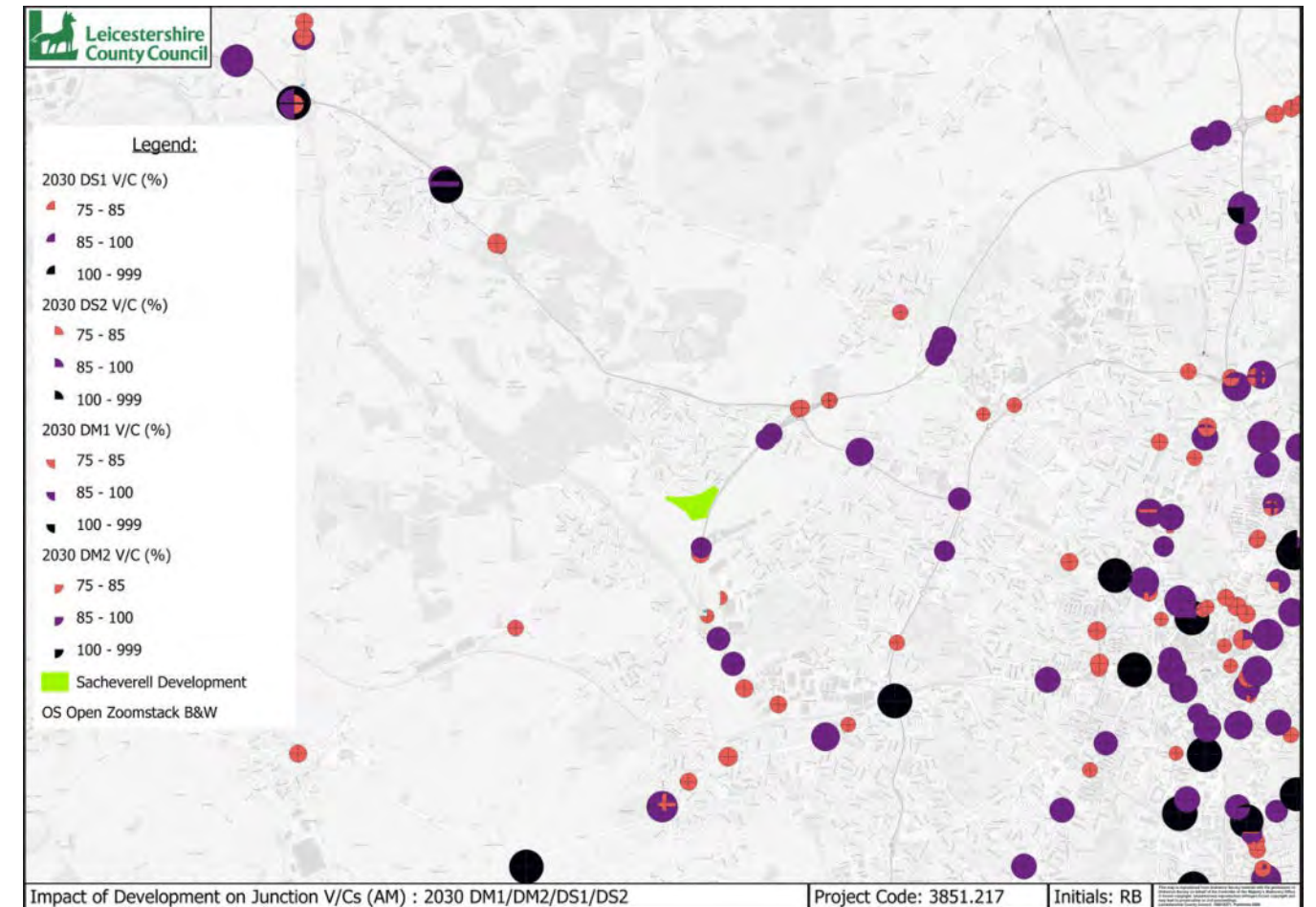


Figure 3.20: Impact of Development on AM Peak Hour Junction V/Cs – 2030 DM1, DM2 vs 2030 DS1,DS2

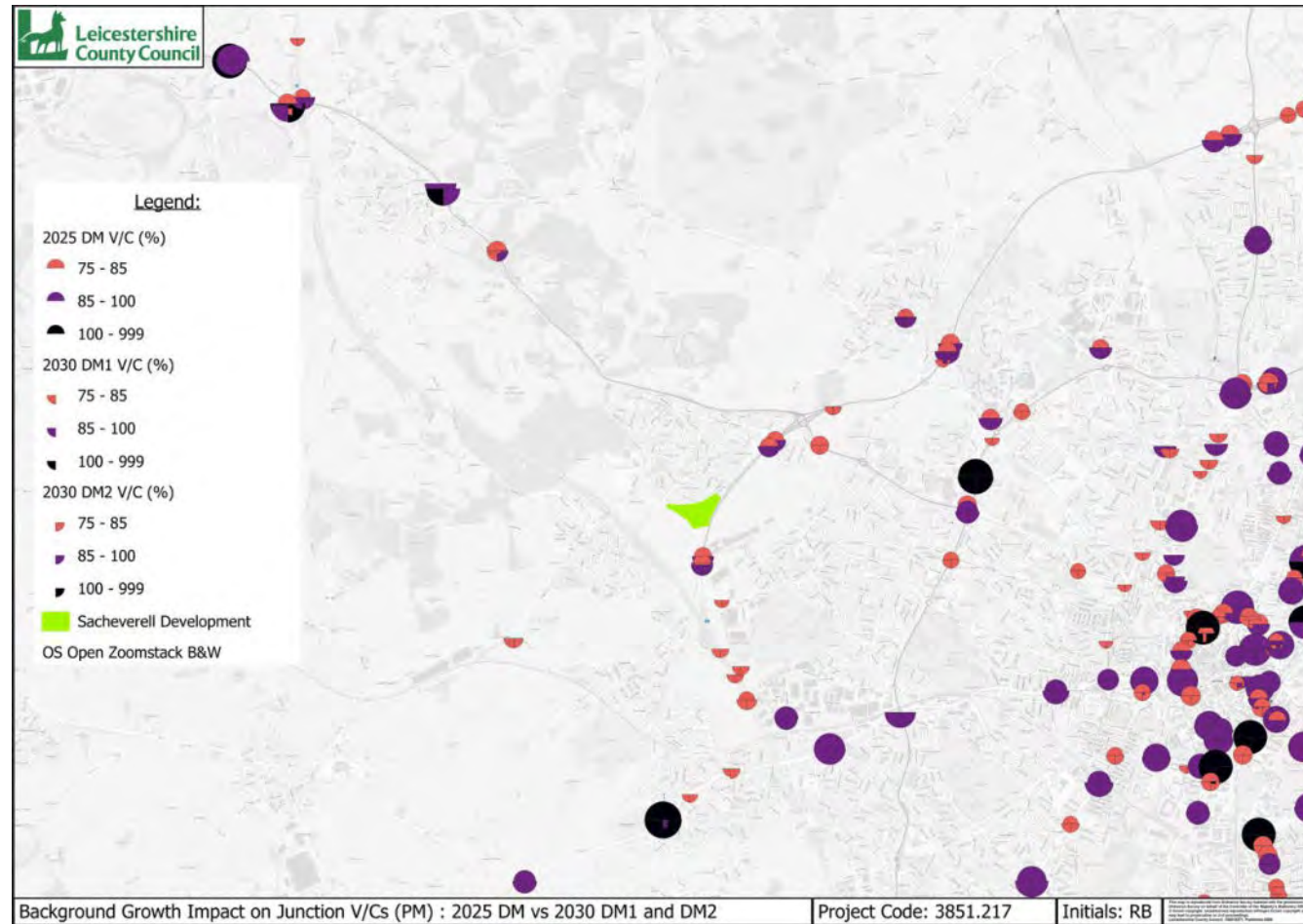


Figure 3.19: Impact of Background Growth on PM Peak Hour Junction V/Cs – 2025 DM vs 2030 DM1,DM2

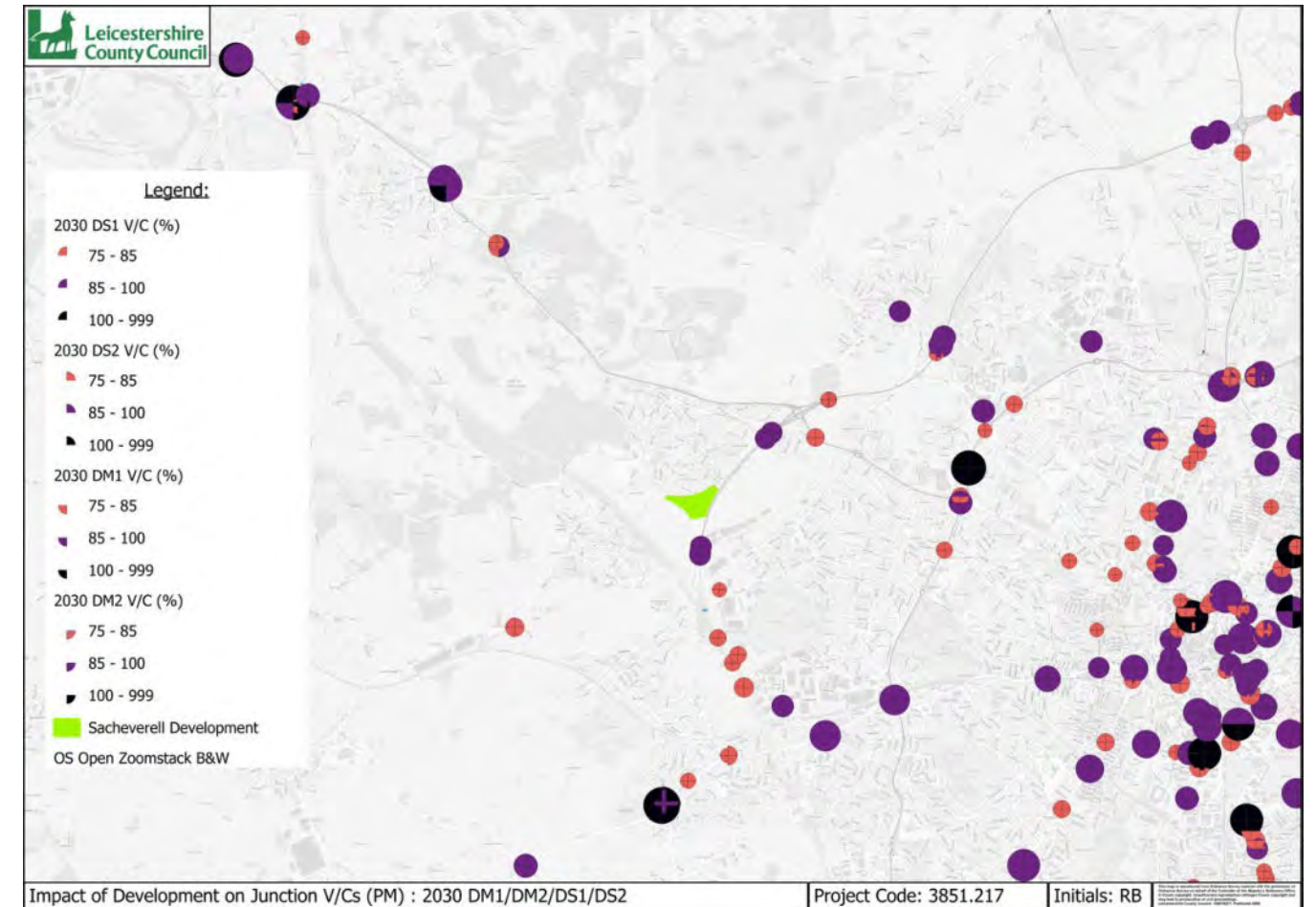


Figure 3.21: Impact of Development on PM Peak Hour Junction V/Cs – 2030 DM1, DM2 vs 2030 DS1,DS2

4. Summary

4.1. Summary of Assessment

- 4.1.1. Using the PRTM, forecasts have been undertaken to produce the 2030 'Do Minimum' and 'Do Something' scenarios for the AM and PM Peak hours for the strategic assessment of the proposed development south of Sacheverell Way, Groby.
- 4.1.2. Due to concerns the nearby Burroughs Rd site, Ratby might also come forward, The Transportation Consultancy and their client, Bloor Homes, requested that their Sacheverell Way development proposal be tested both, with and without this site in-situ. This culminated in two versions of the future being tested involving 'Do Minimum 1', 'Do Minimum 2', 'Do Something 1' and 'Do Something 2' scenarios.
- 4.1.3. The modelling undertaken has shown that the impact of the Sacheverell Way development is much the same, regardless of whether the Burroughs Rd site is built or not, and so the summary results discussed below apply to both versions of the future tested.
- 4.1.4. Development trips are forecast to route via the following roads:
 - East and southbound movements towards Leicester via the A46/A50 Interchange from which trips predominantly split 3-ways using the A50, Groby Road, A5630, Anstey Lane and M1 towards Fosse Park,
 - West and northbound movements are largely dispersed through the rural network .
- 4.1.5. A further breakdown of the development trip distribution of traffic travelling less than 10Km revealed the following destinations and routes might be targetable for more sustainable modal transfer:
 - Leicester using the A50, Leicester Road,
 - North of Leicester using the A5630, Anstey Lane,
 - Wembley Rd industrial area using Station Road, Ratby and Ratby Lane,
 - Brookvale High School and Groby using Ratby Road.
- 4.1.6. The forecast flow changes show that the largest increases in flow are forecast along roads in the immediate vicinity of the proposed development. This includes, Sacheverell Way and Ratby/Groby Road through the village.
- 4.1.7. In the AM peak hour, it is notable that the increase in trips through the village is largely for northbound traffic seeking access to the A46/A50 interchange which are likely to be affected by congestion levels via the alternative Sacheverell Way route. By contrast, in the PM peak hour, although the tidality is now southbound, the numbers are less and relate predominantly to trips coming from the north via Anstey with any relevant trips passing through the A46/A50 interchange now preferring Sacheverell Way.
- 4.1.8. The modelling indicates that the impact of development related congestion is marginal as highlighted by the small changes noted when considering delay and volume over capacity statistics in the local area. In the case of more trips forecast through the village, this is likely to reflect largely existing levels of congestion and the convenience of development traffic accessing elements of the wider network from the western end of Sacheverell Way.
- 4.1.9. The Area of Influence has been identified by identifying links forecast to change by more than $\pm 5\%$ flow **OR** ± 30 PCUs between the 2030 'Do Minimum' and 'Do Something' scenarios in either the AM or PM Peak hour. The forecast Area of Influence is effectively confined to Groby and the A46/A50 interchange.
- 4.1.10. Due to the strategic nature of the PRTM, not all roads are modelled, and the results should be interpreted with that in mind.

5. Contact Details

We trust that our report meets your expectations and look forward to working with you again soon.

If you have any questions, please do not hesitate to contact:

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Appendix P

Furnished Flow Matrices

Sacheverell Way/Laundon Way (East)		2
A	Laundon Way	
B	Sacheverell Way (E)	
C	Sacheverell Way (W)	

AM					PM				
	A	B	C	Total		A	B	C	Total
A		143	21	164	A		68	11	79
B	87		366	453	B	162		417	579
C	7	394		401	C	13	302		315
Total	94	537	387	Pass	Total	175	370	428	Pass

--

2030 DM1 AM					2030 DM1 PM				
	A	B	C	Total		A	B	C	Total
A	0	136	24	160	A	0	68	10	78
B	90	0	459	549	B	168	0	481	649
C	7	415	0	422	C	14	392	0	406
Total	97	551	483		Total	182	460	491	

Final R.A.D: 0.3%

2030 DM2 AM					2030 DM2 PM				
	A	B	C	Total		A	B	C	Total
A	0	137	23	160	A	0	68	10	78
B	90	0	436	526	B	168	0	482	650
C	7	415	0	422	C	14	388	0	402
Total	97	552	459		Total	182	456	492	

Final R.A.D: 0.2%

2030 D51 AM					2030 D51 PM				
	A	B	C	Total		A	B	C	Total
A	0	136	24	160	A	0	67	10	77
B	90	0	472	562	B	158	0	524	682
C	7	430	0	437	C	13	413	0	426
Total	97	566	496		Total	171	480	534	

Final R.A.D: 0.8%

2030 DS2 AM					2030 DS2 PM				
	A	B	C	Total		A	B	C	Total
A	0	137	23	160	A	0	67	11	78
B	91	0	447	538	B	157	0	525	682
C	8	429	0	437	C	13	405	0	418
Total	99	566	470		Total	170	472	536	

Final R.A.D: 0.8%

Groby Road/Leicester Road		4
A	Leicester Road (N)	
B	Groby Road	
C	Leicester Road (S)	

AM					PM				
	A	B	C	Total		A	B	C	Total
A		19	481	500	A		44	737	781
B	46		178	224	B	48		207	255
C	692	39		731	C	469	44		513
Total	738	58	659	Pass	Total	517	88	944	Pass

2030 DM1 AM					2030 DM1 PM				
	A	B	C	Total		A	B	C	Total
A	0	20	560	580	A	0	44	791	835
B	45	0	201	246	B	53	0	227	280
C	698	39	0	737	C	554	45	0	599
Total	743	59	761		Total	607	89	1018	

Final R.A.D: 0.3%

2030 DM2 AM					2030 DM2 PM				
	A	B	C	Total		A	B	C	Total
A	0	19	540	559	A	0	43	789	832
B	46	0	198	244	B	54	0	230	284
C	702	40	0	742	C	550	46	0	596
Total	748	59	738		Total	604	89	1019	

Final R.A.D: 0.2%

2030 DS1 AM					2030 DS1 PM				
	A	B	C	Total		A	B	C	Total
A	0	20	569	589	A	0	42	816	858
B	46	0	202	248	B	54	0	240	294
C	712	39	0	751	C	572	47	0	619
Total	758	59	771		Total	626	89	1056	

Final R.A.D: 0.2%

2030 DS2 AM					2030 DS2 PM				
	A	B	C	Total		A	B	C	Total
A	0	19	547	566	A	0	42	812	854
B	47	0	200	247	B	54	0	244	298
C	715	40	0	755	C	564	47	0	611
Total	762	59	747		Total	618	89	1056	

Final R.A.D: 0.2%

AM

	A	B	C	D	E	Total
A		98	232	0	715	1045
B	105		117	50	446	718
C	328	273	1	113	30	745
D	0	189	76		155	420

PM

	A	B	C	D	E	Total
A		24	343	0	758	1125
B	108		211	101	813	1233
C	239	184		82	19	524
D	0	71	149		181	401

2030 DM1 AM

	A	B	C	D	E	Total
A	0	107	279	0	761	1147
B	115	0	139	57	470	781
C	329	271	1	119	29	749
D	0	182	81	0	144	407

2030 DM1 PM

	A	B	C	D	E	Total
A	0	27	369	0	780	1176
B	116	0	225	114	831	1286
C	277	215	0	98	20	610
D	0	78	156	0	182	416

Final R.A.D: 0.2%

2030 DM2 AM							2030 DM2 PM						
	A	B	C	D	E	Total		A	B	C	D	E	Total
A	0	109	268	0	785	1162	A	0	27	368	0	798	1193
B	116	0	134	57	481	788	B	116	0	222	114	844	1296
C	330	272	1	120	31	754	C	275	214	0	97	21	607
D	0	180	77	0	144	401	D	0	79	157	0	188	424

Final R.A.D: 0.2%

0330 DS1 AM

	A	B	C	D	E	Total
A	0	108	283	0	761	1152
B	116	0	141	56	469	782
C	335	276	1	121	30	763
D	0	183	82	0	144	409

0330 DS1 PM

	A	B	C	D	E	Total
A	0	27	381	0	783	1191
B	116	0	230	115	826	1287
C	284	222	0	102	21	629
D	0	79	161	0	182	422

Final R.A.D: 0.2%

0330 DS2 AM

	A	B	C	D	E	Total
A	0	109	273	0	785	1167
B	115	0	135	57	482	789
C	336	278	1	122	31	768
D	0	179	78	0	146	403

0330 DS2 PM

	A	B	C	D	E	Total
A	0	27	380	0	802	1209
B	117	0	227	114	840	1298
C	281	219	0	100	21	621
D	0	79	163	0	189	431

Final R.A.D: 0.2%

Groby Road/Sacheverell Way
A Groby Road (N)
B Sacheverell Way
C Groby Road (W)

6

AM					PM				
	A	B	C	Total		A	B	C	Total
A	68	134		202	A	32	117		149
B	144		303	447	B	42	389		431
C	220	348		568	C	128	302		430
Total	364	416	437	Pass	Total	170	334	506	Pass

Ratby Road/Leicester Road/Markfield Road/Co-Op Access
A Co-Op Access *Assumed no growth, but included for completeness*
B Leicester Road
C Ratby Road
D Markfield Road

7

AM						PM					
	A	B	C	D	Total		A	B	C	D	Total
A		19	20	3	42	A		38	17	3	58
B	23		270	68	361	B	37		181	42	260
C	16	299		70	385	C	20	147		37	204
D	0	7	2		9	D	1	11	2		14
Total	39	325	292	141	Pass	Total	58	196	200	82	Pass

Leicester Road/Newtown Linford Lane
A Newtown Linford Lane
B Leicester Road (E)
C Leicester Road (W)

8

AM					PM				
	A	B	C	Total		A	B	C	Total
A	43	118		161	A	63	71		134
B	72		244	316	B	81		189	270
C	165	158		323	C	90	103		193
Total	237	201	362	Pass	Total	171	166	260	Pass

A50/Newtown Linford Lane
A Newtown Linford Lane (N)
B A50
C Newtown Linford Lane (S)

9

AM					PM				
	A	B	C	Total		A	B	C	Total
A	64	71		135	A	43	49		92
B	0		92	92	B	3	82		85
C	75	166		241	C	81	84		165
Total	75	230	163	Pass	Total	84	127	131	Pass

2030 DM1 AM					2030 DM1 PM				
	A	B	C	Total		A	B	C	Total
A	0	60	162	222	A	0	34	135	169
B	151	0	391	542	B	43	0	452	495
C	267	377	0	644	C	158	385	0	543
Total	418	437	553		Total	201	419	587	

Final R.A.D: 0.2%

Final R.A.D: 0.7%

2030 DM2 AM					2030 DM2 PM				
	A	B	C	Total		A	B	C	Total
A	0	60	158	218	A	0	34	132	166
B	152	0	365	517	B	43	0	453	496
C	280	377	0	657	C	149	382	0	531
Total	432	437	523		Total	192	416	585	

Final R 0.2%

Final R.A.D: 0.7%

2030 DS1 AM					2030 DS1 PM				
	A	B	C	Total		A	B	C	Total
A	0	59	166	225	A	0	45	145	190
B	168	0	404	572	B	50	0	450	500
C	291	362	0	653	C	153	403	0	556
Total	459	421	570		Total	203	448	595	

Final R.A.D: 0.1%

Final R.A.D: 0.3%

2030 DS2 AM					2030 DS2 PM				
	A	B	C	Total		A	B	C	Total
A	0	58	160	218	A	0	47	141	188
B	170	0	377	547	B	50	0	453	503
C	299	361	0	660	C	145	394	0	539
Total	469	419	537		Total	195	441	594	

Final R.A.D: 0.1%

Final R.A.D: 0.5%

2030 DM1 AM

	A	B	C	D	Total
A	0	20	19	3	42
B	23	0	289	68	380
C	16	346	0	71	433
D	0	7	2	0	9
Total	39	373	310	142	

2030 DM1 PM

	A	B	C	D	Total
A	0	39	16	3	58
B	36	0	200	41	277
C	21	174	0	37	232
D	1	11	2	0	14
Total	58	224	218	81	

Final R.A.D: 0.1%

Final R.A.D: 0.2%

2030 DM2 AM

	A	B	C	D	Total
A	0	20	19	3	42
B	23	0	282	68	373
C	16	357	0	71	444
D	0	7	2	0	9
Total	39	384	303	142	

2030 DM2 PM

	A	B	C	D	Total
A	0	38	17	3	58
B	37	0	194	42	273
C	20	166	0	37	223
D	1	11	2	0	14
Total	58	215	213	82	

Final R.A.D: 0.1%

Final R.A.D: 0.2%

2030 DS1 AM

	A	B	C	D	Total
A	0	20	19	3	42
B	23	0	291	67	381
C	16	379	0	71	466
D	0	7	2	0	9
Total	39	406	312	141	

2030 DS1 PM

	A	B	C	D	Total
A	0	38	17	3	58
B	37	0	217	41	295
C	21	176	0	37	234
D	1	11	2	0	14
Total	59	225	236	81	

Final R.A.D: 0.0%

Final R.A.D: 0.5%

2030 DS2 AM

	A	B	C	D	Total
A	0	21	18	3	42
B	23	0	285	67	375
C	16	386	0	71	473
D	0	7	2	0	9
Total	39	414	305	141	

2030 DS2 PM

	A	B	C	D	Total
A	0	37	18	3	58
B	37	0	213	42	292
C	20	169	0	36	225
D	1	11	2	0	14
Total	58	217	233	81	

Final R.A.D: 0.1%

Final R.A.D: 0.3%

2030 DM1 AM					2030 DM1 PM				
	A	B	C	Total		A	B	C	Total
A	0	47	136	183	A	0	77	88	165
B	86	0	243	329	B	109	0	189	298
C	213	158	0	371	C	121	100	0	221
Total	299	205	379		Total	230	177	277	

Final R.A.D: 0.3%

Final R.A.D: 0.0%

2030 DM2 AM					2030 DM2 PM				
	A	B	C	Total		A	B	C	Total
A	0	45	133	178	A	0	77	84	161
B	86	0	240	326	B	108	0	190	298
C	221	161	0	382	C	112	100	0	212
Total	307	206	373		Total	220	177	274	

Final R 0.2%

Final R.A.D: 0.1%

2030 DS1 AM					2030 DS1 PM				
	A	B	C	Total		A	B	C	Total
A	0	44	140	184	A	0	72	101	173
B	88	0	241	329	B	102	0	193	295
C	244	160	0	404	C	127	96	0	223
Total	332	204	381		Total	229	168	294	

Final R.A.D: 0.1%

Final R.A.D: 0.3%

2030 DS2 AM					2030 DS2 PM				
	A	B	C	Total		A	B	C	Total
A	0	44	136	180	A	0	70	98	168
B	87	0	239	326	B	99	0	194	293
C	248	163	0	411	C	119	95	0	214
Total	335	207	375		Total	218	165	292	

Final R.A.D: 0.2%

Final R.A.D: 0.0%

2030 DM1 AM					2030 DM1 PM				
	A	B	C	Total		A	B	C	Total
A	0	143	93	236	A	0	90	126	216
B	0	0	93	93	B	2	0	35	37
C	98	205	0	303	C	133	91	0	224
Total	98	348	186		Total	135	181	161	

Final R.A.D: 0.5%

Final R.A.D: 0.4%

2030 DM2 AM					2030 DM2 PM				
	A	B	C	Total		A	B	C	Total
A	0	159	87	246	A	0	91	122	213
B	0	0	93	93	B	2	0	35	37
C	94	216	0	310	C	123	91	0	214
Total	94	375	180		Total	125	182	157	

Final R 0.2%

Final R.A.D: 0.4%

2030 DS1 AM					2030 DS1 PM				
	A	B	C	Total		A	B	C	Total
A	0	142	93	235	A	0	90	134	224
B	0	0	93	93	B	2	0	36	38
C	102	234	0	336	C	131	92	0	223
Total	102	376	186		Total	133	182	170	

Final R.A.D: 0.2%

Final R.A.D: 0.2%

2030 DS2 AM					2030 DS2 PM				
	A	B	C	Total		A	B	C	Total
A	0	159	89	248	A	0	90	129	219
B	0	0	93	93	B	2	0	36	38
C	98	241	0	339	C	120	92	0	212
Total	98	400	182		Total	122	182	165	

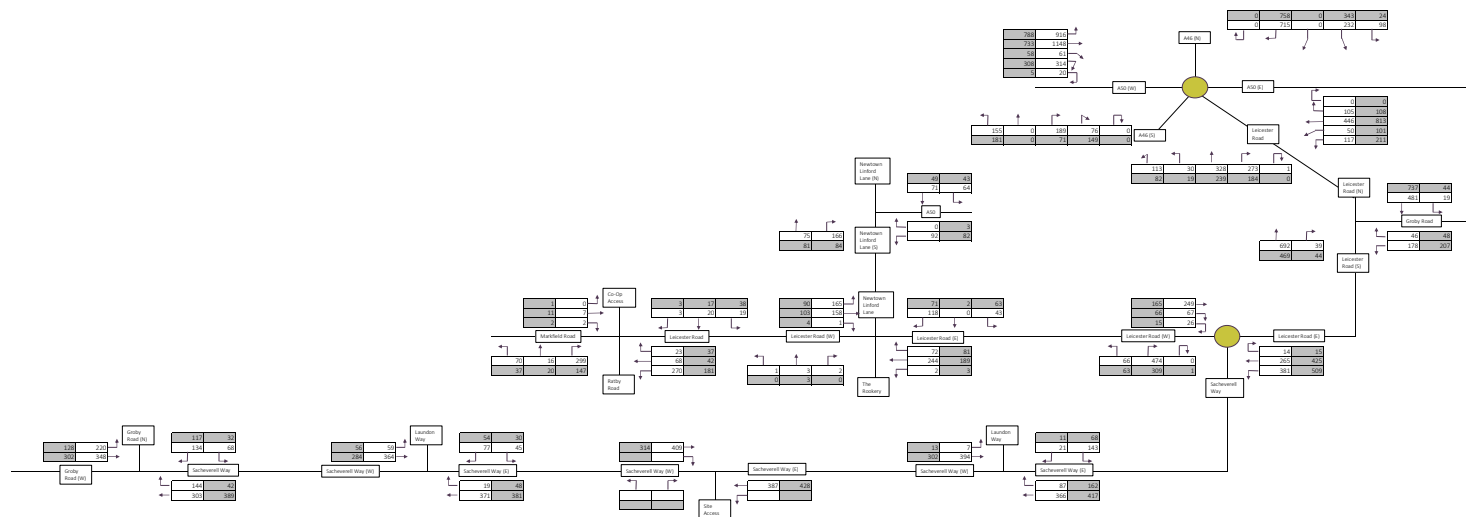
Final R.A.D: 0.3%

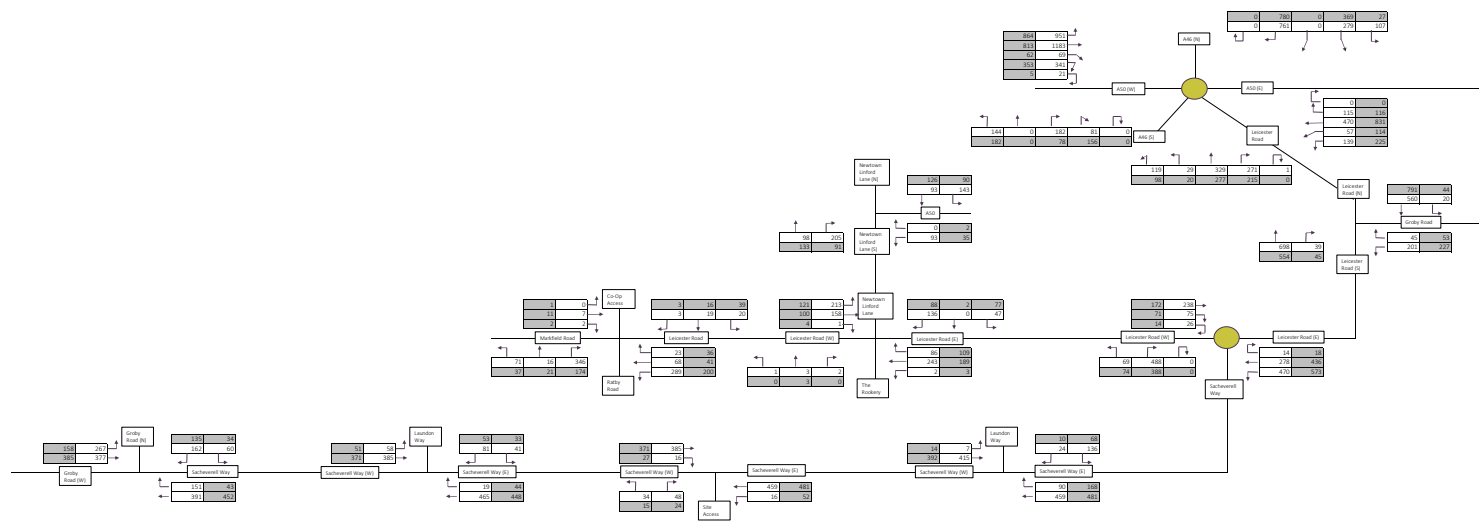
Final R.A.D: 0.2%



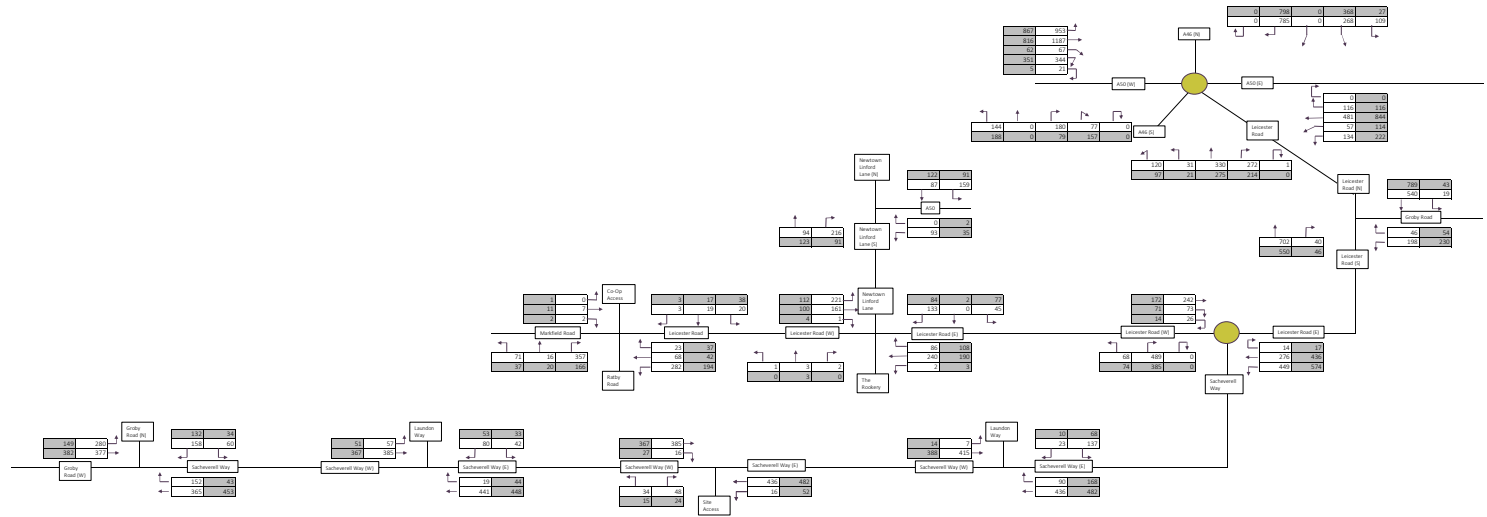
Appendix Q

Traffic Flow Diagrams





AM
PM

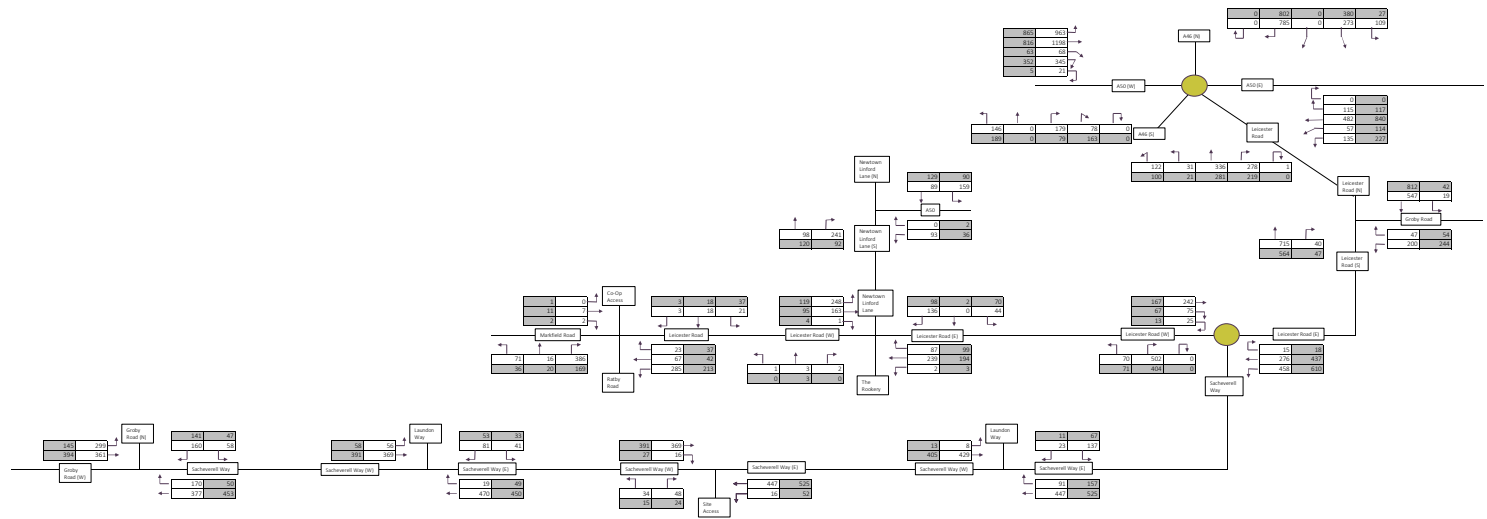


2030 Do Minimum Sensitivity





AM
PM





Appendix R

Site Access PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 1 Site Access - Sacheverell Way.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\1 Site Access - Sacheverell Way
Report generation date: 02/12/2025 14:33:43

- »2030 | Do Minimum | AM
- »2030 | Do Minimum | PM
- »2030 | Do Minimum Sens | AM
- »2030 | Do Minimum Sens | PM
- »2030 | Do Something | AM
- »2030 | Do Something | PM
- »2030 | Do Something Sens | AM
- »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 - Do Minimum									
Stream B-AC	D1	0.2	8.02	0.17	A	D2	0.1	7.56	0.08	A
Stream C-AB		0.1	4.63	0.04	A		0.1	4.77	0.07	A
	2030 - Do Minimum Sens									
Stream B-AC	D3	0.2	7.88	0.17	A	D4	0.1	7.55	0.08	A
Stream C-AB		0.1	4.61	0.04	A		0.1	4.78	0.07	A
	2030 - Do Something									
Stream B-AC	D5	0.2	8.06	0.17	A	D6	0.1	7.89	0.09	A
Stream C-AB		0.1	4.68	0.04	A		0.1	4.74	0.07	A
	2030 - Do Something Sens									
Stream B-AC	D7	0.2	7.90	0.17	A	D8	0.1	7.87	0.09	A
Stream C-AB		0.1	4.66	0.04	A		0.1	4.76	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	05/11/2025
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	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D2	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Do Minimum | 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		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sacheverell Way (E)		Major
B	Site Access		Minor
C	Sacheverell Way (W)		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	7.37			230.0	✓	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	3.46	250	250

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	729	0.125	0.316	0.199	0.451
B-C	817	0.118	0.298	-	-
C-B	707	0.258	0.258	-	-

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	2030	Do Minimum	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		✓	475	100.000
B		✓	82	100.000
C		✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	16	459
	B	48	0	34
	C	385	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.02	0.2	A
C-AB	0.04	4.63	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	62	0.00	612	0.101	61	0.1	6.536	A
C-AB	19	0.00	806	0.023	19	0.0	4.622	A
C-A	283	0.00			283			
A-B	12	0.00			12			
A-C	346	0.00			346			

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	74	0.00	581	0.127	74	0.1	7.089	A
C-AB	25	0.00	828	0.030	25	0.0	4.530	A
C-A	336	0.00			336			
A-B	14	0.00			14			
A-C	413	0.00			413			

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	90	0.00	539	0.168	90	0.2	8.016	A
C-AB	35	0.00	862	0.040	35	0.1	4.413	A
C-A	407	0.00			407			
A-B	18	0.00			18			
A-C	505	0.00			505			

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	90	0.00	539	0.168	90	0.2	8.024	A
C-AB	35	0.00	862	0.040	35	0.1	4.419	A
C-A	407	0.00			407			
A-B	18	0.00			18			
A-C	505	0.00			505			

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	74	0.00	581	0.127	74	0.1	7.098	A
C-AB	25	0.00	828	0.030	25	0.0	4.543	A
C-A	336	0.00			336			
A-B	14	0.00			14			
A-C	413	0.00			413			

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	62	0.00	611	0.101	62	0.1	6.550	A
C-AB	19	0.00	806	0.023	19	0.0	4.629	A
C-A	283	0.00			283			
A-B	12	0.00			12			
A-C	346	0.00			346			

2030 | Do Minimum | 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		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	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)
D2	2030	Do Minimum	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		✓	533	100.000
B		✓	39	100.000
C		✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	52	481
	B	24	0	15
	C	371	27	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.56	0.1	A
C-AB	0.07	4.77	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	29	0.00	597	0.049	29	0.1	6.335	A
C-AB	31	0.00	789	0.040	31	0.1	4.764	A
C-A	268	0.00			268			
A-B	39	0.00			39			
A-C	362	0.00			362			

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	35	0.00	565	0.062	35	0.1	6.796	A
C-AB	41	0.00	809	0.051	41	0.1	4.706	A
C-A	316	0.00			316			
A-B	47	0.00			47			
A-C	432	0.00			432			

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	43	0.00	519	0.083	43	0.1	7.556	A
C-AB	58	0.00	838	0.069	58	0.1	4.634	A
C-A	380	0.00			380			
A-B	57	0.00			57			
A-C	530	0.00			530			

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	43	0.00	519	0.083	43	0.1	7.560	A
C-AB	58	0.00	838	0.069	58	0.1	4.640	A
C-A	380	0.00			380			
A-B	57	0.00			57			
A-C	530	0.00			530			

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	35	0.00	565	0.062	35	0.1	6.799	A
C-AB	41	0.00	809	0.051	42	0.1	4.713	A
C-A	316	0.00			316			
A-B	47	0.00			47			
A-C	432	0.00			432			

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	597	0.049	29	0.1	6.340	A
C-AB	32	0.00	789	0.040	32	0.1	4.771	A
C-A	268	0.00			268			
A-B	39	0.00			39			
A-C	362	0.00			362			

2030 | Do Minimum Sens | 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		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	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	2030	Do Minimum Sens	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		✓	452	100.000
B		✓	82	100.000
C		✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	16	436
	B	48	0	34
	C	385	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.88	0.2	A
C-AB	0.04	4.61	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	62	0.00	617	0.100	61	0.1	6.468	A
C-AB	19	0.00	810	0.023	19	0.0	4.599	A
C-A	283	0.00			283			
A-B	12	0.00			12			
A-C	328	0.00			328			

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	74	0.00	588	0.125	74	0.1	6.998	A
C-AB	25	0.00	833	0.030	25	0.0	4.505	A
C-A	336	0.00			336			
A-B	14	0.00			14			
A-C	392	0.00			392			

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	90	0.00	547	0.165	90	0.2	7.875	A
C-AB	35	0.00	867	0.040	35	0.1	4.385	A
C-A	407	0.00			407			
A-B	18	0.00			18			
A-C	480	0.00			480			

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	90	0.00	547	0.165	90	0.2	7.882	A
C-AB	35	0.00	867	0.040	35	0.1	4.390	A
C-A	407	0.00			407			
A-B	18	0.00			18			
A-C	480	0.00			480			

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	74	0.00	588	0.125	74	0.1	7.007	A
C-AB	25	0.00	833	0.030	25	0.0	4.518	A
C-A	336	0.00			336			
A-B	14	0.00			14			
A-C	392	0.00			392			

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	62	0.00	617	0.100	62	0.1	6.486	A
C-AB	19	0.00	810	0.023	19	0.0	4.607	A
C-A	283	0.00			283			
A-B	12	0.00			12			
A-C	328	0.00			328			

2030 | Do Minimum Sens | 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		0.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.54	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)
D4	2030	Do Minimum Sens	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		✓	534	100.000
B		✓	39	100.000
C		✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	52	482
	B	24	0	15
	C	367	27	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.55	0.1	A
C-AB	0.07	4.78	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	29	0.00	598	0.049	29	0.1	6.333	A
C-AB	31	0.00	787	0.040	31	0.1	4.776	A
C-A	265	0.00			265			
A-B	39	0.00			39			
A-C	363	0.00			363			

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	35	0.00	565	0.062	35	0.1	6.792	A
C-AB	41	0.00	807	0.051	41	0.1	4.723	A
C-A	313	0.00			313			
A-B	47	0.00			47			
A-C	433	0.00			433			

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	43	0.00	519	0.083	43	0.1	7.551	A
C-AB	58	0.00	835	0.069	58	0.1	4.653	A
C-A	376	0.00			376			
A-B	57	0.00			57			
A-C	531	0.00			531			

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	43	0.00	519	0.083	43	0.1	7.554	A
C-AB	58	0.00	835	0.069	58	0.1	4.655	A
C-A	376	0.00			376			
A-B	57	0.00			57			
A-C	531	0.00			531			

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	35	0.00	565	0.062	35	0.1	6.798	A
C-AB	41	0.00	807	0.051	41	0.1	4.727	A
C-A	313	0.00			313			
A-B	47	0.00			47			
A-C	433	0.00			433			

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	597	0.049	29	0.1	6.337	A
C-AB	31	0.00	787	0.040	32	0.1	4.784	A
C-A	265	0.00			265			
A-B	39	0.00			39			
A-C	363	0.00			363			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	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	2030	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		✓	488	100.000
B		✓	82	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	16	472
	B	48	0	34
	C	370	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.06	0.2	A
C-AB	0.04	4.68	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	62	0.00	610	0.101	61	0.1	6.554	A
C-AB	19	0.00	796	0.023	18	0.0	4.676	A
C-A	272	0.00			272			
A-B	12	0.00			12			
A-C	355	0.00			355			

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	74	0.00	580	0.127	74	0.1	7.113	A
C-AB	24	0.00	817	0.030	24	0.0	4.592	A
C-A	323	0.00			323			
A-B	14	0.00			14			
A-C	424	0.00			424			

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	90	0.00	537	0.168	90	0.2	8.053	A
C-AB	34	0.00	847	0.040	34	0.1	4.484	A
C-A	391	0.00			391			
A-B	18	0.00			18			
A-C	520	0.00			520			

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	90	0.00	537	0.168	90	0.2	8.061	A
C-AB	34	0.00	847	0.040	34	0.1	4.490	A
C-A	391	0.00			391			
A-B	18	0.00			18			
A-C	520	0.00			520			

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	74	0.00	580	0.127	74	0.1	7.125	A
C-AB	24	0.00	817	0.030	24	0.0	4.603	A
C-A	323	0.00			323			
A-B	14	0.00			14			
A-C	424	0.00			424			

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	62	0.00	610	0.101	62	0.1	6.571	A
C-AB	19	0.00	796	0.023	19	0.0	4.681	A
C-A	272	0.00			272			
A-B	12	0.00			12			
A-C	355	0.00			355			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	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	2030	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		✓	576	100.000
B		✓	39	100.000
C		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	52	524
	B	24	0	15
	C	398	27	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.89	0.1	A
C-AB	0.07	4.74	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	29	0.00	584	0.050	29	0.1	6.486	A
C-AB	33	0.00	796	0.041	32	0.1	4.731	A
C-A	287	0.00			287			
A-B	39	0.00			39			
A-C	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-AC	35	0.00	549	0.064	35	0.1	7.006	A
C-AB	43	0.00	818	0.053	43	0.1	4.668	A
C-A	339	0.00			339			
A-B	47	0.00			47			
A-C	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-AC	43	0.00	499	0.086	43	0.1	7.885	A
C-AB	62	0.00	850	0.072	61	0.1	4.589	A
C-A	406	0.00			406			
A-B	57	0.00			57			
A-C	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-AC	43	0.00	499	0.086	43	0.1	7.889	A
C-AB	62	0.00	850	0.073	62	0.1	4.593	A
C-A	406	0.00			406			
A-B	57	0.00			57			
A-C	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-AC	35	0.00	549	0.064	35	0.1	7.010	A
C-AB	43	0.00	818	0.053	44	0.1	4.676	A
C-A	339	0.00			339			
A-B	47	0.00			47			
A-C	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-AC	29	0.00	584	0.050	29	0.1	6.491	A
C-AB	33	0.00	796	0.041	33	0.1	4.737	A
C-A	287	0.00			287			
A-B	39	0.00			39			
A-C	394	0.00			394			

2030 | Do Something Sens | 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		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	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)
D7	2030	Do Something Sens	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		✓	463	100.000
B		✓	82	100.000
C		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	16	447
	B	48	0	34
	C	369	16	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.90	0.2	A
C-AB	0.04	4.66	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	62	0.00	616	0.100	61	0.1	6.479	A
C-AB	18	0.00	800	0.023	18	0.0	4.653	A
C-A	271	0.00			271			
A-B	12	0.00			12			
A-C	337	0.00			337			

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	74	0.00	587	0.126	74	0.1	7.013	A
C-AB	24	0.00	821	0.029	24	0.0	4.567	A
C-A	322	0.00			322			
A-B	14	0.00			14			
A-C	402	0.00			402			

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	90	0.00	546	0.165	90	0.2	7.897	A
C-AB	34	0.00	852	0.040	34	0.1	4.456	A
C-A	390	0.00			390			
A-B	18	0.00			18			
A-C	492	0.00			492			

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	90	0.00	546	0.165	90	0.2	7.903	A
C-AB	34	0.00	852	0.040	34	0.1	4.461	A
C-A	390	0.00			390			
A-B	18	0.00			18			
A-C	492	0.00			492			

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	74	0.00	587	0.126	74	0.1	7.024	A
C-AB	24	0.00	821	0.029	24	0.0	4.577	A
C-A	322	0.00			322			
A-B	14	0.00			14			
A-C	402	0.00			402			

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	62	0.00	616	0.100	62	0.1	6.499	A
C-AB	19	0.00	800	0.023	19	0.0	4.661	A
C-A	271	0.00			271			
A-B	12	0.00			12			
A-C	337	0.00			337			

2030 | Do Something Sens | 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		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	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)
D8	2030	Do Something Sens	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		✓	577	100.000
B		✓	39	100.000
C		✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From	A	0	52
		B	24	0
		C	391	27
				0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.87	0.1	A
C-AB	0.07	4.76	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	29	0.00	585	0.050	29	0.1	6.480	A
C-AB	32	0.00	792	0.041	32	0.1	4.752	A
C-A	282	0.00			282			
A-B	39	0.00			39			
A-C	395	0.00			395			

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	35	0.00	549	0.064	35	0.1	6.997	A
C-AB	43	0.00	813	0.053	43	0.1	4.692	A
C-A	333	0.00			333			
A-B	47	0.00			47			
A-C	472	0.00			472			

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	43	0.00	500	0.086	43	0.1	7.870	A
C-AB	61	0.00	844	0.072	61	0.1	4.619	A
C-A	399	0.00			399			
A-B	57	0.00			57			
A-C	578	0.00			578			

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	43	0.00	500	0.086	43	0.1	7.874	A
C-AB	61	0.00	844	0.072	61	0.1	4.621	A
C-A	399	0.00			399			
A-B	57	0.00			57			
A-C	578	0.00			578			

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	35	0.00	549	0.064	35	0.1	7.001	A
C-AB	43	0.00	813	0.053	43	0.1	4.701	A
C-A	333	0.00			333			
A-B	47	0.00			47			
A-C	472	0.00			472			

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	585	0.050	29	0.1	6.485	A
C-AB	32	0.00	792	0.041	33	0.1	4.760	A
C-A	282	0.00			282			
A-B	39	0.00			39			
A-C	395	0.00			395			

Appendix S

Laundon Way West/Sacheverell Way PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 2 Laundon Way West - Sacheverell Way.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\2 Laundon Way West - Sacheverell Way

Report generation date: 02/12/2025 14:36:22

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.1	6.13	0.08	A	D2	0.1	5.67	0.05	A
Stream B-A		0.2	8.20	0.16	A		0.1	7.46	0.11	A
Stream C-AB		0.1	4.62	0.05	A		0.2	4.64	0.11	A
	2030 - Do Minimum									
Stream B-C	D3	0.1	6.25	0.07	A	D4	0.1	5.89	0.06	A
Stream B-A		0.2	8.78	0.17	A		0.1	8.28	0.12	A
Stream C-AB		0.1	4.41	0.05	A		0.3	4.53	0.11	A
	2030 - Do Minimum Sens									
Stream B-C	D5	0.1	6.25	0.07	A	D6	0.1	5.88	0.06	A
Stream B-A		0.2	8.65	0.17	A		0.1	8.26	0.12	A
Stream C-AB		0.1	4.46	0.05	A		0.3	4.52	0.11	A
	2030 - Do Something									
Stream B-C	D7	0.1	6.21	0.07	A	D8	0.1	5.96	0.06	A
Stream B-A		0.2	8.82	0.18	A		0.1	8.56	0.12	A
Stream C-AB		0.1	4.33	0.05	A		0.3	4.60	0.13	A
	2030 - Do Something Sens									
Stream B-C	D9	0.1	6.19	0.07	A	D10	0.1	5.96	0.06	A
Stream B-A		0.2	8.67	0.17	A		0.1	8.50	0.12	A
Stream C-AB		0.1	4.38	0.05	A		0.3	4.59	0.13	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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	Sacheverell Way (W)		Major
B	Laundon Way		Minor
C	Sacheverell Way (E)		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	7.40			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	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	7.70	4.60	3.65	3.65	✓	1.00	250	238

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	777	0.133	0.336	0.211	0.480
B-C	788	0.113	0.287	-	-
C-B	719	0.262	0.262	-	-

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	2025	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		✓	423	100.000
B		✓	122	100.000
C		✓	390	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	59	364
	B	77	0	45
	C	371	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	6.13	0.1	A
B-A	0.16	8.20	0.2	A
C-AB	0.05	4.62	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-C	34	0.00	687	0.049	34	0.1	5.510	A
B-A	58	0.00	613	0.095	58	0.1	6.672	A
C-AB	22	0.00	816	0.027	22	0.0	4.606	A
C-A	272	0.00			272			
A-B	44	0.00			44			
A-C	274	0.00			274			

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	40	0.00	666	0.061	40	0.1	5.753	A
B-A	69	0.00	581	0.119	69	0.1	7.240	A
C-AB	28	0.00	838	0.034	28	0.0	4.526	A
C-A	322	0.00			322			
A-B	53	0.00			53			
A-C	327	0.00			327			

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	50	0.00	637	0.078	49	0.1	6.131	A
B-A	85	0.00	537	0.158	85	0.2	8.196	A
C-AB	40	0.00	870	0.045	39	0.1	4.427	A
C-A	390	0.00			390			
A-B	65	0.00			65			
A-C	401	0.00			401			

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	50	0.00	636	0.078	50	0.1	6.133	A
B-A	85	0.00	537	0.158	85	0.2	8.202	A
C-AB	40	0.00	870	0.045	40	0.1	4.434	A
C-A	390	0.00			390			
A-B	65	0.00			65			
A-C	401	0.00			401			

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	40	0.00	666	0.061	41	0.1	5.759	A
B-A	69	0.00	581	0.119	69	0.1	7.251	A
C-AB	28	0.00	838	0.034	29	0.0	4.544	A
C-A	322	0.00			322			
A-B	53	0.00			53			
A-C	327	0.00			327			

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	34	0.00	687	0.049	34	0.1	5.518	A
B-A	58	0.00	613	0.095	58	0.1	6.683	A
C-AB	22	0.00	816	0.027	22	0.0	4.616	A
C-A	272	0.00			272			
A-B	44	0.00			44			
A-C	274	0.00			274			

2025 | 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		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	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	2025	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		✓	340	100.000
B		✓	84	100.000
C		✓	429	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	56	284
	B	54	0	30
	C	381	48	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.67	0.1	A
B-A	0.11	7.46	0.1	A
C-AB	0.11	4.64	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-C	23	0.00	706	0.032	22	0.0	5.264	A
B-A	41	0.00	624	0.065	40	0.1	6.287	A
C-AB	55	0.00	835	0.066	55	0.1	4.630	A
C-A	268	0.00			268			
A-B	42	0.00			42			
A-C	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-C	27	0.00	690	0.039	27	0.0	5.425	A
B-A	49	0.00	594	0.082	48	0.1	6.734	A
C-AB	72	0.00	860	0.084	72	0.2	4.588	A
C-A	314	0.00			314			
A-B	50	0.00			50			
A-C	255	0.00			255			

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	33	0.00	668	0.049	33	0.1	5.666	A
B-A	59	0.00	552	0.108	59	0.1	7.455	A
C-AB	100	0.00	896	0.111	99	0.2	4.543	A
C-A	373	0.00			373			
A-B	62	0.00			62			
A-C	313	0.00			313			

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	33	0.00	668	0.049	33	0.1	5.667	A
B-A	59	0.00	552	0.108	59	0.1	7.459	A
C-AB	100	0.00	896	0.111	100	0.2	4.547	A
C-A	372	0.00			372			
A-B	62	0.00			62			
A-C	313	0.00			313			

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	27	0.00	690	0.039	27	0.0	5.429	A
B-A	49	0.00	594	0.082	49	0.1	6.738	A
C-AB	72	0.00	860	0.084	72	0.2	4.594	A
C-A	314	0.00			314			
A-B	50	0.00			50			
A-C	255	0.00			255			

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	23	0.00	706	0.032	23	0.0	5.267	A
B-A	41	0.00	624	0.065	41	0.1	6.295	A
C-AB	55	0.00	835	0.066	55	0.1	4.638	A
C-A	268	0.00			268			
A-B	42	0.00			42			
A-C	214	0.00			214			

2030 | Do Minimum | 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		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	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)
D3	2030	Do Minimum	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		✓	443	100.000
B		✓	122	100.000
C		✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	58	385
	B	81	0	41
	C	465	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.25	0.1	A
B-A	0.17	8.78	0.2	A
C-AB	0.05	4.41	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-C	31	0.00	675	0.046	31	0.0	5.589	A
B-A	61	0.00	598	0.102	61	0.1	6.894	A
C-AB	24	0.00	859	0.028	24	0.0	4.398	A
C-A	340	0.00			340			
A-B	44	0.00			44			
A-C	290	0.00			290			

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	37	0.00	653	0.056	37	0.1	5.845	A
B-A	73	0.00	562	0.130	73	0.2	7.579	A
C-AB	32	0.00	890	0.036	32	0.1	4.287	A
C-A	403	0.00			403			
A-B	52	0.00			52			
A-C	346	0.00			346			

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	45	0.00	621	0.073	45	0.1	6.251	A
B-A	89	0.00	512	0.174	89	0.2	8.765	A
C-AB	46	0.00	935	0.050	46	0.1	4.152	A
C-A	487	0.00			487			
A-B	64	0.00			64			
A-C	424	0.00			424			

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	45	0.00	621	0.073	45	0.1	6.252	A
B-A	89	0.00	512	0.174	89	0.2	8.775	A
C-AB	46	0.00	935	0.050	46	0.1	4.160	A
C-A	486	0.00			486			
A-B	64	0.00			64			
A-C	424	0.00			424			

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	37	0.00	652	0.056	37	0.1	5.848	A
B-A	73	0.00	562	0.130	73	0.2	7.590	A
C-AB	32	0.00	890	0.036	32	0.1	4.306	A
C-A	403	0.00			403			
A-B	52	0.00			52			
A-C	346	0.00			346			

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	31	0.00	674	0.046	31	0.0	5.596	A
B-A	61	0.00	598	0.102	61	0.1	6.911	A
C-AB	24	0.00	859	0.028	24	0.0	4.407	A
C-A	340	0.00			340			
A-B	44	0.00			44			
A-C	290	0.00			290			

2030 | Do Minimum | 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		1.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.01	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	2030	Do Minimum	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		✓	86	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	51	371
	B	53	0	33
	C	448	44	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.89	0.1	A
B-A	0.12	8.28	0.1	A
C-AB	0.11	4.53	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-C	25	0.00	695	0.036	25	0.0	5.367	A
B-A	40	0.00	588	0.068	40	0.1	6.698	A
C-AB	55	0.00	854	0.064	54	0.1	4.520	A
C-A	316	0.00			316			
A-B	38	0.00			38			
A-C	279	0.00			279			

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	30	0.00	675	0.044	30	0.0	5.574	A
B-A	48	0.00	552	0.086	48	0.1	7.286	A
C-AB	73	0.00	884	0.082	73	0.2	4.459	A
C-A	369	0.00			369			
A-B	46	0.00			46			
A-C	334	0.00			334			

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	36	0.00	648	0.056	36	0.1	5.889	A
B-A	58	0.00	502	0.116	58	0.1	8.277	A
C-AB	104	0.00	927	0.112	104	0.3	4.398	A
C-A	438	0.00			438			
A-B	56	0.00			56			
A-C	408	0.00			408			

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	36	0.00	647	0.056	36	0.1	5.890	A
B-A	58	0.00	502	0.116	58	0.1	8.283	A
C-AB	104	0.00	927	0.112	104	0.3	4.403	A
C-A	438	0.00			438			
A-B	56	0.00			56			
A-C	408	0.00			408			

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	30	0.00	675	0.044	30	0.0	5.576	A
B-A	48	0.00	551	0.086	48	0.1	7.292	A
C-AB	73	0.00	884	0.083	73	0.2	4.468	A
C-A	369	0.00			369			
A-B	46	0.00			46			
A-C	334	0.00			334			

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	25	0.00	695	0.036	25	0.0	5.372	A
B-A	40	0.00	587	0.068	40	0.1	6.710	A
C-AB	55	0.00	854	0.064	55	0.1	4.528	A
C-A	315	0.00			315			
A-B	38	0.00			38			
A-C	279	0.00			279			

2030 | Do Minimum Sens | 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		1.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.09	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	2030	Do Minimum Sens	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		✓	442	100.000
B		✓	122	100.000
C		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	57	385
	B	80	0	42
	C	441	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.25	0.1	A
B-A	0.17	8.65	0.2	A
C-AB	0.05	4.46	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-C	32	0.00	676	0.047	31	0.0	5.585	A
B-A	60	0.00	601	0.100	60	0.1	6.842	A
C-AB	24	0.00	847	0.028	23	0.0	4.453	A
C-A	323	0.00			323			
A-B	43	0.00			43			
A-C	290	0.00			290			

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	38	0.00	654	0.058	38	0.1	5.840	A
B-A	72	0.00	566	0.127	72	0.1	7.503	A
C-AB	31	0.00	876	0.036	31	0.0	4.350	A
C-A	382	0.00			382			
A-B	51	0.00			51			
A-C	346	0.00			346			

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	46	0.00	623	0.074	46	0.1	6.244	A
B-A	88	0.00	517	0.170	88	0.2	8.638	A
C-AB	45	0.00	918	0.049	44	0.1	4.223	A
C-A	462	0.00			462			
A-B	63	0.00			63			
A-C	424	0.00			424			

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	46	0.00	623	0.074	46	0.1	6.245	A
B-A	88	0.00	517	0.170	88	0.2	8.646	A
C-AB	45	0.00	918	0.049	45	0.1	4.232	A
C-A	462	0.00			462			
A-B	63	0.00			63			
A-C	424	0.00			424			

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	38	0.00	654	0.058	38	0.1	5.846	A
B-A	72	0.00	566	0.127	72	0.2	7.516	A
C-AB	31	0.00	876	0.036	31	0.1	4.369	A
C-A	382	0.00			382			
A-B	51	0.00			51			
A-C	346	0.00			346			

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	32	0.00	676	0.047	32	0.0	5.592	A
B-A	60	0.00	601	0.100	60	0.1	6.860	A
C-AB	24	0.00	847	0.028	24	0.0	4.464	A
C-A	323	0.00			323			
A-B	43	0.00			43			
A-C	290	0.00			290			

2030 | Do Minimum Sens | 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		1.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.02	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	2030	Do Minimum Sens	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		✓	418	100.000
B		✓	86	100.000
C		✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	51	367
	B	53	0	33
	C	448	44	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.88	0.1	A
B-A	0.12	8.26	0.1	A
C-AB	0.11	4.52	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-C	25	0.00	696	0.036	25	0.0	5.360	A
B-A	40	0.00	589	0.068	40	0.1	6.686	A
C-AB	55	0.00	854	0.064	54	0.1	4.517	A
C-A	316	0.00			316			
A-B	38	0.00			38			
A-C	276	0.00			276			

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	30	0.00	677	0.044	30	0.0	5.564	A
B-A	48	0.00	553	0.086	48	0.1	7.269	A
C-AB	73	0.00	884	0.082	73	0.2	4.454	A
C-A	369	0.00			369			
A-B	46	0.00			46			
A-C	330	0.00			330			

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	36	0.00	649	0.056	36	0.1	5.876	A
B-A	58	0.00	503	0.116	58	0.1	8.250	A
C-AB	104	0.00	928	0.112	103	0.3	4.391	A
C-A	438	0.00			438			
A-B	56	0.00			56			
A-C	404	0.00			404			

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	36	0.00	649	0.056	36	0.1	5.877	A
B-A	58	0.00	503	0.116	58	0.1	8.256	A
C-AB	104	0.00	928	0.112	104	0.3	4.397	A
C-A	438	0.00			438			
A-B	56	0.00			56			
A-C	404	0.00			404			

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	30	0.00	676	0.044	30	0.0	5.569	A
B-A	48	0.00	553	0.086	48	0.1	7.277	A
C-AB	73	0.00	885	0.083	73	0.2	4.464	A
C-A	369	0.00			369			
A-B	46	0.00			46			
A-C	330	0.00			330			

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	25	0.00	696	0.036	25	0.0	5.367	A
B-A	40	0.00	588	0.068	40	0.1	6.697	A
C-AB	55	0.00	855	0.064	55	0.1	4.524	A
C-A	315	0.00			315			
A-B	38	0.00			38			
A-C	276	0.00			276			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	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)
D7	2030	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		✓	427	100.000
B		✓	122	100.000
C		✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	57	370
	B	82	0	40
	C	495	20	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.21	0.1	A
B-A	0.18	8.82	0.2	A
C-AB	0.05	4.33	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-C	30	0.00	677	0.045	30	0.0	5.564	A
B-A	62	0.00	597	0.103	61	0.1	6.911	A
C-AB	26	0.00	876	0.030	26	0.0	4.323	A
C-A	362	0.00			362			
A-B	43	0.00			43			
A-C	279	0.00			279			

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	36	0.00	655	0.055	36	0.1	5.812	A
B-A	74	0.00	561	0.131	74	0.2	7.607	A
C-AB	35	0.00	911	0.039	35	0.1	4.205	A
C-A	428	0.00			428			
A-B	51	0.00			51			
A-C	333	0.00			333			

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	44	0.00	624	0.071	44	0.1	6.204	A
B-A	90	0.00	510	0.177	90	0.2	8.814	A
C-AB	51	0.00	960	0.053	51	0.1	4.061	A
C-A	516	0.00			516			
A-B	63	0.00			63			
A-C	407	0.00			407			

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	44	0.00	624	0.071	44	0.1	6.205	A
B-A	90	0.00	510	0.177	90	0.2	8.824	A
C-AB	51	0.00	961	0.053	51	0.1	4.071	A
C-A	516	0.00			516			
A-B	63	0.00			63			
A-C	407	0.00			407			

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	36	0.00	655	0.055	36	0.1	5.817	A
B-A	74	0.00	561	0.131	74	0.2	7.621	A
C-AB	35	0.00	911	0.039	35	0.1	4.224	A
C-A	428	0.00			428			
A-B	51	0.00			51			
A-C	333	0.00			333			

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	30	0.00	676	0.045	30	0.0	5.570	A
B-A	62	0.00	597	0.103	62	0.1	6.926	A
C-AB	26	0.00	876	0.030	26	0.0	4.333	A
C-A	361	0.00			361			
A-B	43	0.00			43			
A-C	279	0.00			279			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	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)
D8	2030	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		✓	455	100.000
B		✓	86	100.000
C		✓	497	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	57	398
	B	52	0	34
	C	448	49	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.96	0.1	A
B-A	0.12	8.56	0.1	A
C-AB	0.13	4.60	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-C	26	0.00	692	0.037	25	0.0	5.398	A
B-A	39	0.00	576	0.068	39	0.1	6.834	A
C-AB	61	0.00	849	0.072	61	0.1	4.585	A
C-A	313	0.00			313			
A-B	43	0.00			43			
A-C	300	0.00			300			

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	31	0.00	671	0.046	31	0.0	5.620	A
B-A	47	0.00	538	0.087	47	0.1	7.470	A
C-AB	82	0.00	878	0.093	81	0.2	4.544	A
C-A	365	0.00			365			
A-B	51	0.00			51			
A-C	358	0.00			358			

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	37	0.00	641	0.058	37	0.1	5.961	A
B-A	57	0.00	486	0.118	57	0.1	8.556	A
C-AB	117	0.00	920	0.127	116	0.3	4.505	A
C-A	430	0.00			430			
A-B	63	0.00			63			
A-C	438	0.00			438			

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	37	0.00	641	0.058	37	0.1	5.963	A
B-A	57	0.00	486	0.118	57	0.1	8.563	A
C-AB	117	0.00	920	0.127	117	0.3	4.512	A
C-A	430	0.00			430			
A-B	63	0.00			63			
A-C	438	0.00			438			

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	31	0.00	671	0.046	31	0.0	5.623	A
B-A	47	0.00	538	0.087	47	0.1	7.476	A
C-AB	82	0.00	878	0.093	82	0.2	4.552	A
C-A	365	0.00			365			
A-B	51	0.00			51			
A-C	358	0.00			358			

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	26	0.00	692	0.037	26	0.0	5.405	A
B-A	39	0.00	576	0.068	39	0.1	6.844	A
C-AB	62	0.00	849	0.072	62	0.1	4.599	A
C-A	313	0.00			313			
A-B	43	0.00			43			
A-C	300	0.00			300			

2030 | Do Something Sens | 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		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	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)
D9	2030	Do Something Sens	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		✓	425	100.000
B		✓	122	100.000
C		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	56	369
	B	81	0	41
	C	470	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.19	0.1	A
B-A	0.17	8.67	0.2	A
C-AB	0.05	4.38	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-C	31	0.00	678	0.046	31	0.0	5.558	A
B-A	61	0.00	601	0.101	61	0.1	6.849	A
C-AB	24	0.00	864	0.028	24	0.0	4.371	A
C-A	344	0.00			344			
A-B	42	0.00			42			
A-C	278	0.00			278			

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	37	0.00	657	0.056	37	0.1	5.804	A
B-A	73	0.00	566	0.129	73	0.2	7.515	A
C-AB	32	0.00	896	0.036	32	0.1	4.257	A
C-A	407	0.00			407			
A-B	50	0.00			50			
A-C	332	0.00			332			

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	45	0.00	626	0.072	45	0.1	6.193	A
B-A	89	0.00	517	0.173	89	0.2	8.659	A
C-AB	47	0.00	942	0.049	46	0.1	4.119	A
C-A	492	0.00			492			
A-B	62	0.00			62			
A-C	406	0.00			406			

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	45	0.00	626	0.072	45	0.1	6.194	A
B-A	89	0.00	517	0.173	89	0.2	8.671	A
C-AB	47	0.00	942	0.049	47	0.1	4.126	A
C-A	492	0.00			492			
A-B	62	0.00			62			
A-C	406	0.00			406			

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	37	0.00	657	0.056	37	0.1	5.810	A
B-A	73	0.00	566	0.129	73	0.2	7.529	A
C-AB	32	0.00	896	0.036	33	0.1	4.275	A
C-A	407	0.00			407			
A-B	50	0.00			50			
A-C	332	0.00			332			

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	31	0.00	678	0.046	31	0.0	5.563	A
B-A	61	0.00	601	0.101	61	0.1	6.867	A
C-AB	24	0.00	864	0.028	24	0.0	4.382	A
C-A	344	0.00			344			
A-B	42	0.00			42			
A-C	278	0.00			278			

2030 | Do Something Sens | 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		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	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)
D10	2030	Do Something Sens	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		✓	449	100.000
B		✓	86	100.000
C		✓	499	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	58	391
	B	53	0	33
	C	450	49	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.96	0.1	A
B-A	0.12	8.50	0.1	A
C-AB	0.13	4.59	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-C	25	0.00	690	0.036	25	0.0	5.408	A
B-A	40	0.00	580	0.069	40	0.1	6.795	A
C-AB	61	0.00	850	0.072	61	0.1	4.575	A
C-A	314	0.00			314			
A-B	44	0.00			44			
A-C	294	0.00			294			

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	30	0.00	669	0.044	30	0.0	5.626	A
B-A	48	0.00	542	0.088	48	0.1	7.425	A
C-AB	82	0.00	880	0.093	82	0.2	4.530	A
C-A	367	0.00			367			
A-B	52	0.00			52			
A-C	352	0.00			352			

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	36	0.00	640	0.057	36	0.1	5.962	A
B-A	58	0.00	490	0.119	58	0.1	8.498	A
C-AB	117	0.00	923	0.127	117	0.3	4.490	A
C-A	432	0.00			432			
A-B	64	0.00			64			
A-C	430	0.00			430			

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	36	0.00	640	0.057	36	0.1	5.963	A
B-A	58	0.00	490	0.119	58	0.1	8.504	A
C-AB	117	0.00	923	0.127	117	0.3	4.497	A
C-A	432	0.00			432			
A-B	64	0.00			64			
A-C	430	0.00			430			

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	30	0.00	669	0.044	30	0.0	5.631	A
B-A	48	0.00	542	0.088	48	0.1	7.434	A
C-AB	82	0.00	880	0.093	82	0.2	4.542	A
C-A	367	0.00			367			
A-B	52	0.00			52			
A-C	352	0.00			352			

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	25	0.00	690	0.036	25	0.0	5.413	A
B-A	40	0.00	580	0.069	40	0.1	6.808	A
C-AB	62	0.00	851	0.072	62	0.1	4.586	A
C-A	314	0.00			314			
A-B	44	0.00			44			
A-C	294	0.00			294			

Appendix T

Laundon Way East/Sacheverell Way PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 3 Laundon Way East - Sacheverell Way.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\3 Laundon Way East - Sacheverell Way

Report generation date: 02/12/2025 14:38:31

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.4	8.20	0.26	A	D2	0.1	6.53	0.12	A
Stream B-A		0.1	12.39	0.07	B		0.0	10.78	0.04	B
Stream C-AB		0.4	5.47	0.21	A		1.0	6.41	0.38	A
	2030 - Do Minimum									
Stream B-C	D3	0.3	8.22	0.25	A	D4	0.1	6.85	0.12	A
Stream B-A		0.1	13.40	0.08	B		0.0	12.11	0.04	B
Stream C-AB		0.6	5.27	0.23	A		1.3	6.85	0.44	A
	2030 - Do Minimum Sens									
Stream B-C	D5	0.3	8.22	0.25	A	D6	0.1	6.84	0.12	A
Stream B-A		0.1	13.19	0.08	B		0.0	12.07	0.04	B
Stream C-AB		0.5	5.34	0.23	A		1.3	6.83	0.44	A
	2030 - Do Something									
Stream B-C	D7	0.3	8.30	0.25	A	D8	0.1	6.92	0.12	A
Stream B-A		0.1	13.68	0.08	B		0.0	12.48	0.04	B
Stream C-AB		0.6	5.26	0.24	A		1.3	6.59	0.43	A
	2030 - Do Something Sens									
Stream B-C	D9	0.3	8.31	0.26	A	D10	0.1	6.90	0.12	A
Stream B-A		0.1	13.46	0.08	B		0.0	12.43	0.04	B
Stream C-AB		0.6	5.35	0.23	A		1.3	6.52	0.43	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		2.20	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	Sacheverell Way (W)		Major
B	Laundon Way		Minor
C	Sacheverell Way (E)		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	7.35			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	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	7.00	4.10	3.50	3.50	✓	1.00	120	38

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	562	0.096	0.244	0.153	0.348
B-C	727	0.105	0.265	-	-
C-B	719	0.262	0.262	-	-

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	2025	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		✓	401	100.000
B		✓	164	100.000
C		✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	394
	B	21	0	143
	C	366	87	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	14	0	1
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.20	0.4	A
B-A	0.07	12.39	0.1	B
C-AB	0.21	5.47	0.4	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	108	0.00	642	0.168	107	0.2	6.789	A
B-A	16	0.00	423	0.037	16	0.0	10.079	B
C-AB	99	0.00	817	0.121	98	0.2	5.268	A
C-A	242	0.00			242			
A-B	5	0.00			5			
A-C	297	0.00			297			

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	129	0.00	625	0.206	128	0.3	7.323	A
B-A	19	0.00	394	0.048	19	0.1	10.930	B
C-AB	129	0.00	839	0.154	129	0.3	5.335	A
C-A	278	0.00			278			
A-B	6	0.00			6			
A-C	354	0.00			354			

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	157	0.00	601	0.262	157	0.4	8.190	A
B-A	23	0.00	354	0.065	23	0.1	12.380	B
C-AB	179	0.00	871	0.205	178	0.4	5.467	A
C-A	320	0.00			320			
A-B	8	0.00			8			
A-C	434	0.00			434			

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	157	0.00	601	0.262	157	0.4	8.204	A
B-A	23	0.00	354	0.065	23	0.1	12.391	B
C-AB	179	0.00	872	0.206	179	0.4	5.472	A
C-A	320	0.00			320			
A-B	8	0.00			8			
A-C	434	0.00			434			

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	129	0.00	625	0.206	129	0.3	7.344	A
B-A	19	0.00	394	0.048	19	0.1	10.946	B
C-AB	129	0.00	840	0.154	130	0.3	5.340	A
C-A	278	0.00			278			
A-B	6	0.00			6			
A-C	354	0.00			354			

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	108	0.00	642	0.168	108	0.2	6.818	A
B-A	16	0.00	422	0.037	16	0.0	10.101	B
C-AB	99	0.00	818	0.121	100	0.2	5.282	A
C-A	242	0.00			242			
A-B	5	0.00			5			
A-C	297	0.00			297			

2025 | 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		2.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.50	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	2025	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		✓	315	100.000
B		✓	79	100.000
C		✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	13	302
	B	11	0	68
	C	417	162	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.53	0.1	A
B-A	0.04	10.78	0.0	B
C-AB	0.38	6.41	1.0	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-C	51	0.00	662	0.077	51	0.1	5.944	A
B-A	8	0.00	415	0.020	8	0.0	8.843	A
C-AB	193	0.00	856	0.225	191	0.4	5.497	A
C-A	243	0.00			243			
A-B	10	0.00			10			
A-C	227	0.00			227			

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	61	0.00	650	0.094	61	0.1	6.178	A
B-A	10	0.00	386	0.026	10	0.0	9.569	A
C-AB	253	0.00	886	0.286	253	0.6	5.787	A
C-A	267	0.00			267			
A-B	12	0.00			12			
A-C	271	0.00			271			

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	75	0.00	632	0.119	75	0.1	6.527	A
B-A	12	0.00	346	0.035	12	0.0	10.771	B
C-AB	355	0.00	927	0.383	353	1.0	6.382	A
C-A	283	0.00			283			
A-B	14	0.00			14			
A-C	333	0.00			333			

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	75	0.00	632	0.119	75	0.1	6.530	A
B-A	12	0.00	346	0.035	12	0.0	10.784	B
C-AB	356	0.00	928	0.383	356	1.0	6.413	A
C-A	282	0.00			282			
A-B	14	0.00			14			
A-C	333	0.00			333			

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	61	0.00	649	0.094	61	0.1	6.181	A
B-A	10	0.00	386	0.026	10	0.0	9.586	A
C-AB	254	0.00	886	0.287	256	0.6	5.822	A
C-A	266	0.00			266			
A-B	12	0.00			12			
A-C	271	0.00			271			

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	51	0.00	662	0.077	51	0.1	5.953	A
B-A	8	0.00	414	0.020	8	0.0	8.862	A
C-AB	193	0.00	857	0.226	194	0.4	5.536	A
C-A	242	0.00			242			
A-B	10	0.00			10			
A-C	227	0.00			227			

2030 | Do Minimum | 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		2.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.09	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	2030	Do Minimum	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		✓	422	100.000
B		✓	160	100.000
C		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	415
	B	24	0	136
	C	459	90	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	14	0	1
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.22	0.3	A
B-A	0.08	13.40	0.1	B
C-AB	0.23	5.27	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	102	0.00	636	0.161	102	0.2	6.790	A
B-A	18	0.00	408	0.044	18	0.1	10.526	B
C-AB	113	0.00	859	0.132	112	0.3	5.069	A
C-A	300	0.00			300			
A-B	5	0.00			5			
A-C	312	0.00			312			

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	122	0.00	618	0.198	122	0.2	7.327	A
B-A	22	0.00	376	0.057	22	0.1	11.565	B
C-AB	151	0.00	890	0.170	151	0.4	5.126	A
C-A	342	0.00			342			
A-B	6	0.00			6			
A-C	373	0.00			373			

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	150	0.00	592	0.253	149	0.3	8.203	A
B-A	26	0.00	333	0.079	26	0.1	13.382	B
C-AB	217	0.00	935	0.232	216	0.6	5.262	A
C-A	388	0.00			388			
A-B	8	0.00			8			
A-C	457	0.00			457			

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	150	0.00	592	0.253	150	0.3	8.217	A
B-A	26	0.00	333	0.079	26	0.1	13.399	B
C-AB	217	0.00	936	0.232	217	0.6	5.271	A
C-A	387	0.00			387			
A-B	8	0.00			8			
A-C	457	0.00			457			

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	122	0.00	618	0.198	123	0.3	7.347	A
B-A	22	0.00	376	0.057	22	0.1	11.583	B
C-AB	152	0.00	891	0.170	153	0.4	5.133	A
C-A	342	0.00			342			
A-B	6	0.00			6			
A-C	373	0.00			373			

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	102	0.00	636	0.161	103	0.2	6.816	A
B-A	18	0.00	407	0.044	18	0.1	10.552	B
C-AB	114	0.00	859	0.133	114	0.3	5.085	A
C-A	299	0.00			299			
A-B	5	0.00			5			
A-C	312	0.00			312			

2030 | Do Minimum | 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		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	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	2030	Do Minimum	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		✓	406	100.000
B		✓	78	100.000
C		✓	649	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	14	392
	B	10	0	68
	C	481	168	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.85	0.1	A
B-A	0.04	12.11	0.0	B
C-AB	0.44	6.85	1.3	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-C	51	0.00	644	0.079	51	0.1	6.122	A
B-A	8	0.00	390	0.019	7	0.0	9.416	A
C-AB	216	0.00	872	0.248	214	0.5	5.552	A
C-A	272	0.00			272			
A-B	11	0.00			11			
A-C	295	0.00			295			

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	61	0.00	628	0.097	61	0.1	6.411	A
B-A	9	0.00	355	0.025	9	0.0	10.389	B
C-AB	290	0.00	906	0.320	289	0.7	5.933	A
C-A	293	0.00			293			
A-B	13	0.00			13			
A-C	352	0.00			352			

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	75	0.00	605	0.124	75	0.1	6.850	A
B-A	11	0.00	309	0.036	11	0.0	12.087	B
C-AB	418	0.00	955	0.438	416	1.3	6.793	A
C-A	297	0.00			297			
A-B	15	0.00			15			
A-C	432	0.00			432			

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	75	0.00	605	0.124	75	0.1	6.853	A
B-A	11	0.00	308	0.036	11	0.0	12.108	B
C-AB	419	0.00	956	0.438	419	1.3	6.848	A
C-A	296	0.00			296			
A-B	15	0.00			15			
A-C	432	0.00			432			

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	61	0.00	628	0.097	61	0.1	6.414	A
B-A	9	0.00	355	0.025	9	0.0	10.412	B
C-AB	291	0.00	908	0.321	293	0.8	5.986	A
C-A	292	0.00			292			
A-B	13	0.00			13			
A-C	352	0.00			352			

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	51	0.00	644	0.079	51	0.1	6.130	A
B-A	8	0.00	389	0.019	8	0.0	9.442	A
C-AB	217	0.00	873	0.249	218	0.5	5.602	A
C-A	271	0.00			271			
A-B	11	0.00			11			
A-C	295	0.00			295			

2030 | Do Minimum Sens | 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		2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	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	2030	Do Minimum Sens	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		✓	422	100.000
B		✓	160	100.000
C		✓	526	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	7	415
	B	23	0	137
	C	436	90	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	0
	B	14	0	1
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.22	0.3	A
B-A	0.08	13.19	0.1	B
C-AB	0.23	5.34	0.5	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	103	0.00	637	0.162	102	0.2	6.795	A
B-A	17	0.00	410	0.042	17	0.0	10.436	B
C-AB	111	0.00	848	0.130	110	0.2	5.129	A
C-A	285	0.00			285			
A-B	5	0.00			5			
A-C	312	0.00			312			

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	123	0.00	619	0.199	123	0.2	7.333	A
B-A	21	0.00	379	0.054	21	0.1	11.435	B
C-AB	147	0.00	877	0.168	146	0.3	5.191	A
C-A	326	0.00			326			
A-B	6	0.00			6			
A-C	373	0.00			373			

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	151	0.00	593	0.254	150	0.3	8.211	A
B-A	25	0.00	337	0.075	25	0.1	13.174	B
C-AB	209	0.00	918	0.227	208	0.5	5.332	A
C-A	370	0.00			370			
A-B	8	0.00			8			
A-C	457	0.00			457			

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	151	0.00	593	0.254	151	0.3	8.225	A
B-A	25	0.00	336	0.075	25	0.1	13.190	B
C-AB	209	0.00	919	0.228	209	0.5	5.339	A
C-A	370	0.00			370			
A-B	8	0.00			8			
A-C	457	0.00			457			

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	123	0.00	618	0.199	124	0.3	7.351	A
B-A	21	0.00	379	0.055	21	0.1	11.453	B
C-AB	147	0.00	877	0.168	148	0.4	5.198	A
C-A	326	0.00			326			
A-B	6	0.00			6			
A-C	373	0.00			373			

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	103	0.00	637	0.162	103	0.2	6.824	A
B-A	17	0.00	410	0.042	17	0.1	10.463	B
C-AB	111	0.00	848	0.131	111	0.3	5.146	A
C-A	285	0.00			285			
A-B	5	0.00			5			
A-C	312	0.00			312			

2030 | Do Minimum Sens | 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		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	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	2030	Do Minimum Sens	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		✓	402	100.000
B		✓	78	100.000
C		✓	650	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	14	388
	B	10	0	68
	C	482	168	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.84	0.1	A
B-A	0.04	12.07	0.0	B
C-AB	0.44	6.83	1.3	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-C	51	0.00	645	0.079	51	0.1	6.114	A
B-A	8	0.00	390	0.019	7	0.0	9.401	A
C-AB	216	0.00	873	0.248	214	0.5	5.543	A
C-A	273	0.00			273			
A-B	11	0.00			11			
A-C	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-C	61	0.00	629	0.097	61	0.1	6.400	A
B-A	9	0.00	356	0.025	9	0.0	10.367	B
C-AB	290	0.00	908	0.320	289	0.7	5.923	A
C-A	294	0.00			294			
A-B	13	0.00			13			
A-C	349	0.00			349			

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	75	0.00	607	0.123	75	0.1	6.835	A
B-A	11	0.00	310	0.036	11	0.0	12.050	B
C-AB	418	0.00	957	0.437	416	1.3	6.782	A
C-A	298	0.00			298			
A-B	15	0.00			15			
A-C	427	0.00			427			

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	75	0.00	607	0.123	75	0.1	6.838	A
B-A	11	0.00	309	0.036	11	0.0	12.072	B
C-AB	419	0.00	958	0.438	419	1.3	6.829	A
C-A	296	0.00			296			
A-B	15	0.00			15			
A-C	427	0.00			427			

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	61	0.00	629	0.097	61	0.1	6.406	A
B-A	9	0.00	356	0.025	9	0.0	10.392	B
C-AB	292	0.00	909	0.321	294	0.8	5.977	A
C-A	293	0.00			293			
A-B	13	0.00			13			
A-C	349	0.00			349			

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	51	0.00	645	0.079	51	0.1	6.124	A
B-A	8	0.00	389	0.019	8	0.0	9.428	A
C-AB	218	0.00	874	0.249	219	0.5	5.593	A
C-A	272	0.00			272			
A-B	11	0.00			11			
A-C	292	0.00			292			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.07	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)
D7	2030	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		✓	437	100.000
B		✓	160	100.000
C		✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	430
	B	24	0	136
	C	472	90	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	14	0	1
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	8.30	0.3	A
B-A	0.08	13.68	0.1	B
C-AB	0.24	5.26	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	102	0.00	633	0.162	102	0.2	6.829	A
B-A	18	0.00	403	0.045	18	0.1	10.643	B
C-AB	115	0.00	863	0.133	114	0.3	5.054	A
C-A	308	0.00			308			
A-B	5	0.00			5			
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	122	0.00	614	0.199	122	0.2	7.381	A
B-A	22	0.00	371	0.058	22	0.1	11.733	B
C-AB	154	0.00	895	0.173	154	0.4	5.109	A
C-A	351	0.00			351			
A-B	6	0.00			6			
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	150	0.00	588	0.255	149	0.3	8.289	A
B-A	26	0.00	327	0.081	26	0.1	13.654	B
C-AB	222	0.00	942	0.236	221	0.6	5.256	A
C-A	396	0.00			396			
A-B	8	0.00			8			
A-C	473	0.00			473			

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	150	0.00	588	0.255	150	0.3	8.303	A
B-A	26	0.00	326	0.081	26	0.1	13.678	B
C-AB	223	0.00	942	0.236	223	0.6	5.264	A
C-A	396	0.00			396			
A-B	8	0.00			8			
A-C	473	0.00			473			

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	122	0.00	614	0.199	123	0.3	7.402	A
B-A	22	0.00	371	0.058	22	0.1	11.755	B
C-AB	155	0.00	896	0.173	156	0.4	5.119	A
C-A	350	0.00			350			
A-B	6	0.00			6			
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	102	0.00	633	0.162	103	0.2	6.855	A
B-A	18	0.00	403	0.045	18	0.1	10.669	B
C-AB	116	0.00	863	0.134	116	0.3	5.070	A
C-A	307	0.00			307			
A-B	5	0.00			5			
A-C	324	0.00			324			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	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)
D8	2030	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		✓	426	100.000
B		✓	77	100.000
C		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	13	413
	B	10	0	67
	C	524	158	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.92	0.1	A
B-A	0.04	12.48	0.0	B
C-AB	0.43	6.59	1.3	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-C	50	0.00	640	0.079	50	0.1	6.158	A
B-A	8	0.00	384	0.020	7	0.0	9.570	A
C-AB	214	0.00	890	0.240	212	0.5	5.385	A
C-A	300	0.00			300			
A-B	10	0.00			10			
A-C	311	0.00			311			

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	60	0.00	623	0.097	60	0.1	6.457	A
B-A	9	0.00	348	0.026	9	0.0	10.612	B
C-AB	290	0.00	928	0.312	289	0.7	5.729	A
C-A	323	0.00			323			
A-B	12	0.00			12			
A-C	371	0.00			371			

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	74	0.00	599	0.123	74	0.1	6.915	A
B-A	11	0.00	300	0.037	11	0.0	12.460	B
C-AB	424	0.00	983	0.432	422	1.3	6.536	A
C-A	327	0.00			327			
A-B	14	0.00			14			
A-C	455	0.00			455			

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	74	0.00	599	0.123	74	0.1	6.919	A
B-A	11	0.00	299	0.037	11	0.0	12.483	B
C-AB	426	0.00	984	0.433	425	1.3	6.585	A
C-A	325	0.00			325			
A-B	14	0.00			14			
A-C	455	0.00			455			

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	60	0.00	623	0.097	60	0.1	6.463	A
B-A	9	0.00	348	0.026	9	0.0	10.639	B
C-AB	291	0.00	930	0.313	293	0.8	5.777	A
C-A	322	0.00			322			
A-B	12	0.00			12			
A-C	371	0.00			371			

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	50	0.00	640	0.079	51	0.1	6.167	A
B-A	8	0.00	383	0.020	8	0.0	9.595	A
C-AB	215	0.00	891	0.241	216	0.5	5.431	A
C-A	299	0.00			299			
A-B	10	0.00			10			
A-C	311	0.00			311			

2030 | Do Something Sens | 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		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	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)
D9	2030	Do Something Sens	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		✓	437	100.000
B		✓	160	100.000
C		✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	8	429
	B	23	0	137
	C	447	91	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	14	0	1
	C	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.31	0.3	A
B-A	0.08	13.46	0.1	B
C-AB	0.23	5.35	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	103	0.00	634	0.163	102	0.2	6.832	A
B-A	17	0.00	406	0.043	17	0.1	10.548	B
C-AB	113	0.00	851	0.133	112	0.3	5.127	A
C-A	292	0.00			292			
A-B	6	0.00			6			
A-C	323	0.00			323			

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	123	0.00	615	0.200	123	0.3	7.385	A
B-A	21	0.00	374	0.055	21	0.1	11.596	B
C-AB	151	0.00	880	0.172	151	0.4	5.193	A
C-A	333	0.00			333			
A-B	7	0.00			7			
A-C	386	0.00			386			

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	151	0.00	589	0.256	150	0.3	8.292	A
B-A	25	0.00	330	0.077	25	0.1	13.439	B
C-AB	216	0.00	923	0.234	215	0.6	5.346	A
C-A	377	0.00			377			
A-B	9	0.00			9			
A-C	472	0.00			472			

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	151	0.00	589	0.256	151	0.3	8.307	A
B-A	25	0.00	330	0.077	25	0.1	13.456	B
C-AB	216	0.00	924	0.234	216	0.6	5.354	A
C-A	376	0.00			376			
A-B	9	0.00			9			
A-C	472	0.00			472			

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	123	0.00	615	0.200	124	0.3	7.406	A
B-A	21	0.00	374	0.055	21	0.1	11.616	B
C-AB	151	0.00	881	0.172	152	0.4	5.201	A
C-A	332	0.00			332			
A-B	7	0.00			7			
A-C	386	0.00			386			

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	103	0.00	634	0.163	103	0.2	6.859	A
B-A	17	0.00	406	0.043	17	0.1	10.576	B
C-AB	114	0.00	851	0.134	114	0.3	5.143	A
C-A	291	0.00			291			
A-B	6	0.00			6			
A-C	323	0.00			323			

2030 | Do Something Sens | 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		2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	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)
D10	2030	Do Something Sens	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		✓	418	100.000
B		✓	78	100.000
C		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	13	405
	B	11	0	67
	C	525	157	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.90	0.1	A
B-A	0.04	12.43	0.0	B
C-AB	0.43	6.52	1.3	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-C	50	0.00	642	0.079	50	0.1	6.144	A
B-A	8	0.00	385	0.022	8	0.0	9.549	A
C-AB	212	0.00	892	0.238	210	0.5	5.360	A
C-A	301	0.00			301			
A-B	10	0.00			10			
A-C	305	0.00			305			

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	60	0.00	625	0.096	60	0.1	6.440	A
B-A	10	0.00	350	0.028	10	0.0	10.579	B
C-AB	288	0.00	930	0.310	287	0.7	5.695	A
C-A	325	0.00			325			
A-B	12	0.00			12			
A-C	364	0.00			364			

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	74	0.00	601	0.123	74	0.1	6.892	A
B-A	12	0.00	302	0.040	12	0.0	12.406	B
C-AB	421	0.00	985	0.428	419	1.3	6.475	A
C-A	330	0.00			330			
A-B	14	0.00			14			
A-C	446	0.00			446			

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	74	0.00	601	0.123	74	0.1	6.895	A
B-A	12	0.00	302	0.040	12	0.0	12.428	B
C-AB	423	0.00	986	0.428	422	1.3	6.523	A
C-A	328	0.00			328			
A-B	14	0.00			14			
A-C	446	0.00			446			

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	60	0.00	625	0.096	60	0.1	6.444	A
B-A	10	0.00	349	0.028	10	0.0	10.606	B
C-AB	289	0.00	932	0.310	291	0.8	5.743	A
C-A	324	0.00			324			
A-B	12	0.00			12			
A-C	364	0.00			364			

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	50	0.00	642	0.079	51	0.1	6.151	A
B-A	8	0.00	384	0.022	8	0.0	9.575	A
C-AB	214	0.00	893	0.239	215	0.5	5.408	A
C-A	300	0.00			300			
A-B	10	0.00			10			
A-C	305	0.00			305			

Appendix U

Sacheverell Way/Leicester Road PICADY Outputs

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177

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Filename: 4 Sacheverell Way - Leicester Road Roundabout.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\4 Sacheverell Way - Leicester Road Roundabout

Report generation date: 02/12/2025 14:40:39

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Arm 1	D1	0.5	2.54	0.33	A	D2	0.9	3.08	0.47	A
Arm 2		0.5	2.88	0.32	A		0.3	2.70	0.23	A
Arm 3		0.3	2.96	0.23	A		0.2	2.53	0.16	A
	2030 - Do Minimum									
Arm 1	D3	0.6	2.76	0.38	A	D4	1.0	3.33	0.51	A
Arm 2		0.5	2.95	0.33	A		0.4	2.94	0.29	A
Arm 3		0.3	2.98	0.23	A		0.2	2.67	0.17	A
	2030 - Do Minimum Sens									
Arm 1	D5	0.6	2.70	0.37	A	D6	1.0	3.33	0.51	A
Arm 2		0.5	2.95	0.33	A		0.4	2.93	0.29	A
Arm 3		0.3	2.99	0.23	A		0.2	2.66	0.17	A
	2030 - Do Something									
Arm 1	D7	0.7	2.78	0.38	A	D8	1.1	3.45	0.53	A
Arm 2		0.5	2.99	0.34	A		0.4	2.99	0.30	A
Arm 3		0.3	3.01	0.24	A		0.2	2.68	0.16	A
	2030 - Do Something Sens									
Arm 1	D9	0.6	2.73	0.37	A	D10	1.1	3.45	0.53	A
Arm 2		0.5	2.99	0.34	A		0.4	2.98	0.30	A
Arm 3		0.3	3.02	0.24	A		0.2	2.67	0.16	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Leicester Road (E)		
2	Sacheverell Way		
3	Leicester Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.50	8.80	36.1	63.9	40.0	20.0		
2	3.50	8.90	25.0	16.8	40.0	13.0		
3	3.60	9.10	17.1	45.7	40.0	25.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.782	2300
2	0.743	2129
3	0.714	1994

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

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	2025	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 (%)
1		✓	660	100.000
2		✓	540	100.000
3		✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	14	381	265
	2	474	0	66
	3	249	67	26

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	5	6
	2	3	0	3
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	2.54	0.5	A
2	0.32	2.88	0.5	A
3	0.23	2.96	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	497	70	2246	0.221	496	0.3	2.165	A
2	407	229	1959	0.208	405	0.3	2.386	A
3	257	366	1733	0.149	257	0.2	2.477	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	593	84	2235	0.266	593	0.4	2.308	A
2	485	274	1925	0.252	485	0.3	2.574	A
3	307	438	1682	0.183	307	0.2	2.662	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	727	102	2220	0.327	726	0.5	2.537	A
2	595	336	1880	0.316	594	0.5	2.882	A
3	377	537	1611	0.234	376	0.3	2.962	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	727	102	2220	0.327	727	0.5	2.537	A
2	595	336	1879	0.316	595	0.5	2.885	A
3	377	537	1611	0.234	377	0.3	2.963	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	593	84	2235	0.266	594	0.4	2.312	A
2	485	274	1925	0.252	486	0.3	2.577	A
3	307	439	1681	0.183	308	0.2	2.666	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	497	70	2245	0.221	497	0.3	2.168	A
2	407	230	1958	0.208	407	0.3	2.392	A
3	257	368	1732	0.149	258	0.2	2.483	A

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.90	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	2025	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 (%)
1		✓	949	100.000
2		✓	372	100.000
3		✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		1	2	3
	1	15	509	425
	2	309	0	63
	3	165	66	15

Vehicle Mix

Heavy Vehicle %

		To		
From		1	2	3
	1	0	1	2
	2	1	0	2
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.47	3.08	0.9	A
2	0.23	2.70	0.3	A
3	0.16	2.53	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	61	2253	0.317	713	0.5	2.368	A
2	280	342	1875	0.149	279	0.2	2.281	A
3	185	243	1821	0.102	185	0.1	2.271	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	853	73	2243	0.380	853	0.6	2.624	A
2	334	409	1825	0.183	334	0.2	2.442	A
3	221	291	1787	0.124	221	0.1	2.372	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1045	89	2230	0.468	1044	0.9	3.074	A
2	410	500	1757	0.233	409	0.3	2.702	A
3	271	356	1740	0.156	271	0.2	2.528	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1045	89	2230	0.468	1045	0.9	3.079	A
2	410	501	1757	0.233	410	0.3	2.702	A
3	271	357	1740	0.156	271	0.2	2.528	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	853	73	2243	0.380	854	0.6	2.632	A
2	334	410	1825	0.183	335	0.2	2.444	A
3	221	292	1786	0.124	221	0.1	2.375	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	714	61	2252	0.317	715	0.5	2.375	A
2	280	343	1874	0.149	280	0.2	2.284	A
3	185	244	1820	0.102	185	0.1	2.274	A

2030 | Do Minimum | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	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	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	762	100.000
2		✓	557	100.000
3		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	14	470	278
	2	488	0	69
	3	238	75	26

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	5	6
	2	3	0	3
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	2.76	0.6	A
2	0.33	2.95	0.5	A
3	0.23	2.98	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	76	2241	0.256	572	0.4	2.269	A
2	419	239	1951	0.215	418	0.3	2.417	A
3	255	377	1725	0.148	255	0.2	2.485	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	685	91	2229	0.307	685	0.5	2.453	A
2	501	286	1917	0.261	500	0.4	2.618	A
3	305	451	1673	0.182	305	0.2	2.674	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	839	111	2213	0.379	838	0.6	2.754	A
2	613	350	1869	0.328	613	0.5	2.950	A
3	373	552	1600	0.233	373	0.3	2.980	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	839	111	2213	0.379	839	0.6	2.757	A
2	613	350	1869	0.328	613	0.5	2.952	A
3	373	553	1600	0.233	373	0.3	2.981	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	685	91	2229	0.307	686	0.5	2.456	A
2	501	286	1916	0.261	501	0.4	2.623	A
3	305	452	1672	0.182	305	0.2	2.676	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	76	2241	0.256	574	0.4	2.274	A
2	419	240	1951	0.215	420	0.3	2.423	A
3	255	378	1725	0.148	255	0.2	2.492	A

2030 | Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	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	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1027	100.000
2		✓	462	100.000
3		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	18	573	436
	2	388	0	74
	3	172	71	14

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	1	2
	2	1	0	2
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.51	3.33	1.0	A
2	0.29	2.94	0.4	A
3	0.17	2.67	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	64	2250	0.344	771	0.5	2.465	A
2	348	351	1868	0.186	347	0.2	2.393	A
3	193	305	1777	0.109	193	0.1	2.346	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	76	2240	0.412	923	0.7	2.768	A
2	415	420	1817	0.229	415	0.3	2.598	A
3	231	365	1734	0.133	231	0.2	2.471	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	94	2227	0.508	1129	1.0	3.321	A
2	509	515	1747	0.291	508	0.4	2.941	A
3	283	447	1676	0.169	283	0.2	2.667	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	94	2227	0.508	1131	1.0	3.329	A
2	509	515	1746	0.291	509	0.4	2.942	A
3	283	447	1675	0.169	283	0.2	2.667	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	76	2240	0.412	925	0.7	2.776	A
2	415	421	1816	0.229	416	0.3	2.603	A
3	231	365	1734	0.133	231	0.2	2.473	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	64	2250	0.344	774	0.5	2.475	A
2	348	353	1867	0.186	348	0.2	2.397	A
3	193	306	1776	0.109	194	0.1	2.347	A

2030 | Do Minimum Sens | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	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)
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	739	100.000
2		✓	557	100.000
3		✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	14	449	276
	2	489	0	68
	3	242	73	26

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	5	6
	2	3	0	3
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.70	0.6	A
2	0.33	2.95	0.5	A
3	0.23	2.99	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	556	74	2242	0.248	555	0.3	2.244	A
2	419	237	1953	0.215	418	0.3	2.416	A
3	257	378	1725	0.149	256	0.2	2.489	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	89	2231	0.298	664	0.4	2.419	A
2	501	284	1918	0.261	500	0.4	2.615	A
3	307	452	1672	0.183	306	0.2	2.679	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	814	109	2215	0.367	813	0.6	2.701	A
2	613	348	1871	0.328	613	0.5	2.946	A
3	375	553	1600	0.235	375	0.3	2.988	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	814	109	2215	0.367	814	0.6	2.704	A
2	613	348	1870	0.328	613	0.5	2.948	A
3	375	554	1599	0.235	375	0.3	2.989	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	89	2230	0.298	665	0.4	2.423	A
2	501	284	1918	0.261	501	0.4	2.620	A
3	307	453	1671	0.183	307	0.2	2.681	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	556	75	2242	0.248	557	0.3	2.251	A
2	419	238	1952	0.215	420	0.3	2.420	A
3	257	379	1724	0.149	257	0.2	2.495	A

2030 | Do Minimum Sens | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	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	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1027	100.000
2		✓	459	100.000
3		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	17	574	436
	2	385	0	74
	3	172	71	14

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	1	2
	2	1	0	2
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.51	3.33	1.0	A
2	0.29	2.93	0.4	A
3	0.17	2.66	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	64	2250	0.344	771	0.5	2.465	A
2	346	351	1868	0.185	345	0.2	2.389	A
3	193	302	1779	0.109	193	0.1	2.343	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	76	2240	0.412	923	0.7	2.768	A
2	413	420	1817	0.227	412	0.3	2.592	A
3	231	361	1737	0.133	231	0.2	2.467	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	94	2227	0.508	1129	1.0	3.321	A
2	505	514	1747	0.289	505	0.4	2.931	A
3	283	442	1679	0.169	283	0.2	2.661	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1131	94	2227	0.508	1131	1.0	3.329	A
2	505	514	1747	0.289	505	0.4	2.932	A
3	283	443	1679	0.169	283	0.2	2.661	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	923	76	2240	0.412	925	0.7	2.776	A
2	413	420	1817	0.227	413	0.3	2.595	A
3	231	362	1736	0.133	231	0.2	2.470	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	773	64	2250	0.344	774	0.5	2.473	A
2	346	352	1867	0.185	346	0.2	2.395	A
3	193	303	1778	0.109	194	0.1	2.344	A

2030 | Do Something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.90	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)
D7	2030	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 (%)
1		✓	773	100.000
2		✓	573	100.000
3		✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	15	480	278
	2	503	0	70
	3	238	77	25

Vehicle Mix

Heavy Vehicle %

	To			
From		1	2	3
	1	0	5	6
	2	3	0	3
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	2.78	0.7	A
2	0.34	2.99	0.5	A
3	0.24	3.01	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	77	2240	0.260	580	0.4	2.281	A
2	431	239	1951	0.221	430	0.3	2.437	A
3	256	389	1717	0.149	255	0.2	2.501	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	92	2228	0.312	694	0.5	2.470	A
2	515	286	1917	0.269	515	0.4	2.645	A
3	306	465	1662	0.184	305	0.2	2.696	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	112	2212	0.385	850	0.7	2.780	A
2	631	350	1869	0.338	630	0.5	2.991	A
3	374	570	1588	0.236	374	0.3	3.014	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	112	2212	0.385	851	0.7	2.783	A
2	631	350	1869	0.338	631	0.5	2.994	A
3	374	570	1587	0.236	374	0.3	3.015	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	92	2228	0.312	696	0.5	2.472	A
2	515	286	1916	0.269	516	0.4	2.648	A
3	306	466	1662	0.184	306	0.2	2.698	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	77	2240	0.260	582	0.4	2.286	A
2	431	240	1951	0.221	432	0.3	2.442	A
3	256	390	1716	0.149	256	0.2	2.508	A

2030 | Do Something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	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)
D8	2030	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 (%)
1		✓	1065	100.000
2		✓	482	100.000
3		✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	18	610	437
	2	410	0	72
	3	168	67	13

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	1	2
	2	1	0	2
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	3.45	1.1	A
2	0.30	2.99	0.4	A
3	0.16	2.68	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	60	2253	0.356	800	0.6	2.508	A
2	363	351	1868	0.194	362	0.2	2.417	A
3	187	321	1765	0.106	186	0.1	2.354	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	957	72	2244	0.427	957	0.8	2.834	A
2	433	420	1817	0.239	433	0.3	2.631	A
3	223	385	1720	0.130	223	0.2	2.482	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1173	88	2231	0.526	1171	1.1	3.438	A
2	531	515	1747	0.304	530	0.4	2.991	A
3	273	471	1658	0.165	273	0.2	2.682	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1173	88	2231	0.526	1173	1.1	3.447	A
2	531	515	1746	0.304	531	0.4	2.995	A
3	273	471	1658	0.165	273	0.2	2.682	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	957	72	2244	0.427	959	0.8	2.843	A
2	433	421	1816	0.239	434	0.3	2.637	A
3	223	385	1720	0.130	223	0.2	2.485	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	60	2253	0.356	803	0.6	2.519	A
2	363	353	1867	0.194	363	0.2	2.423	A
3	187	322	1764	0.106	187	0.1	2.357	A

2030 | Do Something Sens | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	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)
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	749	100.000
2		✓	572	100.000
3		✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	15	458	276
	2	502	0	70
	3	242	75	25

Vehicle Mix

Heavy Vehicle %

	To			
		1	2	3
From	1	0	5	6
	2	3	0	3
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	2.73	0.6	A
2	0.34	2.99	0.5	A
3	0.24	3.02	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	564	75	2241	0.252	562	0.4	2.255	A
2	431	237	1953	0.221	429	0.3	2.434	A
3	257	388	1717	0.150	257	0.2	2.503	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	90	2230	0.302	673	0.5	2.434	A
2	514	284	1918	0.268	514	0.4	2.641	A
3	307	464	1663	0.185	307	0.2	2.698	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	825	110	2214	0.372	824	0.6	2.724	A
2	630	348	1871	0.337	629	0.5	2.985	A
3	377	569	1589	0.237	376	0.3	3.018	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	825	110	2214	0.372	825	0.6	2.726	A
2	630	348	1870	0.337	630	0.5	2.988	A
3	377	569	1588	0.237	377	0.3	3.018	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	90	2230	0.302	674	0.5	2.438	A
2	514	284	1918	0.268	515	0.4	2.643	A
3	307	465	1662	0.185	308	0.2	2.701	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	564	75	2241	0.252	564	0.4	2.259	A
2	431	238	1952	0.221	431	0.3	2.439	A
3	257	390	1716	0.150	258	0.2	2.507	A

2030 | Do Something Sens | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1065	100.000
2		✓	475	100.000
3		✓	247	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		1	2	3
	1	18	610	437
	2	404	0	71
	3	167	67	13

Vehicle Mix

Heavy Vehicle %

		To		
From		1	2	3
	1	0	1	2
	2	1	0	2
	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	3.45	1.1	A
2	0.30	2.98	0.4	A
3	0.16	2.67	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	60	2253	0.356	800	0.6	2.508	A
2	358	351	1868	0.191	357	0.2	2.408	A
3	186	317	1768	0.105	185	0.1	2.348	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	957	72	2244	0.427	957	0.8	2.834	A
2	427	420	1817	0.235	427	0.3	2.619	A
3	222	379	1724	0.129	222	0.2	2.474	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1173	88	2231	0.526	1171	1.1	3.438	A
2	523	515	1747	0.299	523	0.4	2.972	A
3	272	464	1663	0.164	272	0.2	2.670	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1173	88	2231	0.526	1173	1.1	3.447	A
2	523	515	1746	0.300	523	0.4	2.976	A
3	272	465	1663	0.164	272	0.2	2.671	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	957	72	2244	0.427	959	0.8	2.845	A
2	427	421	1816	0.235	427	0.3	2.623	A
3	222	380	1723	0.129	222	0.2	2.477	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	802	60	2253	0.356	803	0.6	2.517	A
2	358	353	1867	0.192	358	0.2	2.413	A
3	186	318	1768	0.105	186	0.1	2.349	A

Appendix V

Groby Road/Leicester Road PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: 5 Groby Road - Leicester Road.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\5 Groby Road - Leicester Road
Report generation date: 02/12/2025 14:43:10

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Do Minimum | AM
- »2030 | Do Minimum | PM
- »2030 | Do Minimum Sens | AM
- »2030 | Do Minimum Sens | PM
- »2030 | Do Something | AM
- »2030 | Do Something | PM
- »2030 | Do Something Sens | AM
- »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.5	9.55	0.33	A	D2	0.8	13.25	0.45	B
Stream B-A		0.2	15.14	0.17	C		0.3	18.99	0.21	C
Stream C-AB		0.4	4.49	0.15	A		0.5	5.61	0.16	A
	2030 - Do Minimum									
Stream B-C	D3	0.7	10.94	0.39	B	D4	1.1	16.15	0.52	C
Stream B-A		0.2	17.02	0.18	C		0.4	24.26	0.27	C
Stream C-AB		0.5	4.53	0.16	A		0.6	5.34	0.18	A
	2030 - Do Minimum Sens									
Stream B-C	D5	0.6	10.67	0.38	B	D6	1.1	16.42	0.53	C
Stream B-A		0.2	16.69	0.18	C		0.4	24.50	0.28	C
Stream C-AB		0.5	4.51	0.16	A		0.6	5.36	0.18	A
	2030 - Do Something									
Stream B-C	D7	0.7	11.12	0.40	B	D8	1.3	18.23	0.57	C
Stream B-A		0.2	17.51	0.19	C		0.4	27.40	0.30	D
Stream C-AB		0.5	4.50	0.16	A		0.7	5.32	0.19	A
	2030 - Do Something Sens									
Stream B-C	D9	0.7	10.85	0.39	B	D10	1.3	18.48	0.58	C
Stream B-A		0.2	17.12	0.19	C		0.4	27.29	0.30	D
Stream C-AB		0.5	4.48	0.16	A		0.6	5.34	0.19	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road (N)		Major
B	Grobby Road		Minor
C	Leicester 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	7.76			92.0	✓	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	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	8.20	4.70	3.65	3.65	✓	1.00	127	96

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	571	0.096	0.243	0.153	0.347
B-C	767	0.109	0.274	-	-
C-B	627	0.224	0.224	-	-

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	2025	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		✓	500	100.000
B		✓	224	100.000
C		✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	19	481
	B	46	0	178
	C	692	39	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.33	9.55	0.5	A
B-A	0.17	15.14	0.2	C
C-AB	0.15	4.49	0.4	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	134	0.00	650	0.206	133	0.3	7.221	A
B-A	35	0.00	389	0.089	34	0.1	10.547	B
C-AB	69	0.00	907	0.076	68	0.1	4.486	A
C-A	481	0.00			481			
A-B	14	0.00			14			
A-C	362	0.00			362			

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	625	0.256	160	0.4	8.032	A
B-A	41	0.00	351	0.118	41	0.1	12.063	B
C-AB	99	0.00	967	0.102	99	0.2	4.325	A
C-A	558	0.00			558			
A-B	17	0.00			17			
A-C	432	0.00			432			

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	588	0.333	195	0.5	9.509	A
B-A	51	0.00	298	0.170	50	0.2	15.082	C
C-AB	156	0.00	1053	0.149	156	0.4	4.171	A
C-A	648	0.00			648			
A-B	21	0.00			21			
A-C	530	0.00			530			

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	588	0.333	196	0.5	9.545	A
B-A	51	0.00	298	0.170	51	0.2	15.136	C
C-AB	157	0.00	1053	0.149	157	0.4	4.169	A
C-A	648	0.00			648			
A-B	21	0.00			21			
A-C	530	0.00			530			

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	625	0.256	161	0.4	8.070	A
B-A	41	0.00	351	0.118	42	0.1	12.108	B
C-AB	99	0.00	967	0.103	100	0.2	4.314	A
C-A	558	0.00			558			
A-B	17	0.00			17			
A-C	432	0.00			432			

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	650	0.206	134	0.3	7.267	A
B-A	35	0.00	389	0.089	35	0.1	10.587	B
C-AB	69	0.00	907	0.077	70	0.1	4.485	A
C-A	481	0.00			481			
A-B	14	0.00			14			
A-C	362	0.00			362			

2025 | 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		2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	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	2025	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		✓	781	100.000
B		✓	255	100.000
C		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	44	737
	B	48	0	207
	C	469	44	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.45	13.25	0.8	B
B-A	0.21	18.99	0.3	C
C-AB	0.16	5.61	0.5	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	156	0.00	596	0.262	154	0.4	8.297	A
B-A	36	0.00	361	0.100	36	0.1	11.496	B
C-AB	63	0.00	751	0.083	62	0.2	5.613	A
C-A	324	0.00			324			
A-B	33	0.00			33			
A-C	555	0.00			555			

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	186	0.00	559	0.333	186	0.5	9.793	A
B-A	43	0.00	316	0.136	43	0.2	13.688	B
C-AB	86	0.00	782	0.110	86	0.3	5.545	A
C-A	375	0.00			375			
A-B	40	0.00			40			
A-C	663	0.00			663			

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	228	0.00	505	0.451	227	0.8	13.122	B
B-A	53	0.00	250	0.211	52	0.3	18.862	C
C-AB	130	0.00	826	0.157	129	0.5	5.484	A
C-A	435	0.00			435			
A-B	48	0.00			48			
A-C	811	0.00			811			

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	228	0.00	505	0.452	228	0.8	13.255	B
B-A	53	0.00	250	0.211	53	0.3	18.992	C
C-AB	130	0.00	827	0.158	130	0.5	5.469	A
C-A	434	0.00			434			
A-B	48	0.00			48			
A-C	811	0.00			811			

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	186	0.00	559	0.333	187	0.5	9.916	A
B-A	43	0.00	316	0.137	44	0.2	13.778	B
C-AB	87	0.00	782	0.111	88	0.3	5.500	A
C-A	374	0.00			374			
A-B	40	0.00			40			
A-C	663	0.00			663			

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	156	0.00	595	0.262	156	0.4	8.382	A
B-A	36	0.00	360	0.100	36	0.1	11.558	B
C-AB	63	0.00	752	0.084	63	0.2	5.599	A
C-A	323	0.00			323			
A-B	33	0.00			33			
A-C	555	0.00			555			

2030 | Do Minimum | 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		2.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.25	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	2030	Do Minimum	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		✓	580	100.000
B		✓	246	100.000
C		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	20	560
	B	45	0	201
	C	698	39	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	5	6
	B	4	0	4
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.39	10.94	0.7	B
B-A	0.18	17.02	0.2	C
C-AB	0.16	4.53	0.5	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	635	0.238	150	0.3	7.700	A
B-A	34	0.00	371	0.091	33	0.1	11.085	B
C-AB	71	0.00	900	0.078	70	0.1	4.526	A
C-A	484	0.00			484			
A-B	15	0.00			15			
A-C	422	0.00			422			

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	607	0.298	180	0.4	8.772	A
B-A	40	0.00	329	0.123	40	0.1	12.943	B
C-AB	102	0.00	960	0.106	101	0.2	4.371	A
C-A	561	0.00			561			
A-B	18	0.00			18			
A-C	503	0.00			503			

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	564	0.393	220	0.7	10.874	B
B-A	50	0.00	270	0.184	49	0.2	16.920	C
C-AB	163	0.00	1046	0.156	162	0.5	4.230	A
C-A	649	0.00			649			
A-B	22	0.00			22			
A-C	617	0.00			617			

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	563	0.393	221	0.7	10.940	B
B-A	50	0.00	269	0.184	50	0.2	17.024	C
C-AB	163	0.00	1047	0.156	163	0.5	4.229	A
C-A	648	0.00			648			
A-B	22	0.00			22			
A-C	617	0.00			617			

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	606	0.298	182	0.4	8.837	A
B-A	40	0.00	329	0.123	41	0.1	13.004	B
C-AB	102	0.00	961	0.106	103	0.2	4.359	A
C-A	560	0.00			560			
A-B	18	0.00			18			
A-C	503	0.00			503			

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	635	0.238	152	0.3	7.760	A
B-A	34	0.00	370	0.091	34	0.1	11.136	B
C-AB	71	0.00	901	0.079	71	0.2	4.524	A
C-A	484	0.00			484			
A-B	15	0.00			15			
A-C	422	0.00			422			

2030 | Do Minimum | 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		3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	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	2030	Do Minimum	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		✓	835	100.000
B		✓	280	100.000
C		✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	44	791
	B	53	0	227
	C	554	45	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.52	16.15	1.1	C
B-A	0.27	24.26	0.4	C
C-AB	0.18	5.34	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	171	0.00	581	0.294	169	0.4	8.873	A
B-A	40	0.00	339	0.118	39	0.1	12.469	B
C-AB	72	0.00	791	0.091	71	0.2	5.341	A
C-A	379	0.00			379			
A-B	33	0.00			33			
A-C	596	0.00			596			

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	204	0.00	541	0.377	203	0.6	10.848	B
B-A	48	0.00	289	0.165	47	0.2	15.490	C
C-AB	102	0.00	830	0.123	101	0.3	5.252	A
C-A	437	0.00			437			
A-B	40	0.00			40			
A-C	711	0.00			711			

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	250	0.00	478	0.523	248	1.1	15.845	C
B-A	58	0.00	214	0.273	58	0.4	23.909	C
C-AB	159	0.00	889	0.179	158	0.6	5.198	A
C-A	500	0.00			500			
A-B	48	0.00			48			
A-C	871	0.00			871			

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	250	0.00	477	0.524	250	1.1	16.151	C
B-A	58	0.00	213	0.275	58	0.4	24.257	C
C-AB	160	0.00	889	0.180	160	0.6	5.188	A
C-A	500	0.00			500			
A-B	48	0.00			48			
A-C	871	0.00			871			

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	204	0.00	540	0.378	206	0.6	11.046	B
B-A	48	0.00	288	0.165	48	0.2	15.672	C
C-AB	102	0.00	831	0.123	103	0.3	5.212	A
C-A	436	0.00			436			
A-B	40	0.00			40			
A-C	711	0.00			711			

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	171	0.00	581	0.294	172	0.4	8.990	A
B-A	40	0.00	338	0.118	40	0.1	12.564	B
C-AB	72	0.00	791	0.091	73	0.2	5.327	A
C-A	379	0.00			379			
A-B	33	0.00			33			
A-C	596	0.00			596			

2030 | Do Minimum Sens | 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		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	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	2030	Do Minimum Sens	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		✓	559	100.000
B		✓	244	100.000
C		✓	742	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	19	540
	B	46	0	198
	C	702	40	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.38	10.67	0.6	B
B-A	0.18	16.69	0.2	C
C-AB	0.16	4.51	0.5	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	149	0.00	639	0.233	148	0.3	7.609	A
B-A	35	0.00	374	0.093	34	0.1	10.994	B
C-AB	72	0.00	905	0.080	72	0.2	4.511	A
C-A	486	0.00			486			
A-B	14	0.00			14			
A-C	407	0.00			407			

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	178	0.00	611	0.291	178	0.4	8.631	A
B-A	41	0.00	334	0.124	41	0.1	12.793	B
C-AB	104	0.00	965	0.108	104	0.2	4.358	A
C-A	563	0.00			563			
A-B	17	0.00			17			
A-C	485	0.00			485			

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	218	0.00	569	0.383	217	0.6	10.608	B
B-A	51	0.00	275	0.184	50	0.2	16.617	C
C-AB	167	0.00	1052	0.159	166	0.5	4.218	A
C-A	650	0.00			650			
A-B	21	0.00			21			
A-C	595	0.00			595			

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	218	0.00	569	0.383	218	0.6	10.666	B
B-A	51	0.00	275	0.184	51	0.2	16.692	C
C-AB	168	0.00	1053	0.159	168	0.5	4.220	A
C-A	649	0.00			649			
A-B	21	0.00			21			
A-C	595	0.00			595			

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	178	0.00	611	0.292	179	0.4	8.690	A
B-A	41	0.00	333	0.124	42	0.1	12.854	B
C-AB	105	0.00	966	0.109	106	0.3	4.346	A
C-A	562	0.00			562			
A-B	17	0.00			17			
A-C	485	0.00			485			

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	149	0.00	638	0.234	150	0.3	7.665	A
B-A	35	0.00	374	0.093	35	0.1	11.044	B
C-AB	73	0.00	905	0.081	73	0.2	4.509	A
C-A	486	0.00			486			
A-B	14	0.00			14			
A-C	407	0.00			407			

2030 | Do Minimum Sens | 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		3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	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	2030	Do Minimum Sens	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		✓	832	100.000
B		✓	284	100.000
C		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	43	789
	B	54	0	230
	C	550	46	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.53	16.42	1.1	C
B-A	0.28	24.50	0.4	C
C-AB	0.18	5.36	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	173	0.00	582	0.298	171	0.4	8.919	A
B-A	41	0.00	339	0.120	40	0.1	12.485	B
C-AB	73	0.00	789	0.092	72	0.2	5.363	A
C-A	376	0.00			376			
A-B	32	0.00			32			
A-C	594	0.00			594			

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	207	0.00	541	0.382	206	0.6	10.928	B
B-A	49	0.00	289	0.168	48	0.2	15.536	C
C-AB	103	0.00	828	0.125	103	0.3	5.281	A
C-A	433	0.00			433			
A-B	39	0.00			39			
A-C	709	0.00			709			

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	253	0.00	477	0.530	251	1.1	16.095	C
B-A	59	0.00	213	0.279	59	0.4	24.127	C
C-AB	161	0.00	886	0.182	160	0.6	5.236	A
C-A	495	0.00			495			
A-B	47	0.00			47			
A-C	869	0.00			869			

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	253	0.00	476	0.531	253	1.1	16.423	C
B-A	59	0.00	212	0.280	59	0.4	24.496	C
C-AB	162	0.00	887	0.183	162	0.6	5.226	A
C-A	494	0.00			494			
A-B	47	0.00			47			
A-C	869	0.00			869			

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	207	0.00	540	0.383	209	0.6	11.146	B
B-A	49	0.00	288	0.169	49	0.2	15.728	C
C-AB	104	0.00	829	0.125	105	0.3	5.242	A
C-A	432	0.00			432			
A-B	39	0.00			39			
A-C	709	0.00			709			

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	173	0.00	581	0.298	174	0.4	9.042	A
B-A	41	0.00	339	0.120	41	0.1	12.580	B
C-AB	73	0.00	789	0.093	74	0.2	5.351	A
C-A	375	0.00			375			
A-B	32	0.00			32			
A-C	594	0.00			594			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.28	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)
D7	2030	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		✓	589	100.000
B		✓	248	100.000
C		✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	20	569
	B	46	0	202
	C	712	39	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	5	6
	B	4	0	4
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.40	11.12	0.7	B
B-A	0.19	17.51	0.2	C
C-AB	0.16	4.50	0.5	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	152	0.00	633	0.240	151	0.3	7.750	A
B-A	35	0.00	368	0.094	34	0.1	11.217	B
C-AB	72	0.00	907	0.079	71	0.2	4.497	A
C-A	494	0.00			494			
A-B	15	0.00			15			
A-C	428	0.00			428			

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	182	0.00	603	0.301	181	0.4	8.856	A
B-A	41	0.00	325	0.127	41	0.1	13.160	B
C-AB	104	0.00	968	0.108	104	0.2	4.342	A
C-A	571	0.00			571			
A-B	18	0.00			18			
A-C	512	0.00			512			

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	222	0.00	559	0.398	221	0.7	11.047	B
B-A	51	0.00	265	0.191	50	0.2	17.421	C
C-AB	168	0.00	1056	0.159	167	0.5	4.203	A
C-A	659	0.00			659			
A-B	22	0.00			22			
A-C	626	0.00			626			

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	222	0.00	559	0.398	222	0.7	11.118	B
B-A	51	0.00	264	0.192	51	0.2	17.507	C
C-AB	168	0.00	1057	0.159	168	0.5	4.203	A
C-A	659	0.00			659			
A-B	22	0.00			22			
A-C	626	0.00			626			

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	182	0.00	603	0.301	182	0.5	8.922	A
B-A	41	0.00	325	0.127	42	0.2	13.228	B
C-AB	105	0.00	969	0.108	105	0.3	4.331	A
C-A	571	0.00			571			
A-B	18	0.00			18			
A-C	512	0.00			512			

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	152	0.00	632	0.241	153	0.3	7.813	A
B-A	35	0.00	367	0.094	35	0.1	11.269	B
C-AB	72	0.00	907	0.080	73	0.2	4.497	A
C-A	493	0.00			493			
A-B	15	0.00			15			
A-C	428	0.00			428			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.70	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)
D8	2030	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		✓	858	100.000
B		✓	294	100.000
C		✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	42	816
	B	54	0	240
	C	572	47	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.57	18.23	1.3	C
B-A	0.30	27.40	0.4	D
C-AB	0.19	5.32	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	181	0.00	576	0.314	179	0.5	9.207	A
B-A	41	0.00	330	0.123	40	0.1	12.880	B
C-AB	77	0.00	798	0.096	76	0.2	5.318	A
C-A	389	0.00			389			
A-B	32	0.00			32			
A-C	614	0.00			614			

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	216	0.00	534	0.404	215	0.7	11.487	B
B-A	49	0.00	277	0.175	48	0.2	16.319	C
C-AB	110	0.00	839	0.131	109	0.3	5.240	A
C-A	447	0.00			447			
A-B	38	0.00			38			
A-C	734	0.00			734			

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	264	0.00	466	0.567	262	1.3	17.740	C
B-A	59	0.00	197	0.301	59	0.4	26.839	D
C-AB	174	0.00	900	0.193	173	0.7	5.212	A
C-A	508	0.00			508			
A-B	46	0.00			46			
A-C	898	0.00			898			

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	264	0.00	465	0.568	264	1.3	18.228	C
B-A	59	0.00	196	0.303	59	0.4	27.395	D
C-AB	174	0.00	901	0.194	174	0.7	5.201	A
C-A	507	0.00			507			
A-B	46	0.00			46			
A-C	898	0.00			898			

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	216	0.00	533	0.405	218	0.7	11.765	B
B-A	49	0.00	276	0.176	49	0.2	16.570	C
C-AB	111	0.00	840	0.132	112	0.4	5.204	A
C-A	446	0.00			446			
A-B	38	0.00			38			
A-C	734	0.00			734			

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	181	0.00	575	0.314	182	0.5	9.349	A
B-A	41	0.00	330	0.123	41	0.1	12.985	B
C-AB	78	0.00	798	0.097	78	0.2	5.307	A
C-A	388	0.00			388			
A-B	32	0.00			32			
A-C	614	0.00			614			

2030 | Do Something Sens | 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		2.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.26	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)
D9	2030	Do Something Sens	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		✓	566	100.000
B		✓	247	100.000
C		✓	755	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	19	547
	B	47	0	200
	C	715	40	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	5	6
	B	4	0	4
	C	2	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.39	10.85	0.7	B
B-A	0.19	17.12	0.2	C
C-AB	0.16	4.48	0.5	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	637	0.237	149	0.3	7.663	A
B-A	35	0.00	372	0.095	35	0.1	11.110	B
C-AB	74	0.00	911	0.081	73	0.2	4.483	A
C-A	495	0.00			495			
A-B	14	0.00			14			
A-C	412	0.00			412			

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	608	0.296	179	0.4	8.719	A
B-A	42	0.00	330	0.128	42	0.2	12.985	B
C-AB	107	0.00	973	0.110	106	0.3	4.328	A
C-A	572	0.00			572			
A-B	17	0.00			17			
A-C	492	0.00			492			

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	566	0.389	219	0.7	10.783	B
B-A	52	0.00	271	0.191	51	0.2	17.037	C
C-AB	172	0.00	1062	0.162	171	0.5	4.193	A
C-A	660	0.00			660			
A-B	21	0.00			21			
A-C	602	0.00			602			

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	565	0.390	220	0.7	10.848	B
B-A	52	0.00	270	0.191	52	0.2	17.118	C
C-AB	172	0.00	1063	0.162	172	0.5	4.195	A
C-A	659	0.00			659			
A-B	21	0.00			21			
A-C	602	0.00			602			

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	608	0.296	181	0.4	8.779	A
B-A	42	0.00	330	0.128	43	0.2	13.053	B
C-AB	107	0.00	974	0.110	108	0.3	4.318	A
C-A	572	0.00			572			
A-B	17	0.00			17			
A-C	492	0.00			492			

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	636	0.237	151	0.3	7.724	A
B-A	35	0.00	371	0.095	36	0.1	11.162	B
C-AB	74	0.00	911	0.081	75	0.2	4.483	A
C-A	494	0.00			494			
A-B	14	0.00			14			
A-C	412	0.00			412			

2030 | Do Something Sens | 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		3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	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)
D10	2030	Do Something Sens	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		✓	854	100.000
B		✓	298	100.000
C		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	42	812
	B	54	0	244
	C	564	47	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.58	18.48	1.3	C
B-A	0.30	27.29	0.4	D
C-AB	0.19	5.34	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	184	0.00	577	0.318	182	0.5	9.253	A
B-A	41	0.00	331	0.123	40	0.1	12.829	B
C-AB	76	0.00	794	0.096	75	0.2	5.344	A
C-A	384	0.00			384			
A-B	32	0.00			32			
A-C	611	0.00			611			

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	219	0.00	535	0.410	218	0.7	11.572	B
B-A	49	0.00	278	0.174	48	0.2	16.247	C
C-AB	108	0.00	834	0.130	108	0.3	5.267	A
C-A	441	0.00			441			
A-B	38	0.00			38			
A-C	730	0.00			730			

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	269	0.00	468	0.574	266	1.3	17.965	C
B-A	59	0.00	198	0.301	59	0.4	26.728	D
C-AB	171	0.00	894	0.191	170	0.6	5.238	A
C-A	502	0.00			502			
A-B	46	0.00			46			
A-C	894	0.00			894			

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	269	0.00	467	0.575	269	1.3	18.476	C
B-A	59	0.00	196	0.303	59	0.4	27.287	D
C-AB	172	0.00	895	0.192	172	0.6	5.227	A
C-A	501	0.00			501			
A-B	46	0.00			46			
A-C	894	0.00			894			

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	219	0.00	534	0.411	222	0.7	11.860	B
B-A	49	0.00	277	0.175	49	0.2	16.501	C
C-AB	109	0.00	835	0.131	110	0.3	5.229	A
C-A	440	0.00			440			
A-B	38	0.00			38			
A-C	730	0.00			730			

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	184	0.00	576	0.319	185	0.5	9.401	A
B-A	41	0.00	331	0.123	41	0.1	12.941	B
C-AB	77	0.00	794	0.097	77	0.2	5.333	A
C-A	383	0.00			383			
A-B	32	0.00			32			
A-C	611	0.00			611			

Appendix W

A50/A46 LinSig Outputs

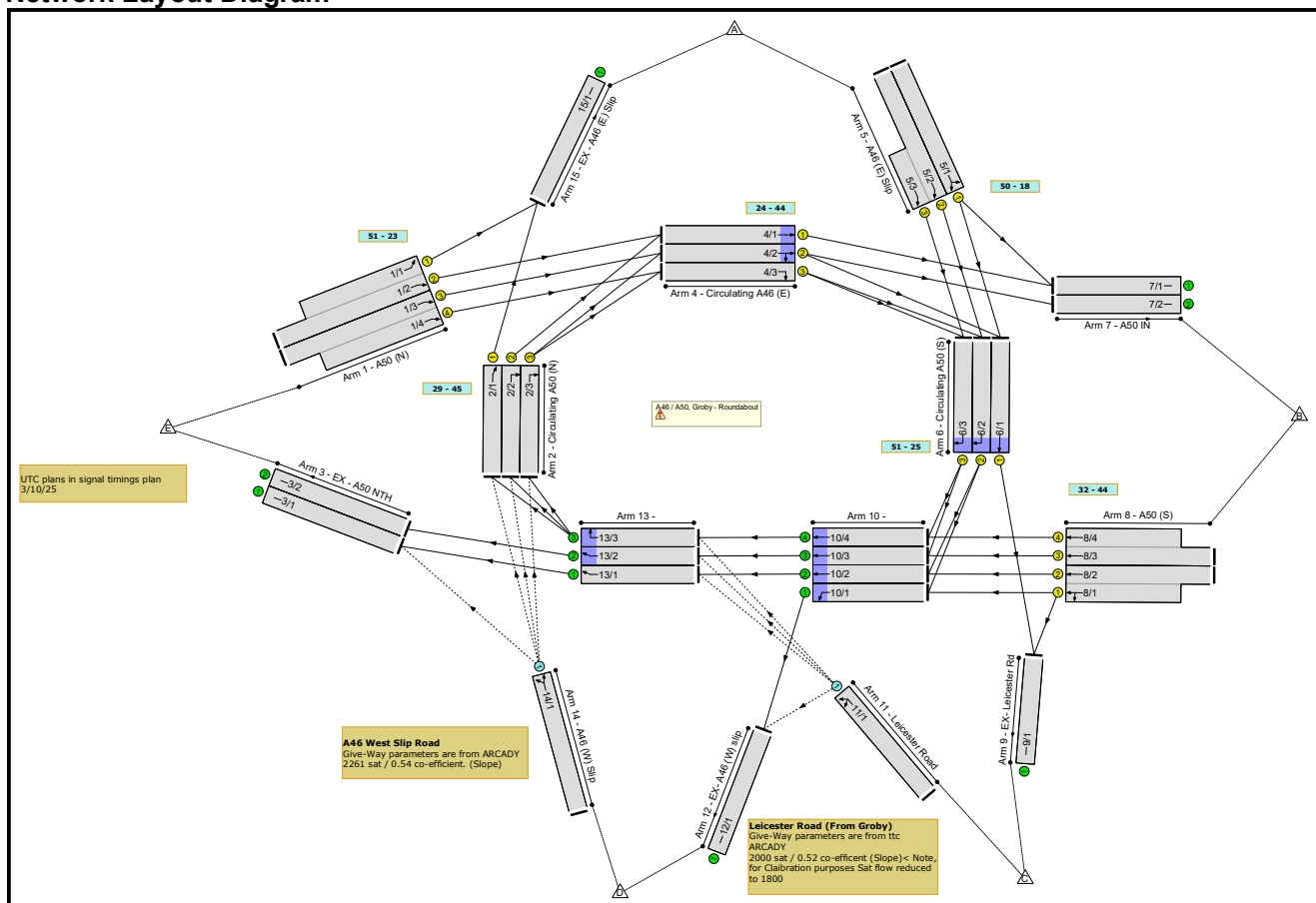
Full Input Data And Results

Full Input Data And Results

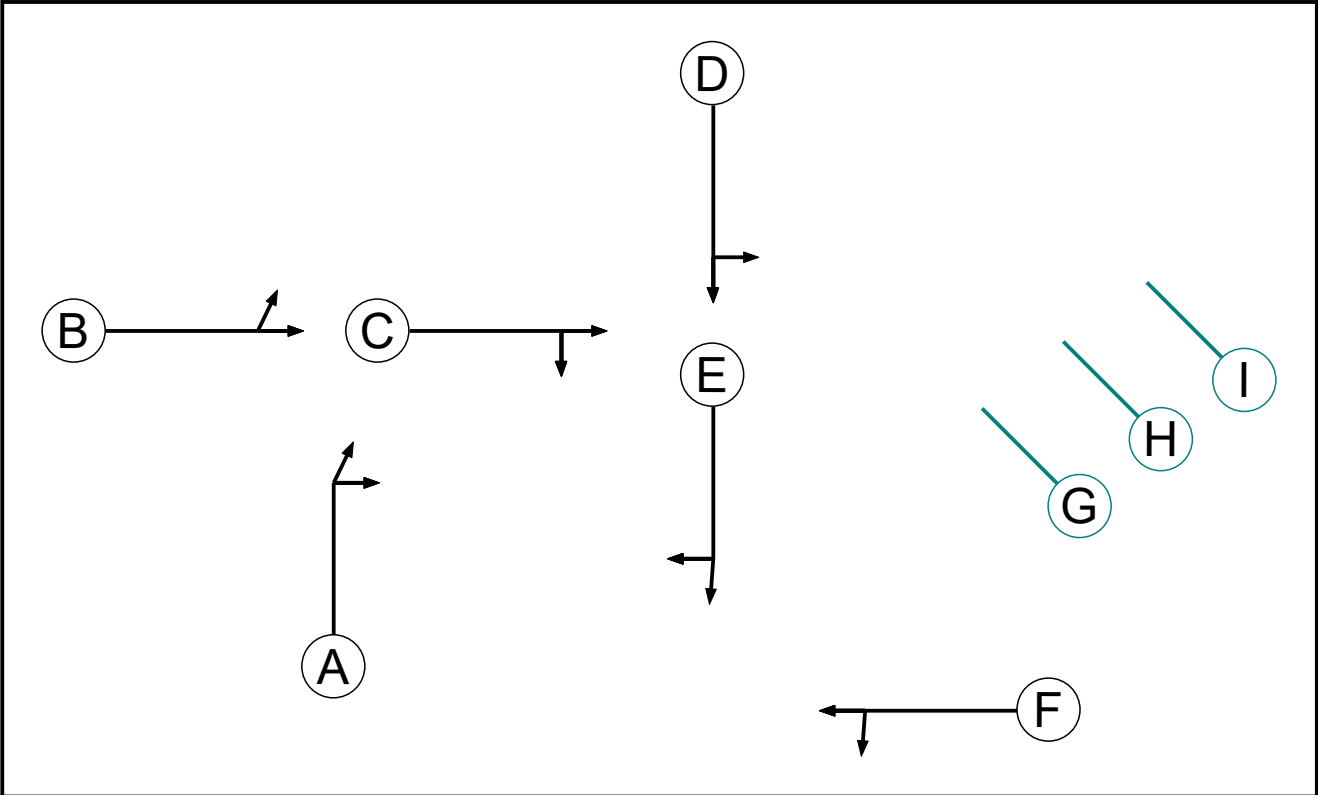
User and Project Details

Project:	Sacheverell Way, Groby
Title:	A50/A46 Rbt, Groby, Leicestershire
Location:	Groby
Additional detail:	
File name:	A46-A50 Rbt Existing + Calibration.lsg3x
Author:	LLC/JC
Company:	TTC
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	2		7	7
F	Traffic	2		7	7
G	Dummy	1		4	4
H	Dummy			4	4
I	Dummy	2		1	1

Full Input Data And Results

Phase Intergreens Matrix

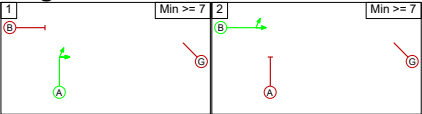
Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		6	-	-	-	-	3	-	-
	B	6		-	-	-	-	3	-	-
	C	-	-		6	-	-	-	3	-
	D	-	-	6		-	-	-	3	6
	E	-	-	-	-		7	-	3	-
	F	-	-	-	-	7		-	3	-
	G	2	2	-	-	-	-		-	-
	H	-	-	2	2	2	2	-		-
	I	-	-	-	6	-	-	-	-	

Phases in Stage

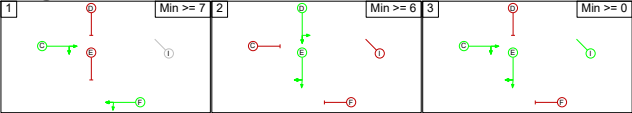
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C F
2	2	D E
2	3	C E I

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	E	Losing	4	4

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage			
From Stage		1	2	3
	1		7	7
	2	11		6
	3	7	6	

Full Input Data And Results

Give-Way Lane Input Data

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout											
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)
11/1 (Leicester Road)	12/1 (Left)	1800	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
				10/3	0.52	All					
				10/4	0.52	All					
	13/1 (Left)	1800	0	10/1	0.52	All					
				10/2	0.52	All					
				10/3	0.52	All					
				10/4	0.52	All					
	13/2 (Left)	1800	0	10/1	0.52	All					
				10/2	0.52	All					
				10/3	0.52	All					
				10/4	0.52	All					
	13/3 (Left)	1800	0	10/1	0.52	All					
				10/2	0.52	All					
				10/3	0.52	All					
				10/4	0.52	All					
14/1 (A46 (W) Slip)	2/1 (Ahead)	2261	0	13/1	0.54	All	-	-	-	-	-
				13/2	0.54	All					
				13/3	0.54	All					
	2/2 (Ahead)	2261	0	13/1	0.54	All					
				13/2	0.54	All					
				13/3	0.54	All					
	2/3 (Ahead)	2261	0	13/1	0.54	All					
				13/2	0.54	All					

Full Input Data And Results

				13/3	0.54	All					
	3/1 (Left)	2261	0	13/1	0.54	All					
				13/2	0.54	All					
				13/3	0.54	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A50 (N))	U	B	2	3	26.0	Geom	-	3.80	0.00	Y	Arm 15 Ahead	170.00
1/2 (A50 (N))	U	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead	Inf
1/3 (A50 (N))	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
1/4 (A50 (N))	U	B	2	3	26.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead	Inf
2/1 (Circulating A50 (N))	U	A	2	3	7.3	Geom	-	3.60	0.00	Y	Arm 15 Ahead	55.00
2/2 (Circulating A50 (N))	U	A	2	3	8.7	Geom	-	3.60	0.00	Y	Arm 4 Right	41.00
2/3 (Circulating A50 (N))	U	A	2	3	7.0	Geom	-	3.60	0.00	Y	Arm 4 Right	40.00
3/1 (EX - A50 NTH)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (EX - A50 NTH)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Circulating A46 (E))	U	C	2	3	15.7	Geom	-	3.60	0.00	Y	Arm 7 Ahead	Inf
4/2 (Circulating A46 (E))	U	C	2	3	15.7	Geom	-	3.60	0.00	N	Arm 6 Right	30.00
											Arm 7 Ahead	Inf
4/3 (Circulating A46 (E))	U	C	2	3	15.7	Geom	-	3.60	0.00	Y	Arm 6 Right	24.00
5/1 (A46 (E) Slip)	U	D	2	3	60.0	Geom	-	3.65	5.00	Y	Arm 6 Ahead	100.00
											Arm 7 Left	16.00
5/2 (A46 (E) Slip)	U	D	2	3	60.0	Geom	-	3.50	5.00	Y	Arm 6 Ahead	100.00
5/3 (A46 (E) Slip)	U	D	2	3	8.0	Geom	-	3.30	5.00	Y	Arm 6 Ahead	135.00
6/1 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 9 Ahead	Inf
6/2 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	N	Arm 10 Right	45.00

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6/3 (Circulating A50 (S))	U	E	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 10 Right	44.00
7/1 (A50 IN)	U		2	3	60.0	User	1900	-	-	-	-	-
7/2 (A50 IN)	U		2	3	60.0	User	1900	-	-	-	-	-
8/1 (A50 (S))	U	F	2	3	20.0	Geom	-	3.65	0.00	Y	Arm 9 Left	16.00
											Arm 10 Ahead	100.00
8/2 (A50 (S))	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm 10 Ahead	90.00
8/3 (A50 (S))	U	F	2	3	60.0	Geom	-	3.60	0.00	N	Arm 10 Ahead	90.00
8/4 (A50 (S))	U	F	2	3	17.0	Geom	-	3.60	0.00	Y	Arm 10 Ahead	87.00
9/1 (EX- Leicester Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	User	1800	-	-	-	-	-
10/2	U		2	3	60.0	User	1800	-	-	-	-	-
10/3	U		2	3	60.0	User	1800	-	-	-	-	-
10/4	U		2	3	60.0	User	1800	-	-	-	-	-
11/1 (Leicester Road)	O		2	3	60.0	User	1800	-	-	-	-	-
12/1 (EX- A46 (W) slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1	U		2	3	60.0	User	1800	-	-	-	-	-
13/2	U		2	3	60.0	User	1800	-	-	-	-	-
13/3	U		2	3	60.0	User	1800	-	-	-	-	-
14/1 (A46 (W) Slip)	O		2	3	60.0	User	1800	-	-	-	-	-
15/1 (EX - A46 (E) Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2030 Do Minimum AM'	08:00	09:00	01:00	
4: '2030 Do Minimum PM'	17:00	18:00	01:00	
5: '2030 Do Minimum Sens AM'	08:00	09:00	01:00	
6: '2030 Do Minimum Sens PM'	17:00	18:00	01:00	
7: '2030 Do Something AM'	08:00	09:00	01:00	
8: '2030 Do Something PM'	17:00	18:00	01:00	
9: '2030 Do Something Sens AM'	08:00	09:00	01:00	
10: '2030 Do Something Sens PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	98	232	0	715	1045
	B	105	0	117	50	446	718
	C	328	273	0	113	30	744
	D	0	189	76	0	155	420
	E	916	1148	61	314	20	2459
	Tot.	1349	1708	486	477	1366	5386

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 2025 Base AM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	916
1/2 (with short)	1322(In) 406(Out)
1/3 (with short)	1137(In) 803(Out)
1/4 (short)	334
2/1	433
2/2	343
2/3	195
3/1	719
3/2	647
4/1	749
4/2	998
4/3	334
5/1	330
5/2 (with short)	715(In) 328(Out)
5/3 (short)	387
6/1	369
6/2	642
6/3	407
7/1	847
7/2	861
8/1 (short)	167
8/2 (with short)	403(In) 236(Out)
8/3 (with short)	315(In) 210(Out)
8/4 (short)	105
9/1	486
10/1	364
10/2	564
10/3	617
10/4	105
11/1	744
12/1	477
13/1	564
13/2	647
13/3	706
14/1	420
15/1	1349

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	13.7 %	2101	2101
				Arm 7 Ahead	Inf	86.3 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	70.3 %	1705	1705
				Arm 7 Left	16.00	29.7 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.1 %	1850	1850
				Arm 10 Ahead	100.00	29.9 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

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8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	24	343	0	758	1125
	B	108	0	211	101	813	1233
	C	239	184	0	82	19	524
	D	0	71	149	0	181	401
	E	788	733	58	308	5	1892
	Tot.	1135	1012	761	491	1776	5175

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 2: 2025 Base PM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	788
1/2 (with short)	1004(In) 216(Out)
1/3 (with short)	888(In) 575(Out)
1/4 (short)	313
2/1	347
2/2	239
2/3	165
3/1	966
3/2	810
4/1	455
4/2	740
4/3	313
5/1	367
5/2 (with short)	758(In) 341(Out)
5/3 (short)	417
6/1	550
6/2	649
6/3	422
7/1	479
7/2	533
8/1 (short)	312
8/2 (with short)	756(In) 444(Out)
8/3 (with short)	477(In) 369(Out)
8/4 (short)	108
9/1	761
10/1	409
10/2	785
10/3	791
10/4	108
11/1	524
12/1	491
13/1	785
13/2	810
13/3	531
14/1	401
15/1	1135

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	28.0 %	2086	2086
				Arm 7 Ahead	Inf	72.0 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.5 %	1735	1735
				Arm 7 Left	16.00	6.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	67.6 %	1853	1853
				Arm 10 Ahead	100.00	32.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

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8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Do Minimum AM' (FG3: '2030 Do Minimum AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	107	279	0	761	1147
	B	115	0	139	57	470	781
	C	329	271	0	119	29	748
	D	0	182	81	0	144	407
	E	951	1183	69	341	21	2565
	Tot.	1395	1743	568	517	1425	5648

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 2030 Do Minimum AM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	951
1/2 (with short)	1390(In) 439(Out)
1/3 (with short)	1175(In) 813(Out)
1/4 (short)	362
2/1	444
2/2	326
2/3	208
3/1	744
3/2	681
4/1	765
4/2	1021
4/3	362
5/1	386
5/2 (with short)	761(In) 340(Out)
5/3 (short)	421
6/1	429
6/2	681
6/3	442
7/1	872
7/2	871
8/1 (short)	196
8/2 (with short)	456(In) 260(Out)
8/3 (with short)	325(In) 210(Out)
8/4 (short)	115
9/1	568
10/1	398
10/2	600
10/3	652
10/4	115
11/1	748
12/1	517
13/1	600
13/2	681
13/3	715
14/1	407
15/1	1395

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.7 %	2100	2100
				Arm 7 Ahead	Inf	85.3 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	72.3 %	1707	1707
				Arm 7 Left	16.00	27.7 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.9 %	1849	1849
				Arm 10 Ahead	100.00	29.1 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

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8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Do Minimum PM' (FG4: '2030 Do Minimum PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	27	369	0	780	1176
	B	116	0	225	114	831	1286
	C	277	215	0	98	20	610
	D	0	78	156	0	182	416
	E	864	813	62	353	5	2097
	Tot.	1257	1133	812	565	1818	5585

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 2030 Do Minimum PM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	864
1/2 (with short)	1322(In) 458(Out)
1/3 (with short)	775(In) 417(Out)
1/4 (short)	358
2/1	393
2/2	185
2/3	264
3/1	858
3/2	960
4/1	643
4/2	681
4/3	358
5/1	396
5/2 (with short)	780(In) 260(Out)
5/3 (short)	520
6/1	587
6/2	613
6/3	525
7/1	670
7/2	463
8/1 (short)	339
8/2 (with short)	755(In) 416(Out)
8/3 (with short)	531(In) 415(Out)
8/4 (short)	116
9/1	812
10/1	467
10/2	676
10/3	940
10/4	116
11/1	610
12/1	565
13/1	676
13/2	960
13/3	608
14/1	416
15/1	1257

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Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	32.0 %	2082	2082
				Arm 7 Ahead	Inf	68.0 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.2 %	1735	1735
				Arm 7 Left	16.00	6.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.4 %	1855	1855
				Arm 10 Ahead	100.00	33.6 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Do Minimum Sens AM' (FG5: '2030 Do Minimum Sens AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	109	268	0	785	1162
	B	116	0	134	57	481	788
	C	330	272	0	120	31	753
	D	0	180	77	0	144	401
	E	953	1187	67	344	21	2572
	Tot.	1399	1748	546	521	1462	5676

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 2030 Do Minimum Sens AM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	953
1/2 (with short)	1326(In) 373(Out)
1/3 (with short)	1246(In) 881(Out)
1/4 (short)	365
2/1	446
2/2	386
2/3	143
3/1	752
3/2	710
4/1	759
4/2	1024
4/3	365
5/1	377
5/2 (with short)	785(In) 352(Out)
5/3 (short)	433
6/1	412
6/2	696
6/3	454
7/1	868
7/2	880
8/1 (short)	191
8/2 (with short)	447(In) 256(Out)
8/3 (with short)	341(In) 225(Out)
8/4 (short)	116
9/1	546
10/1	401
10/2	608
10/3	679
10/4	116
11/1	753
12/1	521
13/1	608
13/2	710
13/3	718
14/1	401

Full Input Data And Results

15/1	1399
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	14.1 %	2100	2100
				Arm 7 Ahead	Inf	85.9 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	71.1 %	1706	1706
				Arm 7 Left	16.00	28.9 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.2 %	1850	1850
				Arm 10 Ahead	100.00	29.8 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Do Minimum Sens PM' (FG6: '2030 Do Minimum Sens PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	27	368	0	798	1193
	B	116	0	222	114	844	1296
	C	275	214	0	97	21	607
	D	0	79	157	0	188	424
	E	867	816	62	351	5	2101
	Tot.	1258	1136	809	562	1856	5621

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 6: 2030 Do Minimum Sens PM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	867
1/2 (with short)	1325(In) 458(Out)
1/3 (with short)	776(In) 420(Out)
1/4 (short)	356
2/1	391
2/2	187
2/3	263
3/1	887
3/2	969
4/1	645
4/2	683
4/3	356
5/1	395
5/2 (with short)	798(In) 273(Out)
5/3 (short)	525
6/1	587
6/2	624
6/3	530
7/1	672
7/2	464
8/1 (short)	336
8/2 (with short)	762(In) 426(Out)
8/3 (with short)	534(In) 418(Out)
8/4 (short)	116
9/1	809
10/1	465
10/2	699
10/3	948
10/4	116
11/1	607
12/1	562
13/1	699
13/2	969
13/3	605
14/1	424

Full Input Data And Results

15/1	1258
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	32.1 %	2082	2082
				Arm 7 Ahead	Inf	67.9 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.2 %	1735	1735
				Arm 7 Left	16.00	6.8 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.1 %	1856	1856
				Arm 10 Ahead	100.00	33.9 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Do Something AM' (FG7: '2030 Do Something AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	108	283	0	761	1152
	B	116	0	141	56	469	782
	C	335	276	0	121	30	762
	D	0	183	82	0	144	409
	E	961	1191	71	345	21	2589
	Tot.	1412	1758	577	522	1425	5694

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 2030 Do Something AM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	961
1/2 (with short)	1434(In) 473(Out)
1/3 (with short)	1155(In) 789(Out)
1/4 (short)	366
2/1	451
2/2	389
2/3	152
3/1	744
3/2	681
4/1	862
4/2	941
4/3	366
5/1	391
5/2 (with short)	761(In) 344(Out)
5/3 (short)	417
6/1	436
6/2	689
6/3	438
7/1	970
7/2	788
8/1 (short)	197
8/2 (with short)	453(In) 256(Out)
8/3 (with short)	329(In) 213(Out)
8/4 (short)	116
9/1	577
10/1	401
10/2	600
10/3	651
10/4	116
11/1	762
12/1	522
13/1	600
13/2	681
13/3	727
14/1	409

Full Input Data And Results

15/1	1412
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	16.3 %	2098	2098
				Arm 7 Ahead	Inf	83.7 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	72.4 %	1707	1707
				Arm 7 Left	16.00	27.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	71.6 %	1848	1848
				Arm 10 Ahead	100.00	28.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

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8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Do Something PM' (FG8: '2030 Do Something PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	27	381	0	783	1191
	B	116	0	230	115	826	1287
	C	284	222	0	102	21	629
	D	0	79	161	0	182	422
	E	865	814	63	352	5	2099
	Tot.	1265	1142	835	569	1817	5628

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 8: 2030 Do Something PM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	865
1/2 (with short)	1309(In) 444(Out)
1/3 (with short)	790(In) 433(Out)
1/4 (short)	357
2/1	400
2/2	206
2/3	256
3/1	866
3/2	951
4/1	650
4/2	689
4/3	357
5/1	408
5/2 (with short)	783(In) 263(Out)
5/3 (short)	520
6/1	605
6/2	615
6/3	525
7/1	677
7/2	465
8/1 (short)	345
8/2 (with short)	766(In) 421(Out)
8/3 (with short)	521(In) 405(Out)
8/4 (short)	116
9/1	835
10/1	467
10/2	684
10/3	930
10/4	116
11/1	629
12/1	569
13/1	684
13/2	951
13/3	622
14/1	422

Full Input Data And Results

15/1	1265
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	32.5 %	2081	2081
				Arm 7 Ahead	Inf	67.5 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.4 %	1735	1735
				Arm 7 Left	16.00	6.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.7 %	1855	1855
				Arm 10 Ahead	100.00	33.3 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 Do Something Sens AM' (FG9: '2030 Do Something Sens AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	109	273	0	785	1167
	B	115	0	135	57	482	789
	C	336	278	0	122	31	767
	D	0	179	78	0	146	403
	E	963	1198	68	345	21	2595
	Tot.	1414	1764	554	524	1465	5721

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 2030 Do Something Sens AM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	963
1/2 (with short)	1468(In) 505(Out)
1/3 (with short)	1127(In) 761(Out)
1/4 (short)	366
2/1	451
2/2	358
2/3	177
3/1	775
3/2	690
4/1	863
4/2	938
4/3	366
5/1	382
5/2 (with short)	785(In) 364(Out)
5/3 (short)	421
6/1	419
6/2	709
6/3	442
7/1	972
7/2	792
8/1 (short)	192
8/2 (with short)	457(In) 265(Out)
8/3 (with short)	332(In) 217(Out)
8/4 (short)	115
9/1	554
10/1	402
10/2	629
10/3	659
10/4	115
11/1	767
12/1	524
13/1	629
13/2	690
13/3	729
14/1	403

Full Input Data And Results

15/1	1414
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	15.6 %	2099	2099
				Arm 7 Ahead	Inf	84.4 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	71.5 %	1706	1706
				Arm 7 Left	16.00	28.5 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	70.3 %	1850	1850
				Arm 10 Ahead	100.00	29.7 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 Do Something Sens PM' (FG10: '2030 Do Something Sens PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	27	380	0	802	1209
	B	117	0	227	114	840	1298
	C	281	219	0	100	21	621
	D	0	79	163	0	189	431
	E	865	816	63	352	5	2101
	Tot.	1263	1141	833	566	1857	5660

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 10: 2030 Do Something Sens PM
Junction: A46 / A50, Groby - Roundabout	
1/1 (short)	865
1/2 (with short)	1234(In) 369(Out)
1/3 (with short)	867(In) 510(Out)
1/4 (short)	357
2/1	398
2/2	257
2/3	204
3/1	924
3/2	933
4/1	626
4/2	714
4/3	357
5/1	407
5/2 (with short)	802(In) 272(Out)
5/3 (short)	530
6/1	606
6/2	624
6/3	535
7/1	653
7/2	488
8/1 (short)	341
8/2 (with short)	804(In) 463(Out)
8/3 (with short)	494(In) 377(Out)
8/4 (short)	117
9/1	833
10/1	466
10/2	735
10/3	912
10/4	117
11/1	621
12/1	566
13/1	735
13/2	933
13/3	617
14/1	431

Full Input Data And Results

15/1	1263
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Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A46 / A50, Groby - Roundabout								
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 (A50 (N))	3.80	0.00	Y	Arm 15 Ahead	170.00	100.0 %	1978	1978
1/2 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
1/3 (A50 (N))	3.60	0.00	N	Arm 4 Ahead	Inf	100.0 %	2115	2115
1/4 (A50 (N))	3.60	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1975	1975
2/1 (Circulating A50 (N))	3.60	0.00	Y	Arm 15 Ahead	55.00	100.0 %	1923	1923
2/2 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	41.00	100.0 %	1905	1905
2/3 (Circulating A50 (N))	3.60	0.00	Y	Arm 4 Right	40.00	100.0 %	1904	1904
3/1 (EX - A50 NTH Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (EX - A50 NTH Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (Circulating A46 (E))	3.60	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1975	1975
4/2 (Circulating A46 (E))	3.60	0.00	N	Arm 6 Right	30.00	31.7 %	2082	2082
				Arm 7 Ahead	Inf	68.3 %		
4/3 (Circulating A46 (E))	3.60	0.00	Y	Arm 6 Right	24.00	100.0 %	1859	1859
5/1 (A46 (E) Slip)	3.65	5.00	Y	Arm 6 Ahead	100.00	93.4 %	1735	1735
				Arm 7 Left	16.00	6.6 %		
5/2 (A46 (E) Slip)	3.50	5.00	Y	Arm 6 Ahead	100.00	100.0 %	1729	1729
5/3 (A46 (E) Slip)	3.30	5.00	Y	Arm 6 Ahead	135.00	100.0 %	1716	1716
6/1 (Circulating A50 (S))	3.65	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1980	1980
6/2 (Circulating A50 (S))	3.65	0.00	N	Arm 10 Right	45.00	100.0 %	2052	2052
6/3 (Circulating A50 (S))	3.65	0.00	Y	Arm 10 Right	44.00	100.0 %	1915	1915
7/1 (A50 IN Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A50 IN Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (A50 (S))	3.65	0.00	Y	Arm 9 Left	16.00	66.6 %	1855	1855
				Arm 10 Ahead	100.00	33.4 %		
8/2 (A50 (S))	3.65	0.00	N	Arm 10 Ahead	90.00	100.0 %	2085	2085
8/3 (A50 (S))	3.60	0.00	N	Arm 10 Ahead	90.00	100.0 %	2080	2080

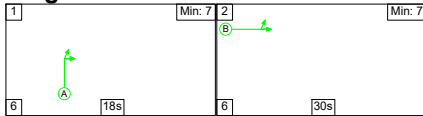
Full Input Data And Results

8/4 (A50 (S))	3.60	0.00	Y	Arm 10 Ahead	87.00	100.0 %	1942	1942
9/1 (EX- Leicester Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1	This lane uses a directly entered Saturation Flow						1800	1800
10/2	This lane uses a directly entered Saturation Flow						1800	1800
10/3	This lane uses a directly entered Saturation Flow						1800	1800
10/4	This lane uses a directly entered Saturation Flow						1800	1800
11/1 (Leicester Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
12/1 (EX- A46 (W) slip Lane 1)	Infinite Saturation Flow						Inf	Inf
13/1	This lane uses a directly entered Saturation Flow						1800	1800
13/2	This lane uses a directly entered Saturation Flow						1800	1800
13/3	This lane uses a directly entered Saturation Flow						1800	1800
14/1 (A46 (W) Slip Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
15/1 (EX - A46 (E) Slip Lane 1)	Infinite Saturation Flow						Inf	Inf

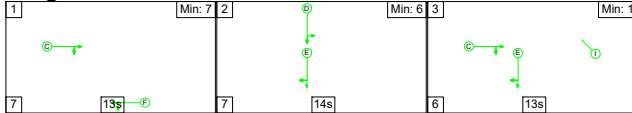
Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

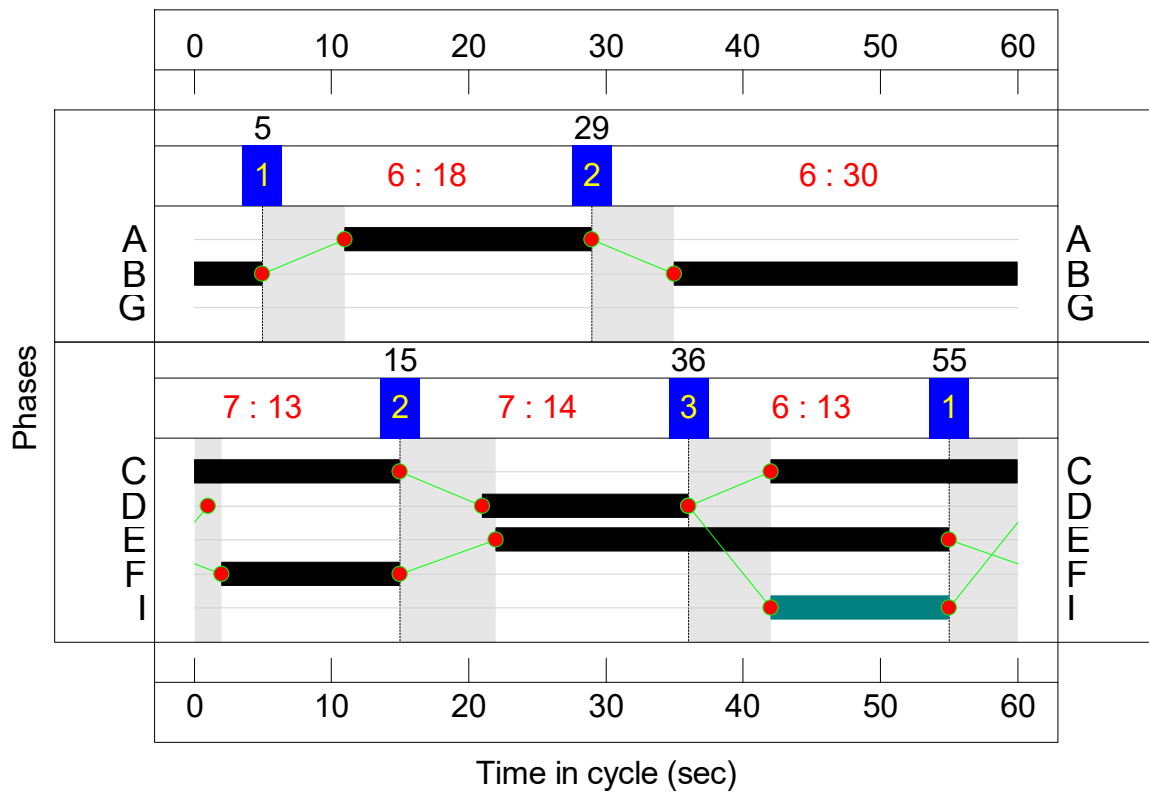
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	5	29

Stage Stream: 2

Stage	1	2	3
Duration	13	14	13
Change Point	55	15	36

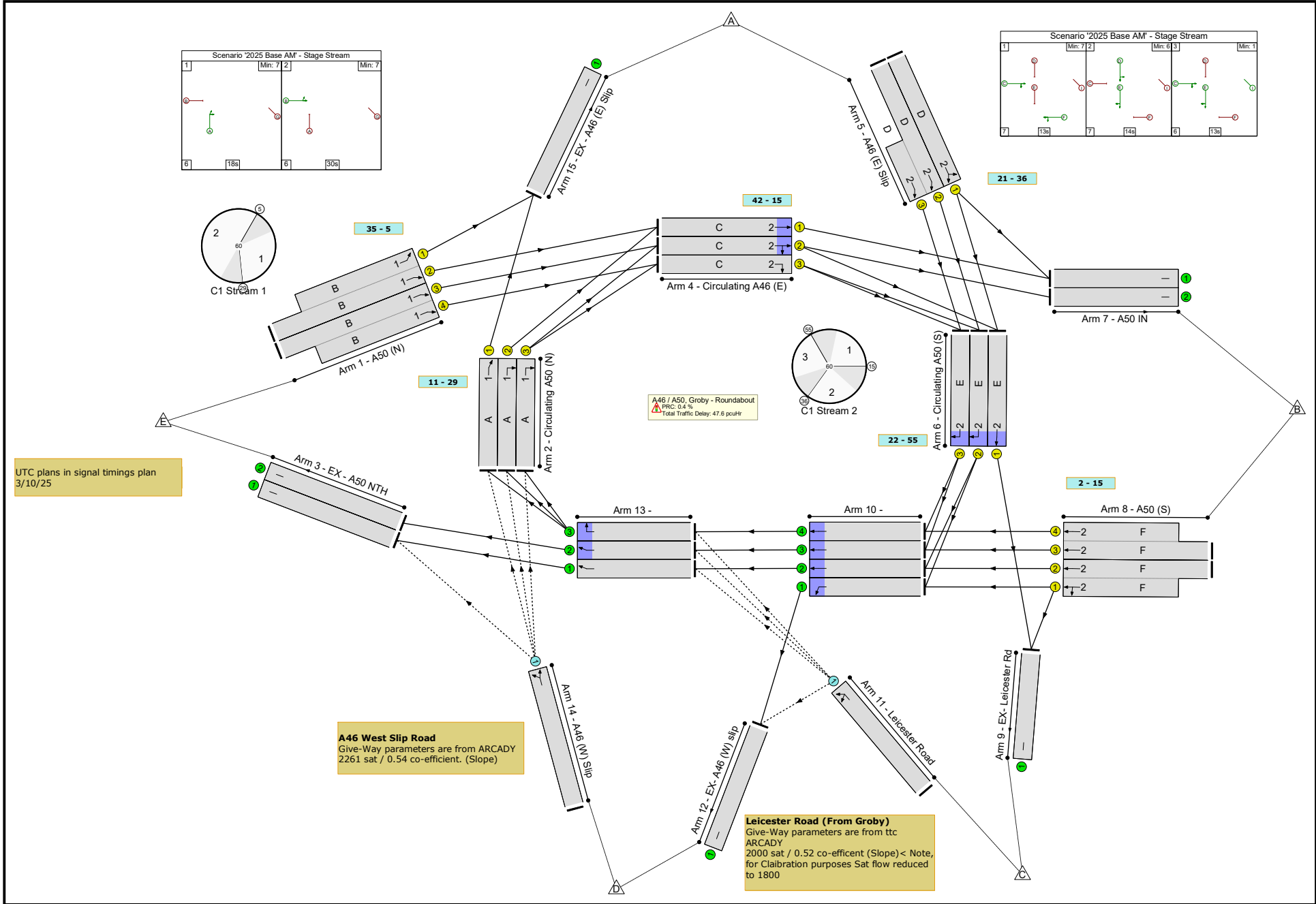
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1322	1975:1978	507+1022	80.1 : 89.6%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1137	2115:1975	1093+464	73.5 : 71.9%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	433	1923	609	71.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	343	1905	603	56.9%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	195	1904	603	32.3%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	749	1975	1119	66.9%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	998	2101	1191	83.8%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	334	1859	1053	31.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	330	1705	455	72.6%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	715	1729:1716	388+458	84.6 : 84.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	369	1980	1122	32.9%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	642	2052	1163	55.2%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	407	1915	1085	37.5%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	847	1900	1900	44.6%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	861	1900	1900	45.3%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	403	2085:1850	487+432	48.5 : 38.7%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	315	2080:1942	485+333	43.3 : 31.5%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	364	1800	1800	20.2%
10/2	Ahead	U	N/A	N/A	-		-	-	-	564	1800	1800	31.3%
10/3	Ahead	U	N/A	N/A	-		-	-	-	617	1800	1800	34.3%
10/4	Ahead	U	N/A	N/A	-		-	-	-	105	1800	1800	5.8%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	744	1800	994	74.9%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	564	1800	1800	31.3%
13/2	Ahead	U	N/A	N/A	-		-	-	-	647	1800	1800	35.9%
13/3	Right	U	N/A	N/A	-		-	-	-	706	1800	1800	39.2%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	420	1800	1201	35.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1349	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1164	0	0	27.4	20.1	0.0	47.6	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1164	0	0	27.4	20.1	0.0	47.6	-	-	-	-
1/2+1/1	1322	1322	-	-	-	4.3	3.1	-	7.4 (1.9+5.5)	20.2 (17.3:21.5)	13.7	3.1	16.8
1/3+1/4	1137	1137	-	-	-	3.3	1.3	-	4.6 (3.5+1.2)	14.7 (15.6:12.7)	10.3	1.3	11.6
2/1	433	433	-	-	-	1.8	1.2	-	3.1	25.4	5.1	1.2	6.3
2/2	343	343	-	-	-	1.4	0.7	-	2.1	21.9	4.4	0.7	5.1
2/3	195	195	-	-	-	0.8	0.2	-	1.0	18.5	2.3	0.2	2.5
3/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	749	749	-	-	-	2.2	1.0	-	3.2	15.3	10.7	1.0	11.7
4/2	998	998	-	-	-	1.4	2.5	-	3.9	14.1	7.9	2.5	10.5
4/3	334	334	-	-	-	0.1	0.2	-	0.3	3.4	0.2	0.2	0.5
5/1	330	330	-	-	-	1.8	1.3	-	3.1	34.2	5.0	1.3	6.2
5/2+5/3	715	715	-	-	-	4.1	2.6	-	6.7 (3.0+3.7)	33.7 (33.2:34.1)	6.0	2.6	8.7
6/1	369	369	-	-	-	0.3	0.2	-	0.5	5.2	1.0	0.2	1.3
6/2	642	642	-	-	-	1.1	0.6	-	1.7	9.7	4.0	0.6	4.6
6/3	407	407	-	-	-	0.1	0.3	-	0.4	3.2	0.2	0.3	0.5
7/1	847	847	-	-	-	0.0	0.4	-	0.4	1.7	1.1	0.4	1.5
7/2	861	861	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
8/2+8/1	403	403	-	-	-	2.2	0.4	-	2.6 (1.5+1.1)	23.2 (23.4:22.9)	3.3	0.4	3.7
8/3+8/4	315	315	-	-	-	1.7	0.3	-	2.0 (1.4+0.6)	22.9 (23.2:22.2)	3.0	0.3	3.3
9/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

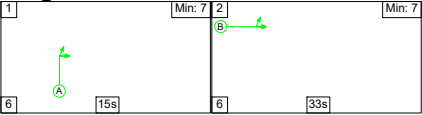
Full Input Data And Results

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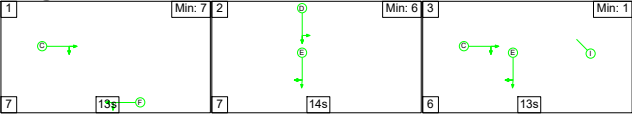
Full Input Data And Results
Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

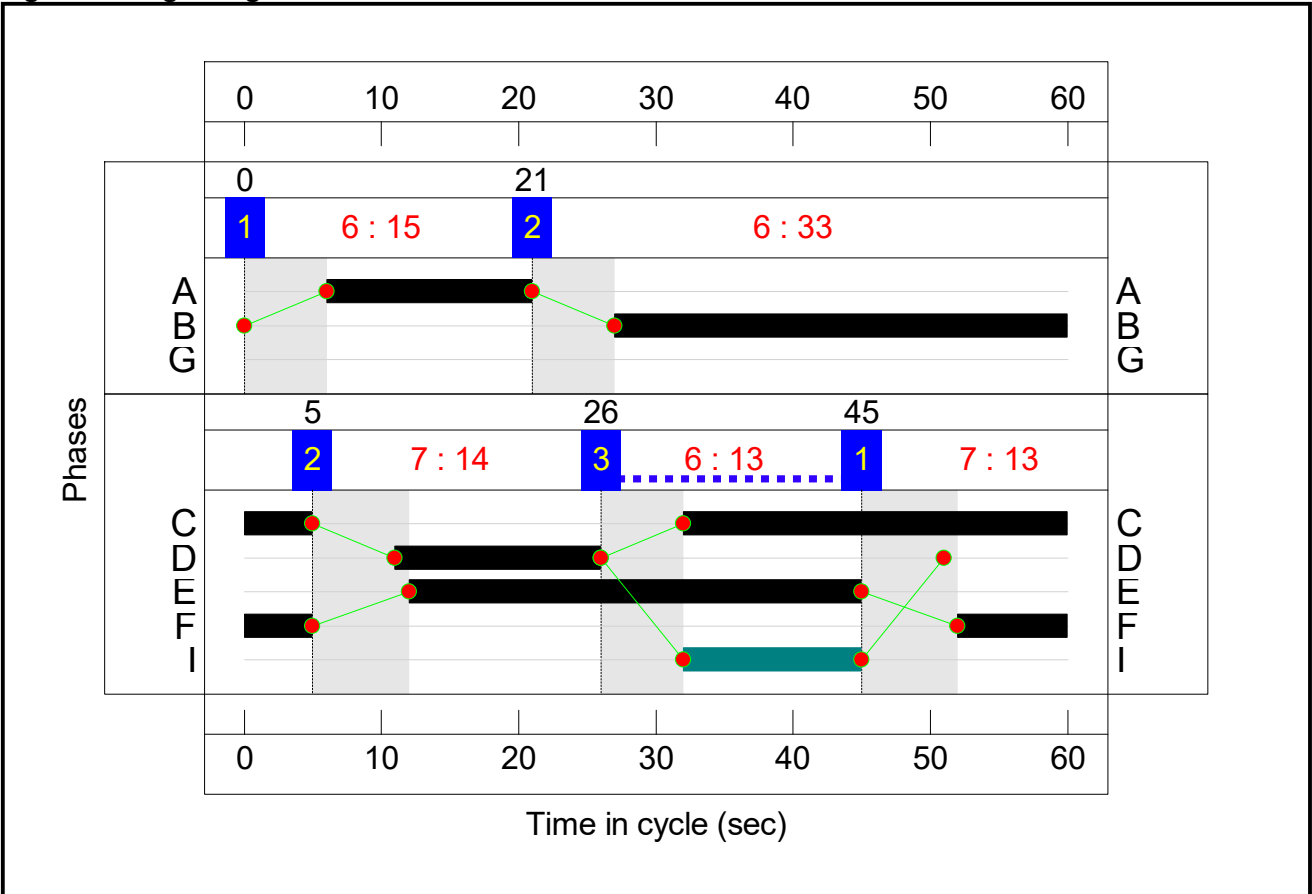
Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	0	21

Stage Stream: 2

Stage	1	2	3
Duration	13	14	13
Change Point	45	5	26

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	33	-	1004	1975:1978	331+1121	65.3 : 70.3%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	33	-	888	2115:1975	1199+727	48.0 : 43.0%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	15	-	347	1923	513	67.7%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	15	-	239	1905	508	47.0%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	15	-	165	1904	508	32.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	966	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	455	1975	1119	40.7%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	740	2086	1182	62.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	313	1859	1053	29.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	367	1735	463	79.3%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	758	1729:1716	374+458	91.1 : 91.1%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	550	1980	1122	49.0%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	649	2052	1163	55.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	422	1915	1085	38.9%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	479	1900	1900	25.2%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	533	1900	1900	28.1%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	756	2085:1853	487+432	91.3 : 72.2%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	477	2080:1942	485+142	76.0 : 76.0%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	409	1800	1800	22.7%
10/2	Ahead	U	N/A	N/A	-		-	-	-	785	1800	1800	43.6%
10/3	Ahead	U	N/A	N/A	-		-	-	-	791	1800	1800	43.9%
10/4	Ahead	U	N/A	N/A	-		-	-	-	108	1800	1800	6.0%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	524	1800	814	64.4%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	785	1800	1800	43.6%
13/2	Ahead	U	N/A	N/A	-		-	-	-	810	1800	1800	45.0%
13/3	Right	U	N/A	N/A	-		-	-	-	531	1800	1800	29.5%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	401	1800	1083	37.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	925	0	0	26.2	19.8	0.0	46.1	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	925	0	0	26.2	19.8	0.0	46.1	-	-	-	-
1/2+1/1	1004	1004	-	-	-	2.4	1.1	-	3.5 (0.6+2.9)	12.7 (10.3:13.4)	9.4	1.1	10.5
1/3+1/4	888	888	-	-	-	1.8	0.4	-	2.2 (1.5+0.7)	9.1 (9.5:8.4)	5.6	0.4	6.0
2/1	347	347	-	-	-	1.2	1.0	-	2.2	22.8	3.9	1.0	4.9
2/2	239	239	-	-	-	0.9	0.4	-	1.3	19.6	2.9	0.4	3.3
2/3	165	165	-	-	-	0.8	0.2	-	1.0	21.9	1.9	0.2	2.1
3/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	455	455	-	-	-	1.0	0.3	-	1.4	10.7	5.5	0.3	5.9
4/2	740	740	-	-	-	1.0	0.8	-	1.9	9.0	4.6	0.8	5.4
4/3	313	313	-	-	-	0.2	0.2	-	0.4	5.1	0.6	0.2	0.8
5/1	367	367	-	-	-	2.1	1.8	-	3.9	38.6	5.6	1.8	7.5
5/2+5/3	758	758	-	-	-	4.4	4.6	-	8.9 (4.0+5.0)	42.5 (41.8:43.0)	6.7	4.6	11.3
6/1	550	550	-	-	-	0.4	0.5	-	0.8	5.5	1.1	0.5	1.6
6/2	649	649	-	-	-	1.2	0.6	-	1.8	10.1	4.1	0.6	4.7
6/3	422	422	-	-	-	0.0	0.3	-	0.3	2.9	0.1	0.3	0.4
7/1	479	479	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
7/2	533	533	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	756	756	-	-	-	4.6	2.3	-	6.9 (4.1+2.8)	32.7 (33.2:32.0)	7.2	2.3	9.4
8/3+8/4	477	477	-	-	-	2.8	1.6	-	4.3 (3.4+0.9)	32.5 (33.2:30.4)	5.6	1.6	7.2
9/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

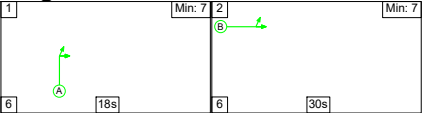
10/1	409	409	-	-	-	0.0	0.1	-	0.2	1.6	0.5	0.1	0.6
10/2	785	785	-	-	-	0.1	0.4	-	0.4	2.1	0.5	0.4	0.9
10/3	791	791	-	-	-	0.0	0.4	-	0.4	1.9	0.3	0.4	0.7
10/4	108	108	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	524	524	524	0	0	1.3	0.9	-	2.2	14.8	6.4	0.9	7.3
12/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	785	785	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
13/2	810	810	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
13/3	531	531	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
14/1	401	401	401	0	0	0.2	0.3	-	0.5	4.3	1.7	0.3	2.0
15/1	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 28.0 Total Delay for Signalled Lanes (pcuHr): 10.30 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 30.68 Cycle Time (s): 60 PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 46.05													

Full Input Data And Results

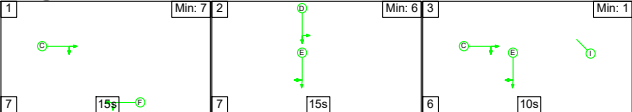
Scenario 3: '2030 Do Minimum AM' (FG3: '2030 Do Minimum AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

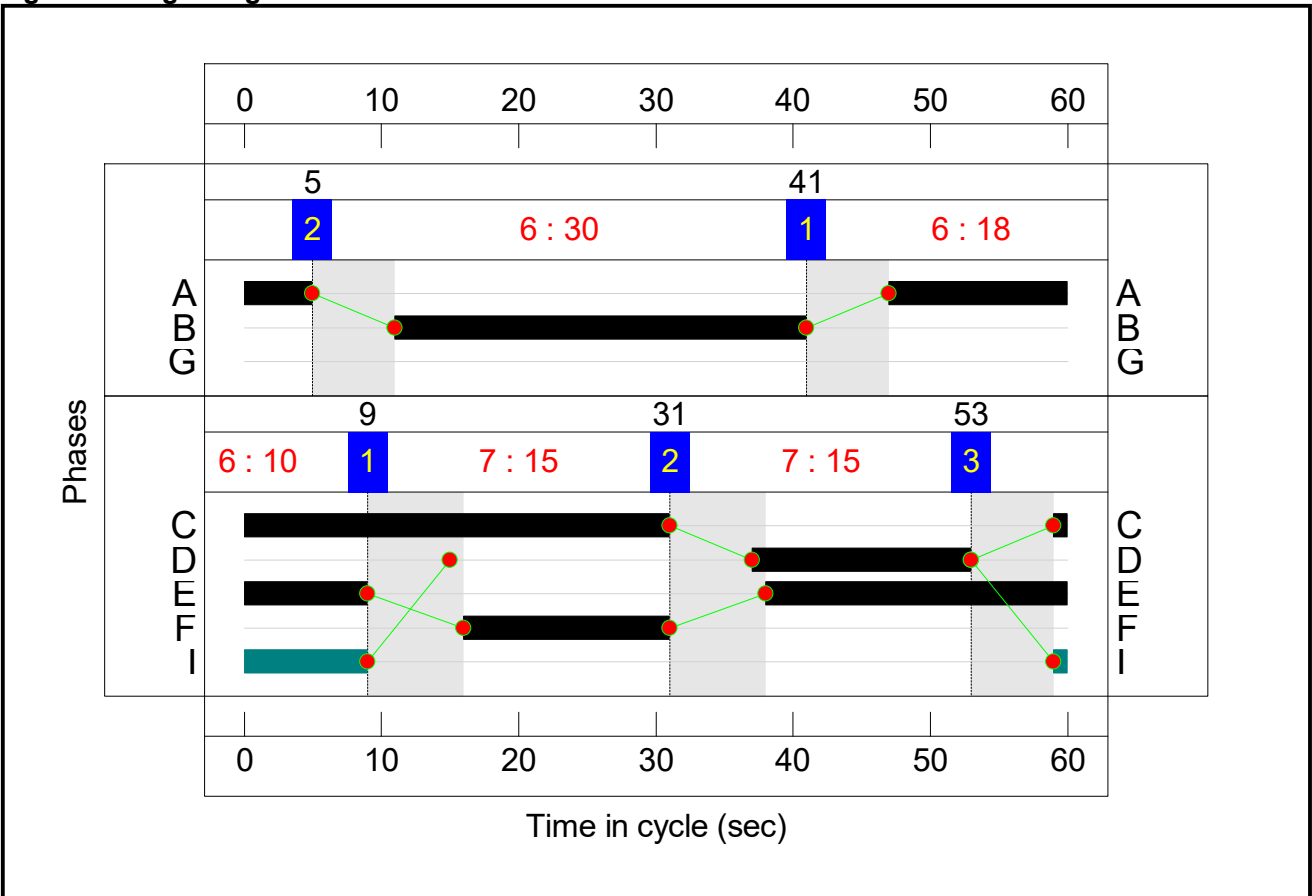
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	41	5

Stage Stream: 2

Stage	1	2	3
Duration	15	15	10
Change Point	9	31	53

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	93.1%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	93.1%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1390	1975:1978	554+1022	79.3 : 93.1%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1175	2115:1975	1093+556	74.4 : 65.1%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	444	1923	609	72.9%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	326	1905	603	54.0%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	208	1904	603	34.5%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	32	-	765	1975	1086	70.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	32	-	1021	2100	1155	88.4%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	32	-	362	1859	1022	35.4%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	16	-	386	1707	484	79.8%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	16	-	761	1729:1716	388+480	87.7 : 87.7%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	31	-	429	1980	1056	40.6%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	31	-	681	2052	1094	62.2%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	31	-	442	1915	1021	43.3%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	872	1900	1900	45.9%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	871	1900	1900	45.8%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	15	-	456	2085:1849	556+493	46.8 : 39.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	15	-	325	2080:1942	555+380	37.9 : 30.2%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	398	1800	1800	22.1%
10/2	Ahead	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
10/3	Ahead	U	N/A	N/A	-		-	-	-	652	1800	1800	36.2%
10/4	Ahead	U	N/A	N/A	-		-	-	-	115	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	748	1800	935	80.0%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
13/2	Ahead	U	N/A	N/A	-		-	-	-	681	1800	1800	37.8%
13/3	Right	U	N/A	N/A	-		-	-	-	715	1800	1800	39.7%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	407	1800	1165	34.9%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1395	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1155	0	0	31.1	24.2	0.0	55.3	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1155	0	0	31.1	24.2	0.0	55.3	-	-	-	-
1/2+1/1	1390	1390	-	-	-	4.7	3.6	-	8.3 (2.2+6.0)	21.4 (18.4:22.8)	14.5	3.6	18.1
1/3+1/4	1175	1175	-	-	-	3.4	1.2	-	4.7 (3.4+1.2)	14.3 (15.2:12.4)	10.6	1.2	11.8
2/1	444	444	-	-	-	1.8	1.3	-	3.1	25.4	6.5	1.3	7.9
2/2	326	326	-	-	-	1.4	0.6	-	2.0	22.1	4.1	0.6	4.7
2/3	208	208	-	-	-	0.9	0.3	-	1.1	19.5	2.5	0.3	2.8
3/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	765	765	-	-	-	1.3	1.2	-	2.5	11.9	7.2	1.2	8.4
4/2	1021	1021	-	-	-	4.1	3.6	-	7.7	27.1	11.6	3.6	15.2
4/3	362	362	-	-	-	0.8	0.3	-	1.1	10.5	2.5	0.3	2.7
5/1	386	386	-	-	-	2.1	1.9	-	4.0	37.7	5.9	1.9	7.8
5/2+5/3	761	761	-	-	-	4.2	3.4	-	7.6 (3.3+4.2)	35.7 (35.1:36.3)	6.5	3.4	9.9
6/1	429	429	-	-	-	0.6	0.3	-	1.0	8.2	2.3	0.3	2.6
6/2	681	681	-	-	-	0.7	0.8	-	1.6	8.3	4.6	0.8	5.4
6/3	442	442	-	-	-	0.0	0.4	-	0.4	3.4	0.2	0.4	0.6
7/1	872	872	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
7/2	871	871	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
8/2+8/1	456	456	-	-	-	2.3	0.4	-	2.7 (1.6+1.1)	21.3 (21.5:21.1)	3.6	0.4	4.0
8/3+8/4	325	325	-	-	-	1.6	0.3	-	1.9 (1.2+0.6)	20.6 (20.9:20.1)	2.8	0.3	3.1
9/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

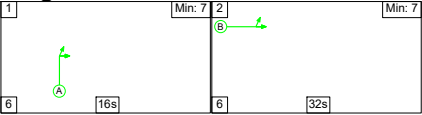
10/1	398	398	-	-	-	0.0	0.1	-	0.2	1.6	0.4	0.1	0.6
10/2	600	600	-	-	-	0.0	0.2	-	0.3	1.7	0.3	0.2	0.6
10/3	652	652	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
10/4	115	115	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	748	748	748	0	0	0.8	2.0	-	2.8	13.3	6.6	2.0	8.6
12/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	600	600	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
13/2	681	681	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	715	715	-	-	-	0.0	0.3	-	0.3	1.7	0.1	0.3	0.5
14/1	407	407	407	0	0	0.2	0.3	-	0.4	4.0	1.6	0.3	1.9
15/1	1395	1395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	19.20	Cycle Time (s):	60						
C1	Stream: 2	PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	30.36	Cycle Time (s):	60						
		PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):	55.28								

Full Input Data And Results

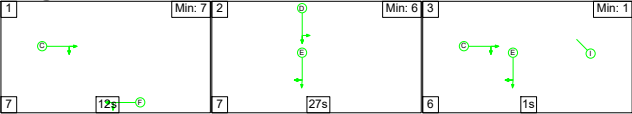
Scenario 4: '2030 Do Minimum PM' (FG4: '2030 Do Minimum PM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

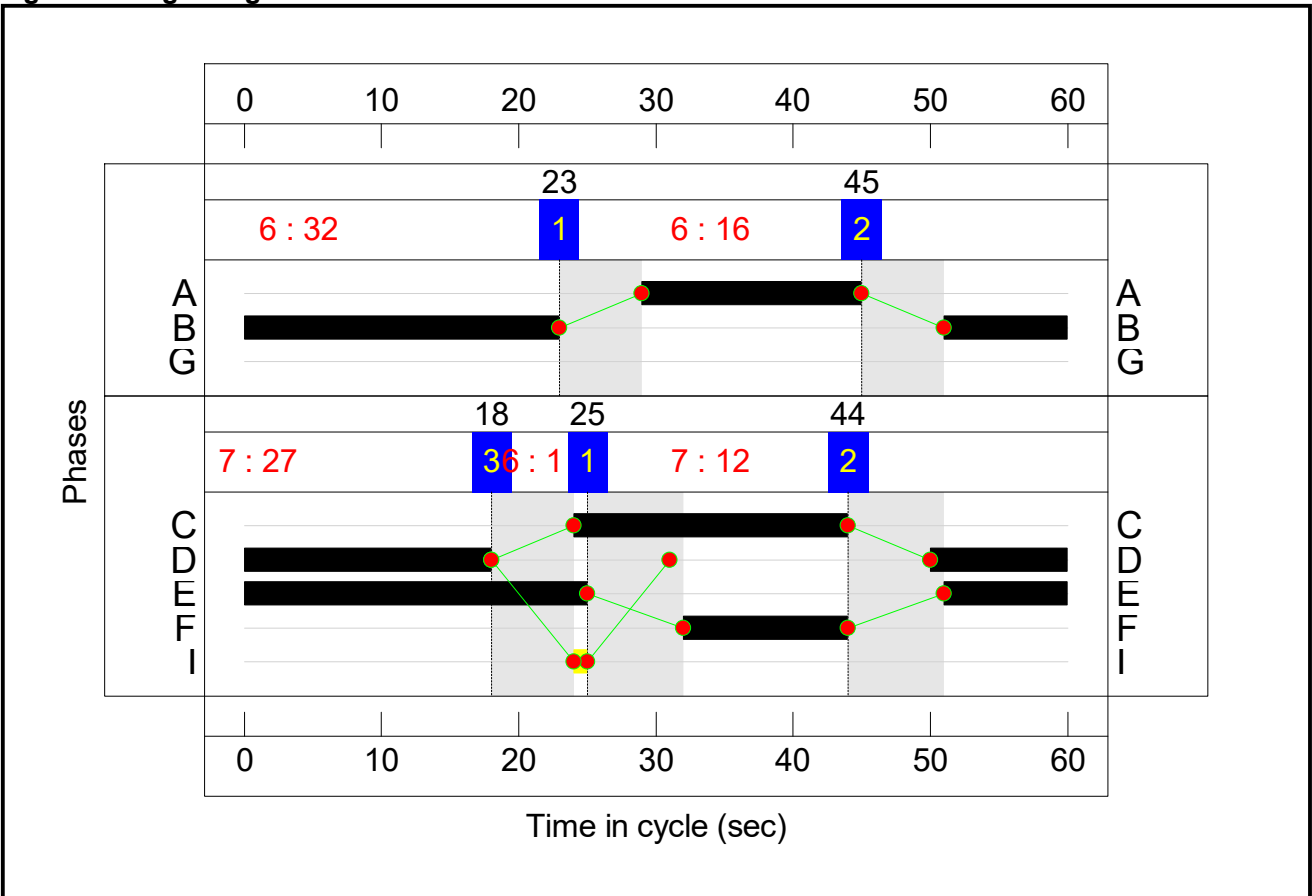
Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	23	45

Stage Stream: 2

Stage	1	2	3
Duration	12	27	1
Change Point	25	44	18

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	93.5%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	32	-	1322	1975:1978	668+1088	68.6 : 79.4%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	32	-	775	2115:1975	1102+946	37.8 : 37.8%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	16	-	393	1923	545	72.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	185	1905	540	34.3%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	264	1904	539	48.9%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	960	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	20	-	643	1975	691	93.0%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	20	-	681	2082	729	93.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	20	-	358	1859	651	55.0%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	28	-	396	1735	839	47.2%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	28	-	780	1729:1716	355+709	73.3 : 73.3%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	34	-	587	1980	1155	50.8%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	613	2052	1197	51.2%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	525	1915	1117	47.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	670	1900	1900	35.3%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	463	1900	1900	24.4%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	12	-	755	2085:1855	452+402	92.1 : 84.3%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	12	-	531	2080:1942	451+126	92.1 : 92.1%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	467	1800	1800	25.9%
10/2	Ahead	U	N/A	N/A	-		-	-	-	676	1800	1800	37.6%
10/3	Ahead	U	N/A	N/A	-		-	-	-	940	1800	1800	52.2%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	610	1800	796	76.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	565	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	676	1800	1800	37.6%
13/2	Ahead	U	N/A	N/A	-		-	-	-	960	1800	1800	53.3%
13/3	Right	U	N/A	N/A	-		-	-	-	608	1800	1800	33.8%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	416	1800	1110	37.5%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1026	0	0	37.0	31.8	0.0	68.8	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1026	0	0	37.0	31.8	0.0	68.8	-	-	-	-
1/2+1/1	1322	1322	-	-	-	3.6	1.5	-	5.1 (1.5+3.6)	13.9 (12.0:14.9)	11.3	1.5	12.8
1/3+1/4	775	775	-	-	-	1.6	0.3	-	1.9 (1.0+0.9)	8.9 (9.0:8.8)	3.8	0.3	4.1
2/1	393	393	-	-	-	3.0	1.3	-	4.3	39.6	5.7	1.3	7.0
2/2	185	185	-	-	-	1.1	0.3	-	1.4	27.0	2.4	0.3	2.6
2/3	264	264	-	-	-	1.5	0.5	-	2.0	27.0	3.8	0.5	4.2
3/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	643	643	-	-	-	3.4	5.4	-	8.9	49.6	9.3	5.4	14.7
4/2	681	681	-	-	-	4.0	5.8	-	9.8	51.8	9.7	5.8	15.4
4/3	358	358	-	-	-	1.6	0.6	-	2.2	22.5	5.8	0.6	6.4
5/1	396	396	-	-	-	1.1	0.4	-	1.6	14.4	4.4	0.4	4.8
5/2+5/3	780	780	-	-	-	2.3	1.4	-	3.7 (1.1+2.6)	17.1 (15.7:17.8)	6.4	1.4	7.7
6/1	587	587	-	-	-	1.0	0.5	-	1.5	9.0	4.5	0.5	5.0
6/2	613	613	-	-	-	2.1	0.5	-	2.7	15.7	8.8	0.5	9.3
6/3	525	525	-	-	-	0.1	0.4	-	0.5	3.5	0.2	0.4	0.6
7/1	670	670	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/2	463	463	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	755	755	-	-	-	4.8	3.6	-	8.3 (4.6+3.7)	39.8 (40.0:39.5)	6.7	3.6	10.3
8/3+8/4	531	531	-	-	-	3.3	4.8	-	8.1 (6.4+1.7)	54.8 (55.6:52.2)	6.7	4.8	11.5
9/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

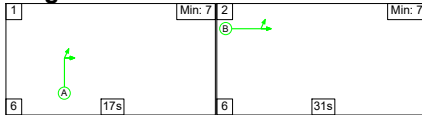
10/1	467	467	-	-	-	0.1	0.2	-	0.3	1.9	0.7	0.2	0.9
10/2	676	676	-	-	-	0.0	0.3	-	0.3	1.9	0.4	0.3	0.7
10/3	940	940	-	-	-	0.0	0.5	-	0.6	2.2	0.4	0.5	1.0
10/4	116	116	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	610	610	610	0	0	1.9	1.6	-	3.5	20.6	8.5	1.6	10.1
12/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	676	676	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/2	960	960	-	-	-	0.0	0.6	-	0.6	2.2	0.1	0.6	0.6
13/3	608	608	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.5
14/1	416	416	416	0	0	0.2	0.3	-	0.5	4.5	2.0	0.3	2.3
15/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 13.3 Total Delay for Signalled Lanes (pcuHr): 14.72 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -3.8 Total Delay for Signalled Lanes (pcuHr): 47.26 Cycle Time (s): 60 PRC Over All Lanes (%): -3.8 Total Delay Over All Lanes(pcuHr): 68.78													

Full Input Data And Results

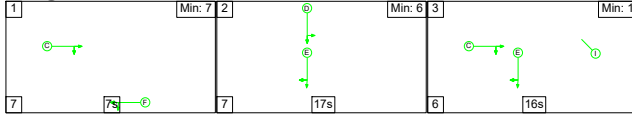
Scenario 5: '2030 Do Minimum Sens AM' (FG5: '2030 Do Minimum Sens AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

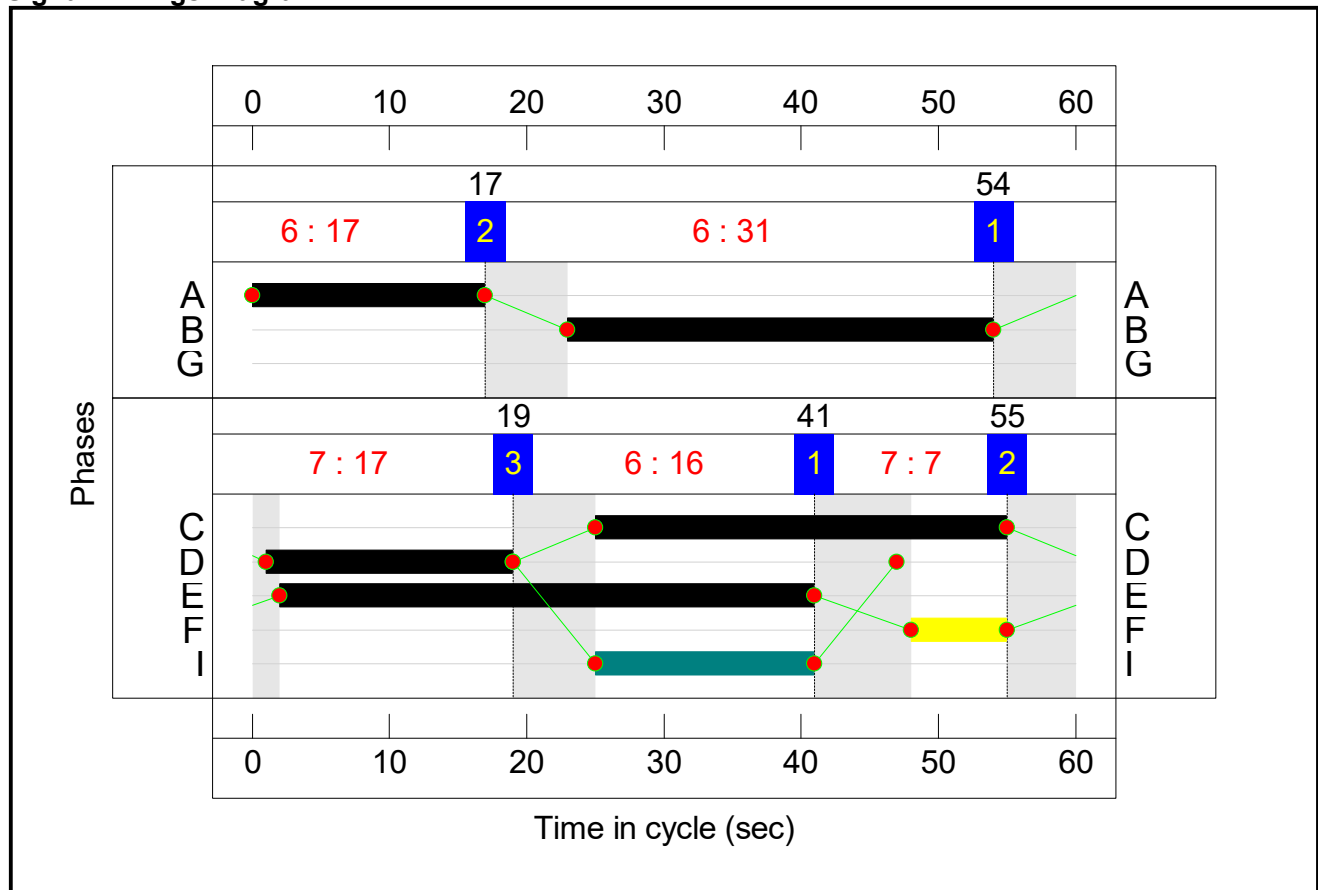
Stage Stream: 1

Stage	1	2
Duration	17	31
Change Point	54	17

Stage Stream: 2

Stage	1	2	3
Duration	7	17	16
Change Point	41	55	19

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.4%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	31	-	1326	1975:1978	467+1055	79.9 : 90.3%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	31	-	1246	2115:1975	1128+525	78.1 : 69.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	17	-	446	1923	577	77.3%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	386	1905	572	67.5%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	17	-	143	1904	571	25.0%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	30	-	759	1975	1020	74.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	30	-	1024	2100	1085	94.4%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	30	-	365	1859	960	38.0%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	18	-	377	1706	540	69.8%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	18	-	785	1729:1716	416+512	84.6 : 84.6%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	39	-	412	1980	1320	31.2%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	696	2052	1368	50.9%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	39	-	454	1915	1277	35.6%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	868	1900	1900	45.7%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	880	1900	1900	46.3%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	7	-	447	2085:1850	278+247	92.1 : 77.4%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	7	-	341	2080:1942	277+259	81.1 : 44.8%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	401	1800	1800	22.3%
10/2	Ahead	U	N/A	N/A	-		-	-	-	608	1800	1800	33.8%
10/3	Ahead	U	N/A	N/A	-		-	-	-	679	1800	1800	37.7%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	753	1800	940	80.1%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	608	1800	1800	33.8%
13/2	Ahead	U	N/A	N/A	-		-	-	-	710	1800	1800	39.4%
13/3	Right	U	N/A	N/A	-		-	-	-	718	1800	1800	39.9%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	401	1800	1171	34.3%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1399	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1154	0	0	30.3	29.3	0.0	59.6	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1154	0	0	30.3	29.3	0.0	59.6	-	-	-	-
1/2+1/1	1326	1326	-	-	-	4.2	3.3	-	7.5 (1.8+5.7)	20.2 (17.0:21.5)	14.3	3.3	17.6
1/3+1/4	1246	1246	-	-	-	3.6	1.5	-	5.1 (3.8+1.3)	14.7 (15.6:12.4)	11.5	1.5	13.0
2/1	446	446	-	-	-	1.4	1.7	-	3.0	24.4	5.0	1.7	6.6
2/2	386	386	-	-	-	1.5	1.0	-	2.5	23.5	5.4	1.0	6.4
2/3	143	143	-	-	-	0.6	0.2	-	0.7	18.4	1.6	0.2	1.8
3/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	759	759	-	-	-	2.1	1.4	-	3.5	16.8	11.3	1.4	12.8
4/2	1024	1024	-	-	-	1.9	6.9	-	8.8	30.8	5.8	6.9	12.7
4/3	365	365	-	-	-	0.5	0.3	-	0.8	7.5	1.1	0.3	1.4
5/1	377	377	-	-	-	1.9	1.1	-	3.0	28.9	5.4	1.1	6.6
5/2+5/3	785	785	-	-	-	4.0	2.7	-	6.6 (2.9+3.7)	30.4 (29.8:30.9)	6.5	2.7	9.1
6/1	412	412	-	-	-	0.2	0.2	-	0.4	3.6	0.9	0.2	1.2
6/2	696	696	-	-	-	1.0	0.5	-	1.5	8.0	4.6	0.5	5.1
6/3	454	454	-	-	-	0.0	0.3	-	0.3	2.6	0.2	0.3	0.5
7/1	868	868	-	-	-	0.0	0.4	-	0.4	1.7	2.1	0.4	2.5
7/2	880	880	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
8/2+8/1	447	447	-	-	-	3.2	2.7	-	5.9 (3.4+2.5)	47.1 (47.4:46.8)	4.2	2.7	6.9
8/3+8/4	341	341	-	-	-	2.4	0.9	-	3.2 (2.2+1.1)	34.0 (34.4:33.1)	3.6	0.9	4.5
9/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

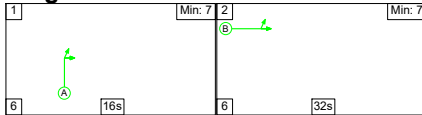
10/1	401	401	-	-	-	0.0	0.1	-	0.2	1.6	0.5	0.1	0.6
10/2	608	608	-	-	-	0.0	0.3	-	0.3	1.7	0.4	0.3	0.6
10/3	679	679	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.4
10/4	116	116	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	753	753	753	0	0	1.8	2.0	-	3.8	18.1	10.2	2.0	12.2
12/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	608	608	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/2	710	710	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
13/3	718	718	-	-	-	0.0	0.3	-	0.3	1.7	0.2	0.3	0.5
14/1	401	401	401	0	0	0.1	0.3	-	0.3	3.1	1.1	0.3	1.4
15/1	1399	1399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 18.80 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -4.9 Total Delay for Signalled Lanes (pcuHr): 34.09 Cycle Time (s): 60 PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 59.60													

Full Input Data And Results

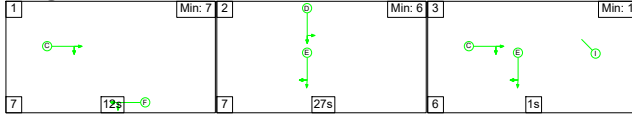
Scenario 6: '2030 Do Minimum Sens PM' (FG6: '2030 Do Minimum Sens PM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

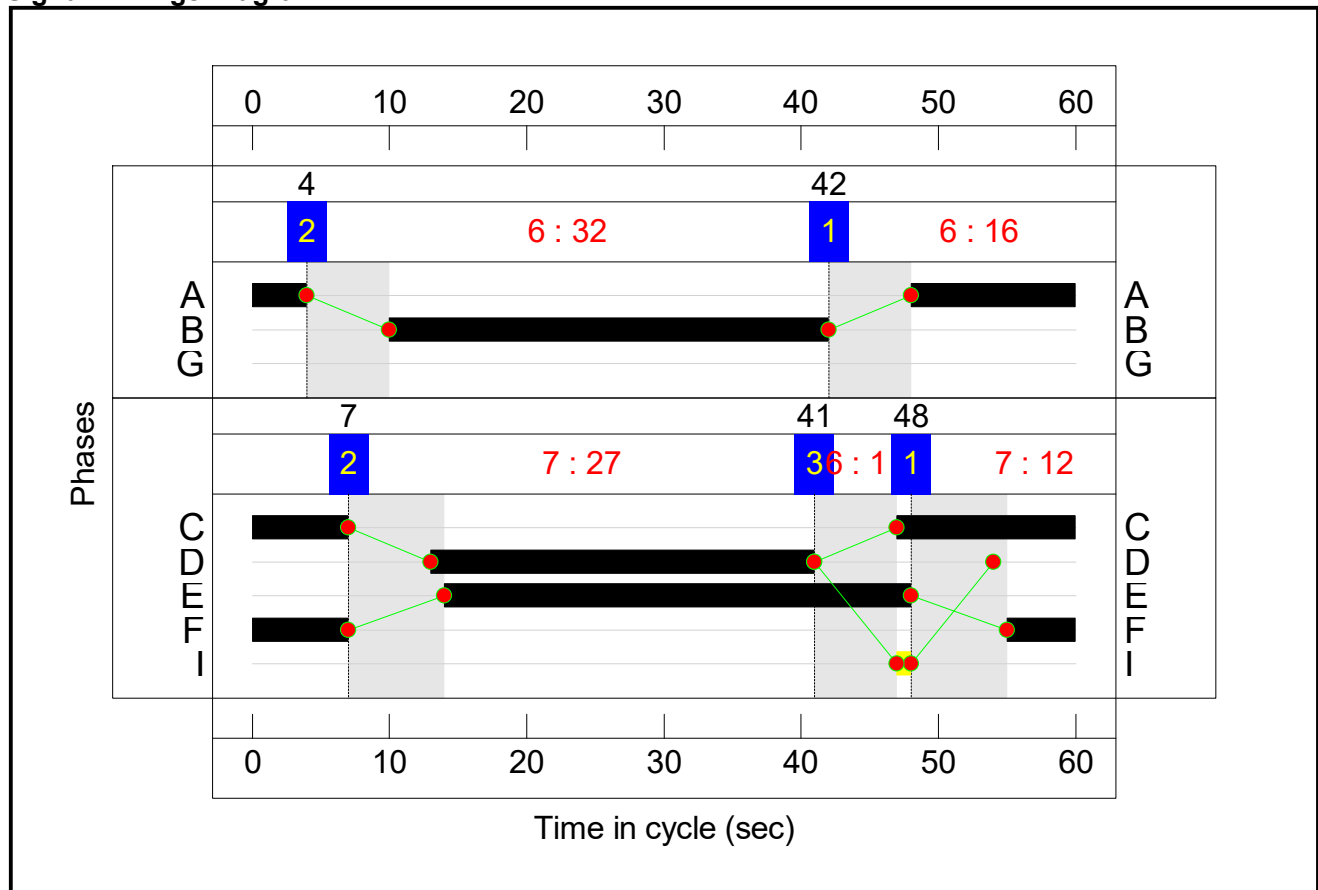
Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	42	4

Stage Stream: 2

Stage	1	2	3
Duration	12	27	1
Change Point	48	7	41

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	32	-	1325	1975:1978	665+1088	68.9 : 79.7%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	32	-	776	2115:1975	1109+940	37.9 : 37.9%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	16	-	391	1923	545	71.8%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	187	1905	540	34.6%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	263	1904	539	48.8%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	20	-	645	1975	691	93.3%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	20	-	683	2082	729	93.7%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	20	-	356	1859	651	54.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	28	-	395	1735	839	47.1%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	28	-	798	1729:1716	367+706	74.3 : 74.3%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	34	-	587	1980	1155	50.8%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	624	2052	1197	52.1%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	530	1915	1117	47.4%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	672	1900	1900	35.4%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	464	1900	1900	24.4%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	12	-	762	2085:1856	452+402	94.3 : 83.6%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	12	-	534	2080:1942	451+125	92.8 : 92.8%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	465	1800	1800	25.8%
10/2	Ahead	U	N/A	N/A	-		-	-	-	699	1800	1800	38.8%
10/3	Ahead	U	N/A	N/A	-		-	-	-	948	1800	1800	52.7%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	607	1800	787	77.2%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	699	1800	1800	38.8%
13/2	Ahead	U	N/A	N/A	-		-	-	-	969	1800	1800	53.8%
13/3	Right	U	N/A	N/A	-		-	-	-	605	1800	1800	33.6%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	424	1800	1098	38.6%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1258	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1031	0	0	36.9	33.0	0.0	69.9	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1031	0	0	36.9	33.0	0.0	69.9	-	-	-	-
1/2+1/1	1325	1325	-	-	-	3.6	1.5	-	5.1 (1.5+3.6)	14.0 (12.1:15.0)	11.6	1.5	13.1
1/3+1/4	776	776	-	-	-	1.6	0.3	-	1.9 (1.1+0.9)	8.9 (9.0:8.8)	3.9	0.3	4.2
2/1	391	391	-	-	-	3.1	1.3	-	4.4	40.4	6.0	1.3	7.2
2/2	187	187	-	-	-	1.2	0.3	-	1.5	28.1	2.6	0.3	2.9
2/3	263	263	-	-	-	1.4	0.5	-	1.9	25.7	3.6	0.5	4.1
3/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	645	645	-	-	-	3.4	5.6	-	9.0	50.2	10.0	5.6	15.7
4/2	683	683	-	-	-	3.5	5.9	-	9.4	49.5	9.3	5.9	15.2
4/3	356	356	-	-	-	2.0	0.6	-	2.6	26.3	5.9	0.6	6.5
5/1	395	395	-	-	-	1.1	0.4	-	1.6	14.4	4.4	0.4	4.8
5/2+5/3	798	798	-	-	-	2.4	1.4	-	3.8 (1.2+2.6)	17.3 (16.0:18.0)	6.4	1.4	7.8
6/1	587	587	-	-	-	0.8	0.5	-	1.3	8.3	4.5	0.5	5.0
6/2	624	624	-	-	-	2.1	0.5	-	2.7	15.5	8.9	0.5	9.4
6/3	530	530	-	-	-	0.1	0.5	-	0.5	3.5	0.2	0.5	0.6
7/1	672	672	-	-	-	0.0	0.3	-	0.3	1.5	1.1	0.3	1.3
7/2	464	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	762	762	-	-	-	4.8	3.8	-	8.7 (4.9+3.8)	40.9 (41.2:40.6)	7.0	3.8	10.8
8/3+8/4	534	534	-	-	-	3.3	5.1	-	8.4 (6.7+1.7)	56.9 (57.7:54.2)	6.7	5.1	11.9
9/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

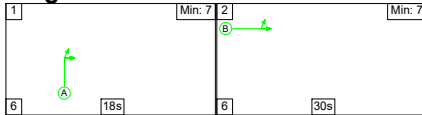
10/1	465	465	-	-	-	0.1	0.2	-	0.2	1.9	0.7	0.2	0.9
10/2	699	699	-	-	-	0.1	0.3	-	0.4	1.9	0.5	0.3	0.8
10/3	948	948	-	-	-	0.0	0.6	-	0.6	2.2	0.4	0.6	1.0
10/4	116	116	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	607	607	607	0	0	1.9	1.7	-	3.6	21.2	8.4	1.7	10.1
12/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	699	699	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/2	969	969	-	-	-	0.0	0.6	-	0.6	2.2	0.1	0.6	0.6
13/3	605	605	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.6
14/1	424	424	424	0	0	0.2	0.3	-	0.5	4.7	2.0	0.3	2.3
15/1	1258	1258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%):			12.9	Total Delay for Signalled Lanes (pcuHr):			14.80	Cycle Time (s):		60	
C1	Stream: 2	PRC for Signalled Lanes (%):			-4.8	Total Delay for Signalled Lanes (pcuHr):			48.08	Cycle Time (s):		60	
		PRC Over All Lanes (%):			-4.8	Total Delay Over All Lanes(pcuHr):			69.86				

Full Input Data And Results

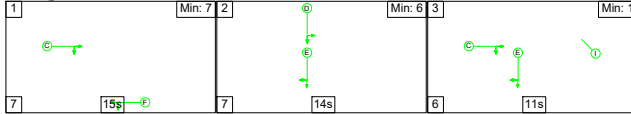
Scenario 7: '2030 Do Something AM' (FG7: '2030 Do Something AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

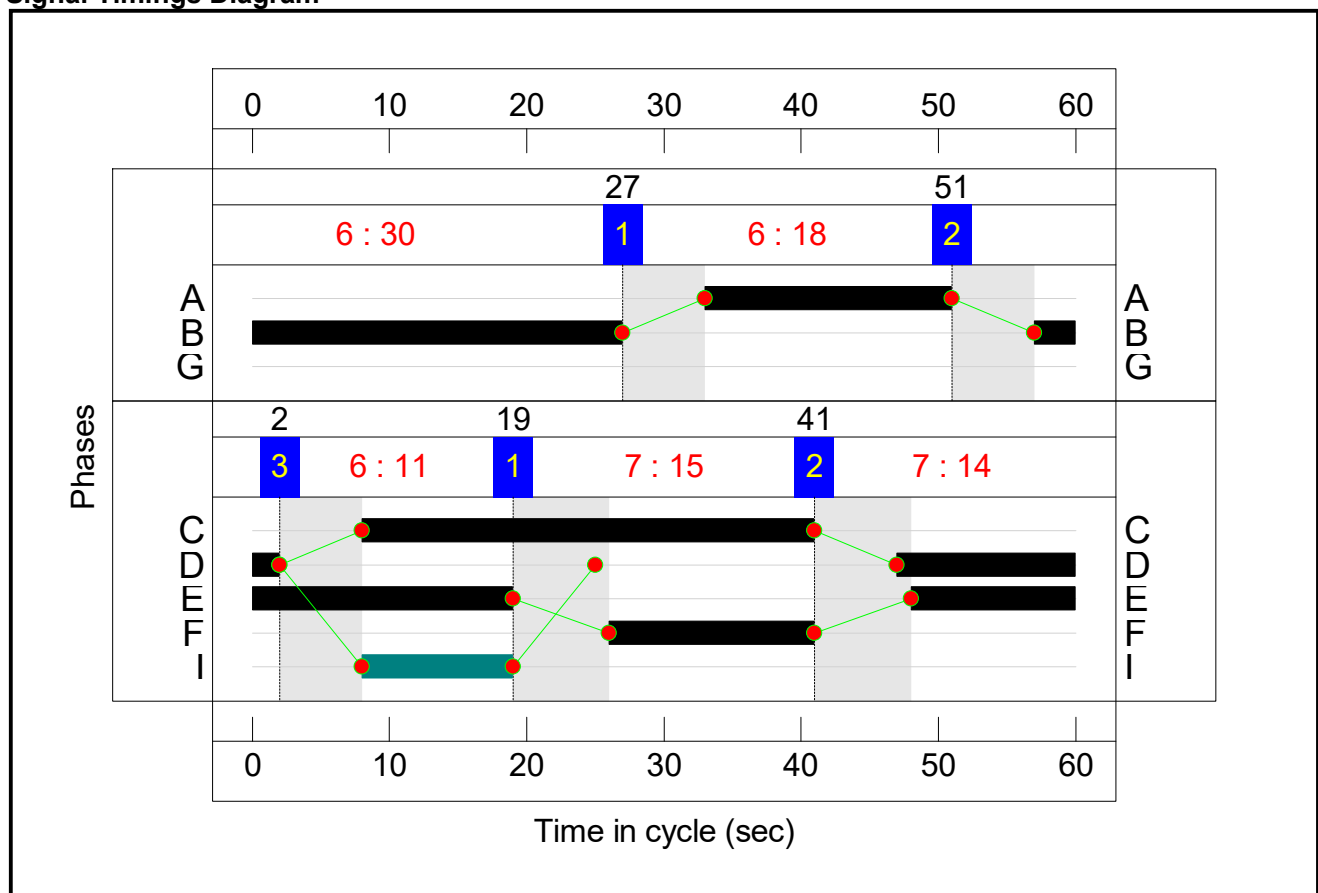
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	27	51

Stage Stream: 2

Stage	1	2	3
Duration	15	14	11
Change Point	19	41	2

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.0%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1434	1975:1978	594+1022	79.6 : 94.0%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1155	2115:1975	1093+582	72.2 : 62.9%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	451	1923	609	74.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	389	1905	603	64.5%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	152	1904	603	25.2%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	33	-	862	1975	1119	77.0%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	33	-	941	2098	1189	79.2%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	33	-	366	1859	1053	34.7%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	15	-	391	1707	455	85.9%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	15	-	761	1729:1716	377+458	91.1 : 91.1%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	31	-	436	1980	1056	41.3%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	31	-	689	2052	1094	63.0%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	31	-	438	1915	1021	42.9%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	970	1900	1900	51.1%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	788	1900	1900	41.5%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	15	-	453	2085:1848	556+493	46.0 : 40.0%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	15	-	329	2080:1942	555+302	38.4 : 38.4%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	401	1800	1800	22.3%
10/2	Ahead	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
10/3	Ahead	U	N/A	N/A	-		-	-	-	651	1800	1800	36.2%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	762	1800	934	81.5%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	600	1800	1800	33.3%
13/2	Ahead	U	N/A	N/A	-		-	-	-	681	1800	1800	37.8%
13/3	Right	U	N/A	N/A	-		-	-	-	727	1800	1800	40.4%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	409	1800	1162	35.2%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1412	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1171	0	0	31.0	25.7	0.0	56.7	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1171	0	0	31.0	25.7	0.0	56.7	-	-	-	-
1/2+1/1	1434	1434	-	-	-	4.9	3.8	-	8.6 (2.5+6.2)	21.7 (18.7:23.1)	14.9	3.8	18.7
1/3+1/4	1155	1155	-	-	-	3.3	1.1	-	4.4 (3.2+1.2)	13.8 (14.6:12.1)	10.1	1.1	11.2
2/1	451	451	-	-	-	2.3	1.4	-	3.7	29.2	5.5	1.4	6.9
2/2	389	389	-	-	-	1.7	0.9	-	2.6	24.4	4.9	0.9	5.8
2/3	152	152	-	-	-	0.6	0.2	-	0.8	18.0	1.8	0.2	1.9
3/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	862	862	-	-	-	3.4	1.7	-	5.0	21.0	13.4	1.7	15.0
4/2	941	941	-	-	-	1.6	1.9	-	3.4	13.1	13.5	1.9	15.3
4/3	366	366	-	-	-	0.0	0.3	-	0.3	3.1	1.1	0.3	1.4
5/1	391	391	-	-	-	2.3	2.8	-	5.1	46.7	6.2	2.8	9.0
5/2+5/3	761	761	-	-	-	4.4	4.6	-	9.0 (4.0+5.0)	42.4 (41.8:42.9)	6.7	4.6	11.3
6/1	436	436	-	-	-	0.4	0.4	-	0.8	6.2	1.3	0.4	1.6
6/2	689	689	-	-	-	1.2	0.8	-	2.0	10.7	3.9	0.8	4.8
6/3	438	438	-	-	-	0.1	0.4	-	0.4	3.6	0.2	0.4	0.6
7/1	970	970	-	-	-	0.0	0.5	-	0.5	1.9	4.3	0.5	4.8
7/2	788	788	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2+8/1	453	453	-	-	-	2.3	0.4	-	2.7 (1.5+1.2)	21.3 (21.4:21.1)	3.6	0.4	3.9
8/3+8/4	329	329	-	-	-	1.6	0.3	-	1.9 (1.3+0.7)	21.1 (21.4:20.6)	2.9	0.3	3.2
9/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

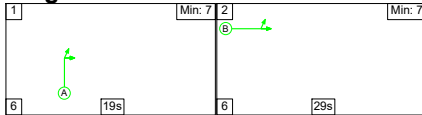
[illegible]

Full Input Data And Results

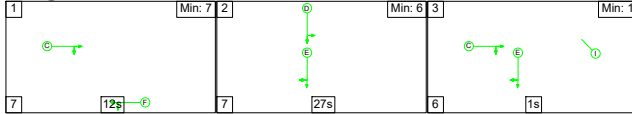
Scenario 8: '2030 Do Something PM' (FG8: '2030 Do Something PM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

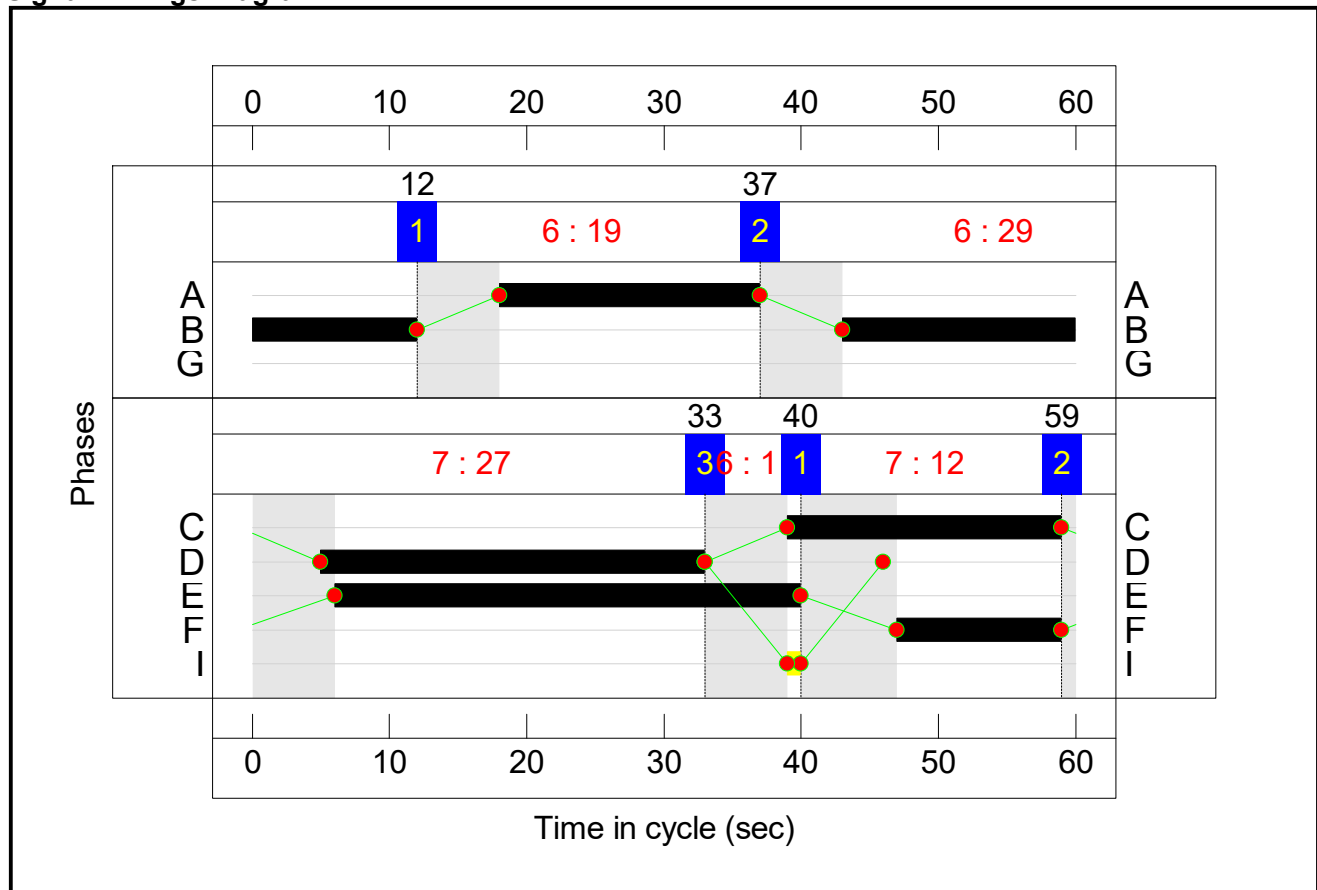
Stage Stream: 1

Stage	1	2
Duration	19	29
Change Point	12	37

Stage Stream: 2

Stage	1	2	3
Duration	12	27	1
Change Point	40	59	33

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	29	-	1309	1975:1978	524+989	84.7 : 87.5%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	29	-	790	2115:1975	1058+926	40.9 : 38.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	19	-	400	1923	641	62.4%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	206	1905	635	32.4%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	19	-	256	1904	635	40.3%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	20	-	650	1975	691	94.0%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	20	-	689	2081	728	94.6%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	20	-	357	1859	651	54.9%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	28	-	408	1735	839	48.7%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	28	-	783	1729:1716	358+709	73.4 : 73.4%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	34	-	605	1980	1155	52.4%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	615	2052	1197	51.4%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	34	-	525	1915	1117	47.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	677	1900	1900	35.6%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	465	1900	1900	24.5%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	12	-	766	2085:1855	452+402	93.2 : 85.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	12	-	521	2080:1942	451+129	89.9 : 89.9%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	467	1800	1800	25.9%
10/2	Ahead	U	N/A	N/A	-		-	-	-	684	1800	1800	38.0%
10/3	Ahead	U	N/A	N/A	-		-	-	-	930	1800	1800	51.7%
10/4	Ahead	U	N/A	N/A	-		-	-	-	116	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	629	1800	796	79.0%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	684	1800	1800	38.0%
13/2	Ahead	U	N/A	N/A	-		-	-	-	951	1800	1800	52.8%
13/3	Right	U	N/A	N/A	-		-	-	-	622	1800	1800	34.6%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	422	1800	1111	38.0%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1051	0	0	34.9	34.1	0.0	69.1	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1051	0	0	34.9	34.1	0.0	69.1	-	-	-	-
1/2+1/1	1309	1309	-	-	-	4.4	3.1	-	7.5 (2.2+5.3)	20.7 (18.2:21.9)	12.7	3.1	15.8
1/3+1/4	790	790	-	-	-	2.0	0.3	-	2.4 (1.3+1.1)	10.8 (10.9:10.7)	4.5	0.3	4.8
2/1	400	400	-	-	-	1.6	0.8	-	2.5	22.2	6.4	0.8	7.2
2/2	206	206	-	-	-	0.8	0.2	-	1.0	18.3	3.0	0.2	3.2
2/3	256	256	-	-	-	1.0	0.3	-	1.3	18.7	3.4	0.3	3.8
3/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	650	650	-	-	-	3.4	6.1	-	9.5	52.4	8.1	6.1	14.2
4/2	689	689	-	-	-	3.2	6.6	-	9.8	51.2	8.5	6.6	15.1
4/3	357	357	-	-	-	1.7	0.6	-	2.3	23.5	3.3	0.6	3.9
5/1	408	408	-	-	-	1.2	0.5	-	1.7	14.6	4.5	0.5	5.0
5/2+5/3	783	783	-	-	-	2.4	1.4	-	3.7 (1.1+2.6)	17.1 (15.7:17.8)	6.4	1.4	7.7
6/1	605	605	-	-	-	0.9	0.5	-	1.4	8.6	4.6	0.5	5.1
6/2	615	615	-	-	-	1.8	0.5	-	2.3	13.5	8.8	0.5	9.3
6/3	525	525	-	-	-	0.1	0.4	-	0.5	3.4	0.2	0.4	0.6
7/1	677	677	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/2	465	465	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	766	766	-	-	-	4.9	4.0	-	8.9 (4.9+4.0)	41.7 (41.9:41.4)	6.8	4.0	10.8
8/3+8/4	521	521	-	-	-	3.2	3.9	-	7.1 (5.6+1.5)	49.2 (49.9:46.6)	6.5	3.9	10.4
9/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

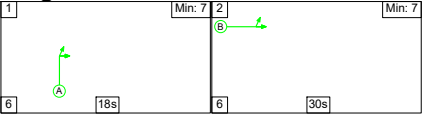
10/1	467	467	-	-	-	0.1	0.2	-	0.3	1.9	0.7	0.2	0.9
10/2	684	684	-	-	-	0.0	0.3	-	0.4	1.9	0.5	0.3	0.8
10/3	930	930	-	-	-	0.0	0.5	-	0.6	2.2	0.4	0.5	0.9
10/4	116	116	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	629	629	629	0	0	2.0	1.8	-	3.8	21.9	8.9	1.8	10.7
12/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	684	684	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/2	951	951	-	-	-	0.0	0.6	-	0.6	2.1	0.1	0.6	0.6
13/3	622	622	-	-	-	0.0	0.3	-	0.3	1.7	0.4	0.3	0.7
14/1	422	422	422	0	0	0.2	0.3	-	0.5	4.5	2.0	0.3	2.3
15/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 14.73 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): -5.1 Total Delay for Signalled Lanes (pcuHr): 47.19 Cycle Time (s): 60 PRC Over All Lanes (%): -5.1 Total Delay Over All Lanes(pcuHr): 69.08													

Full Input Data And Results

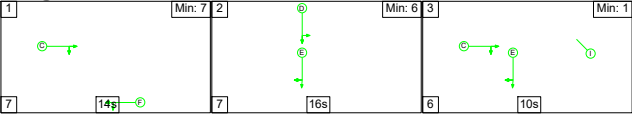
Scenario 9: '2030 Do Something Sens AM' (FG9: '2030 Do Something Sens AM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

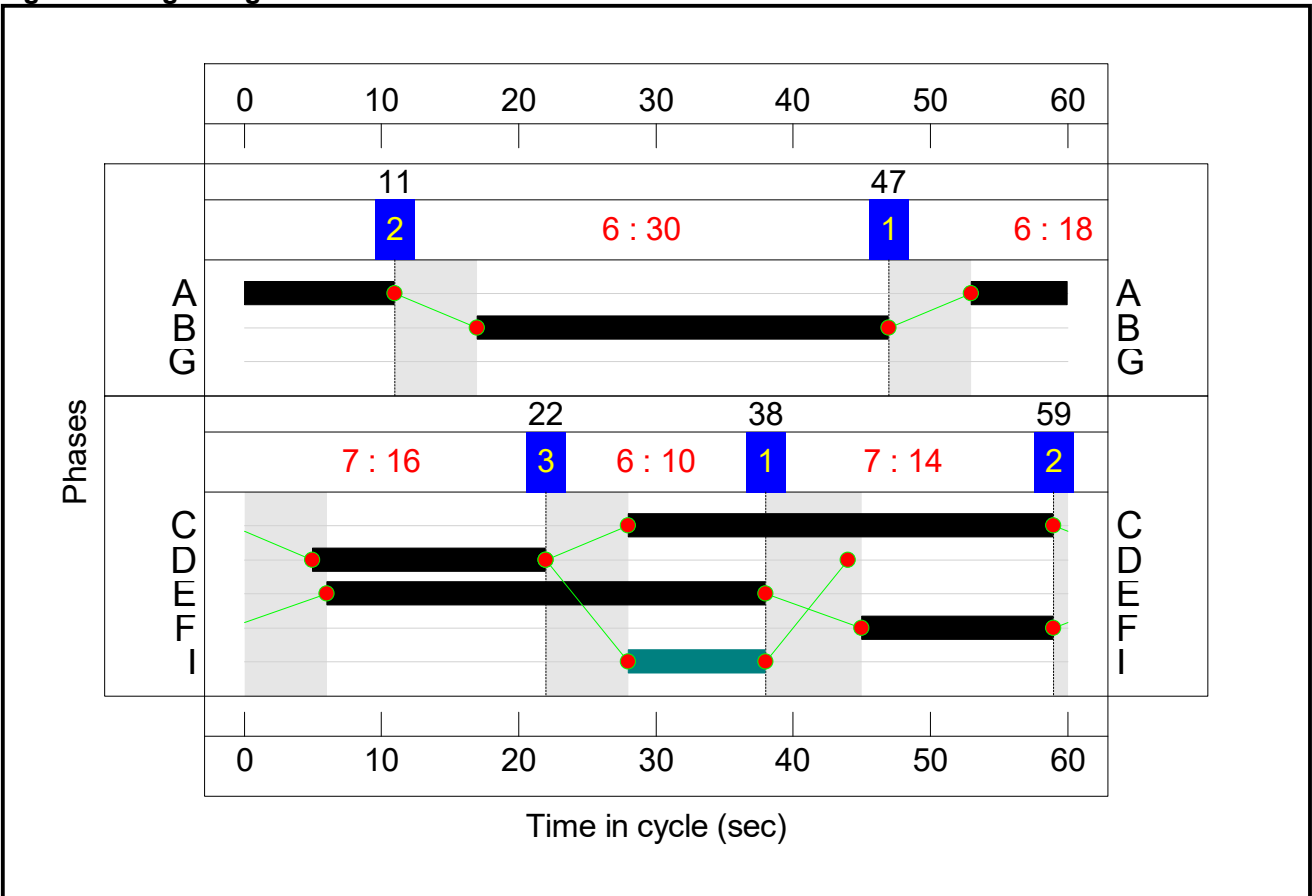
Stage Stream: 1

Stage	1	2
Duration	18	30
Change Point	47	11

Stage Stream: 2

Stage	1	2	3
Duration	14	16	10
Change Point	38	59	22

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	30	-	1468	1975:1978	637+1022	79.3 : 94.2%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	30	-	1127	2115:1975	1093+605	69.6 : 60.5%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	18	-	451	1923	609	74.1%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	358	1905	603	59.3%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	18	-	177	1904	603	29.4%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	31	-	863	1975	1053	81.9%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	31	-	938	2099	1119	83.8%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	31	-	366	1859	991	36.9%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	17	-	382	1706	512	74.6%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	17	-	785	1729:1716	428+495	85.0 : 85.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	32	-	419	1980	1089	38.5%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	32	-	709	2052	1129	62.8%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	32	-	442	1915	1053	42.0%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	972	1900	1900	51.2%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	792	1900	1900	41.7%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	14	-	457	2085:1850	521+462	50.8 : 41.5%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	14	-	332	2080:1942	520+276	41.7 : 41.7%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	402	1800	1800	22.3%
10/2	Ahead	U	N/A	N/A	-		-	-	-	629	1800	1800	34.9%
10/3	Ahead	U	N/A	N/A	-		-	-	-	659	1800	1800	36.6%
10/4	Ahead	U	N/A	N/A	-		-	-	-	115	1800	1800	6.4%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	767	1800	918	83.6%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	629	1800	1800	34.9%
13/2	Ahead	U	N/A	N/A	-		-	-	-	690	1800	1800	38.3%
13/3	Right	U	N/A	N/A	-		-	-	-	729	1800	1800	40.5%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	403	1800	1146	35.2%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1414	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1170	0	0	31.1	23.8	0.0	54.9	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1170	0	0	31.1	23.8	0.0	54.9	-	-	-	-
1/2+1/1	1468	1468	-	-	-	5.0	3.7	-	8.7 (2.6+6.1)	21.3 (18.5:22.7)	15.0	3.7	18.7
1/3+1/4	1127	1127	-	-	-	3.2	1.0	-	4.2 (3.0+1.2)	13.3 (14.1:11.8)	9.5	1.0	10.5
2/1	451	451	-	-	-	2.1	1.4	-	3.5	27.9	5.2	1.4	6.6
2/2	358	358	-	-	-	1.5	0.7	-	2.3	22.6	4.3	0.7	5.1
2/3	177	177	-	-	-	0.7	0.2	-	0.9	18.3	2.0	0.2	2.2
3/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	863	863	-	-	-	3.2	2.2	-	5.5	22.7	13.4	2.2	15.6
4/2	938	938	-	-	-	1.9	2.5	-	4.4	16.9	13.9	2.5	16.4
4/3	366	366	-	-	-	0.1	0.3	-	0.4	3.6	1.6	0.3	1.9
5/1	382	382	-	-	-	2.0	1.4	-	3.4	32.5	5.7	1.4	7.2
5/2+5/3	785	785	-	-	-	4.2	2.7	-	6.9 (3.1+3.7)	31.6 (31.1:32.0)	6.4	2.7	9.2
6/1	419	419	-	-	-	0.4	0.3	-	0.8	6.5	1.4	0.3	1.7
6/2	709	709	-	-	-	1.3	0.8	-	2.1	10.8	4.6	0.8	5.4
6/3	442	442	-	-	-	0.1	0.4	-	0.4	3.5	0.2	0.4	0.6
7/1	972	972	-	-	-	0.0	0.5	-	0.5	2.0	4.3	0.5	4.8
7/2	792	792	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
8/2+8/1	457	457	-	-	-	2.4	0.4	-	2.9 (1.7+1.2)	22.5 (22.8:22.3)	3.8	0.4	4.2
8/3+8/4	332	332	-	-	-	1.7	0.4	-	2.1 (1.4+0.7)	22.4 (22.7:21.8)	3.0	0.4	3.4
9/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

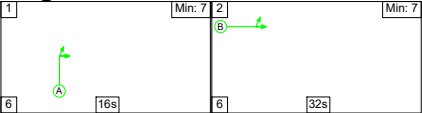
10/1	402	402	-	-	-	0.0	0.1	-	0.2	1.6	0.4	0.1	0.6
10/2	629	629	-	-	-	0.0	0.3	-	0.3	1.7	0.3	0.3	0.6
10/3	659	659	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
10/4	115	115	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
11/1	767	767	767	0	0	1.0	2.5	-	3.5	16.4	10.9	2.5	13.3
12/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	629	629	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/2	690	690	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	729	729	-	-	-	0.0	0.3	-	0.4	1.7	0.3	0.3	0.6
14/1	403	403	403	0	0	0.2	0.3	-	0.5	4.1	1.6	0.3	1.8
15/1	1414	1414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 19.50 Cycle Time (s): 60 C1 Stream: 2 PRC for Signalled Lanes (%): 5.9 Total Delay for Signalled Lanes (pcuHr): 28.78 Cycle Time (s): 60 PRC Over All Lanes (%): -4.7 Total Delay Over All Lanes(pcuHr): 54.86													

Full Input Data And Results

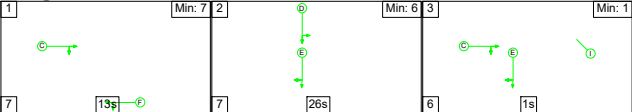
Scenario 10: '2030 Do Something Sens PM' (FG10: '2030 Do Something Sens PM', Plan 1: 'Staging Plan No. 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

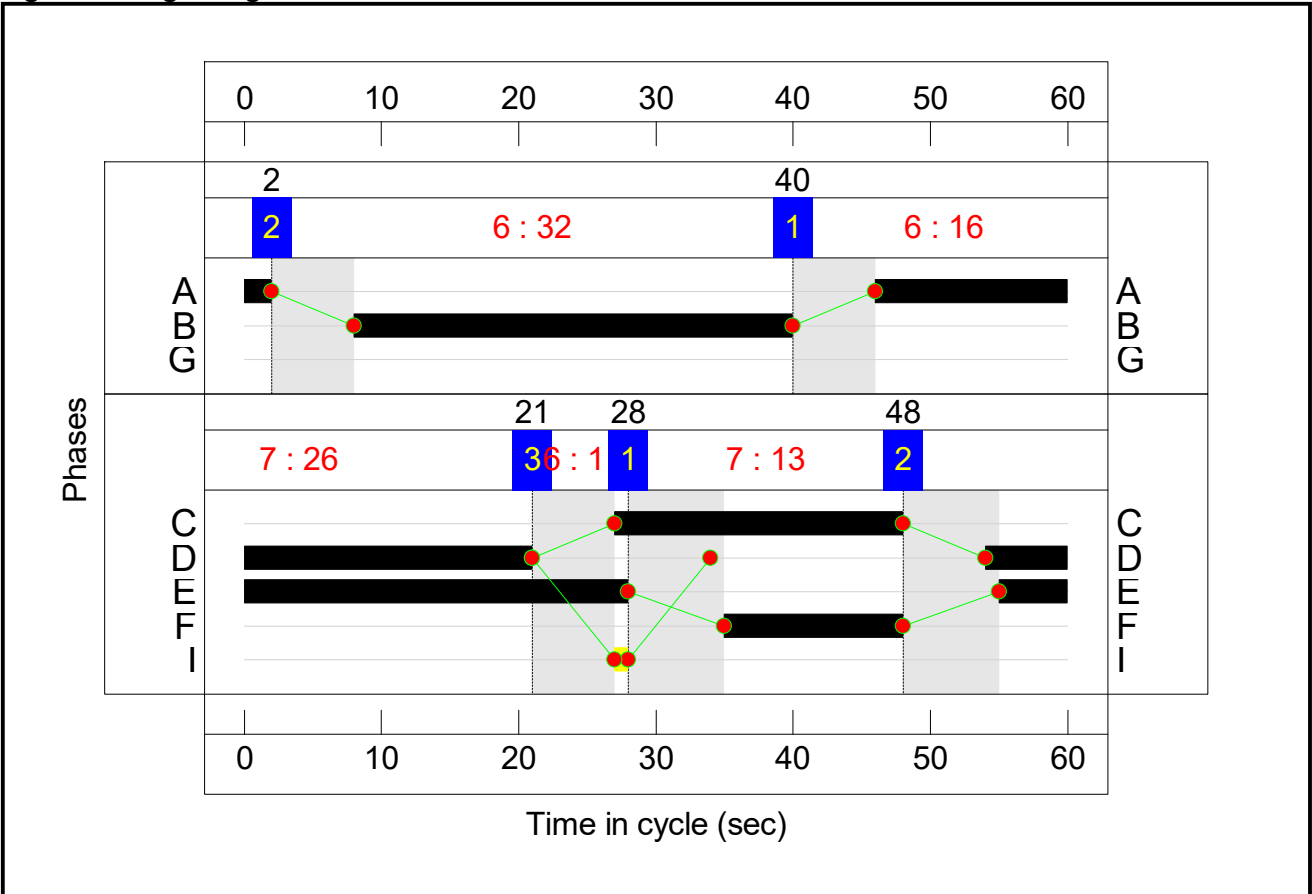
Stage Stream: 1

Stage	1	2
Duration	16	32
Change Point	40	2

Stage Stream: 2

Stage	1	2	3
Duration	13	26	1
Change Point	28	48	21

Signal Timings Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
A46 / A50, Groby - Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/2+1/1	A50 (N) Ahead Ahead2	U	1	N/A	B		1	32	-	1234	1975:1978	528+1088	69.9 : 79.5%
1/3+1/4	A50 (N) Ahead	U	1	N/A	B		1	32	-	867	2115:1975	1163+846	43.8 : 42.2%
2/1	Circulating A50 (N) Ahead	U	1	N/A	A		1	16	-	398	1923	545	73.0%
2/2	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	257	1905	540	47.6%
2/3	Circulating A50 (N) Right	U	1	N/A	A		1	16	-	204	1904	539	37.8%
3/1	EX - A50 NTH	U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
3/2	EX - A50 NTH	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
4/1	Circulating A46 (E) Ahead	U	2	N/A	C		1	21	-	626	1975	724	86.4%
4/2	Circulating A46 (E) Right Ahead	U	2	N/A	C		1	21	-	714	2082	763	93.5%
4/3	Circulating A46 (E) Right	U	2	N/A	C		1	21	-	357	1859	682	52.4%
5/1	A46 (E) Slip Ahead Left	U	2	N/A	D		1	27	-	407	1735	810	50.3%
5/2+5/3	A46 (E) Slip Ahead	U	2	N/A	D		1	27	-	802	1729:1716	353+688	77.0 : 77.0%
6/1	Circulating A50 (S) Ahead	U	2	N/A	E		1	33	-	606	1980	1122	54.0%
6/2	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	624	2052	1163	53.7%
6/3	Circulating A50 (S) Right	U	2	N/A	E		1	33	-	535	1915	1085	49.3%
7/1	A50 IN	U	N/A	N/A	-		-	-	-	653	1900	1900	34.4%
7/2	A50 IN	U	N/A	N/A	-		-	-	-	488	1900	1900	25.7%

Full Input Data And Results

8/2+8/1	A50 (S) Left Ahead	U	2	N/A	F		1	13	-	804	2085:1855	487+433	95.2 : 78.8%
8/3+8/4	A50 (S) Ahead	U	2	N/A	F		1	13	-	494	2080:1942	485+151	77.7 : 77.7%
9/1	EX- Leicester Rd	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
10/1	Left	U	N/A	N/A	-		-	-	-	466	1800	1800	25.9%
10/2	Ahead	U	N/A	N/A	-		-	-	-	735	1800	1800	40.8%
10/3	Ahead	U	N/A	N/A	-		-	-	-	912	1800	1800	50.7%
10/4	Ahead	U	N/A	N/A	-		-	-	-	117	1800	1800	6.5%
11/1	Leicester Road Left Left2	O	N/A	N/A	-		-	-	-	621	1800	774	80.2%
12/1	EX- A46 (W) slip	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
13/1	Ahead	U	N/A	N/A	-		-	-	-	735	1800	1800	40.8%
13/2	Ahead	U	N/A	N/A	-		-	-	-	933	1800	1800	51.8%
13/3	Right	U	N/A	N/A	-		-	-	-	617	1800	1800	34.3%
14/1	A46 (W) Slip Ahead Left	O	N/A	N/A	-		-	-	-	431	1800	1099	39.2%
15/1	EX - A46 (E) Slip	U	N/A	N/A	-		-	-	-	1263	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50/A46 Rbt, Groby, Leicestershire	-	-	1052	0	0	33.6	27.2	0.0	60.8	-	-	-	-
A46 / A50, Groby - Roundabout	-	-	1052	0	0	33.6	27.2	0.0	60.8	-	-	-	-
1/2+1/1	1234	1234	-	-	-	3.4	1.6	-	5.0 (1.2+3.7)	14.5 (12.2:15.5)	11.3	1.6	12.9
1/3+1/4	867	867	-	-	-	1.9	0.4	-	2.2 (1.4+0.9)	9.3 (9.6:9.0)	5.0	0.4	5.3
2/1	398	398	-	-	-	1.6	1.3	-	2.9	26.4	4.0	1.3	5.3
2/2	257	257	-	-	-	1.0	0.5	-	1.4	20.0	2.7	0.5	3.2
2/3	204	204	-	-	-	1.0	0.3	-	1.3	22.3	2.4	0.3	2.7
3/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	626	626	-	-	-	3.3	3.0	-	6.3	36.0	10.0	3.0	13.0
4/2	714	714	-	-	-	3.3	5.8	-	9.1	46.1	11.5	5.8	17.3
4/3	357	357	-	-	-	0.7	0.5	-	1.3	13.0	4.5	0.5	5.1
5/1	407	407	-	-	-	1.3	0.5	-	1.8	15.6	4.6	0.5	5.1
5/2+5/3	802	802	-	-	-	2.6	1.6	-	4.2 (1.3+2.9)	19.0 (17.5:19.8)	6.8	1.6	8.4
6/1	606	606	-	-	-	1.2	0.6	-	1.8	10.8	4.6	0.6	5.2
6/2	624	624	-	-	-	2.1	0.6	-	2.7	15.7	9.0	0.6	9.5
6/3	535	535	-	-	-	0.1	0.5	-	0.5	3.7	0.2	0.5	0.7
7/1	653	653	-	-	-	0.0	0.3	-	0.3	1.4	0.5	0.3	0.8
7/2	488	488	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/2+8/1	804	804	-	-	-	5.0	3.3	-	8.3 (4.8+3.4)	37.0 (37.4:36.4)	7.6	3.3	10.9
8/3+8/4	494	494	-	-	-	2.9	1.7	-	4.6 (3.6+1.0)	33.3 (33.9:31.2)	5.9	1.7	7.6
9/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]

Appendix X

Groby Road/Sacheverell Way PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 7 Groby Road - Sacheverell Way.j11
Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\7 Groby Road - Sacheverell Way
Report generation date: 02/12/2025 14:45:24

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Do Minimum | AM
- »2030 | Do Minimum | PM
- »2030 | Do Minimum Sens | AM
- »2030 | Do Minimum Sens | PM
- »2030 | Do Something | AM
- »2030 | Do Something | PM
- »2030 | Do Something Sens | AM
- »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.2	9.63	0.16	A	D2	0.1	7.67	0.07	A
Stream B-A		0.6	15.64	0.39	C		0.4	11.21	0.28	B
Stream C-AB		0.4	8.93	0.28	A		0.1	6.32	0.08	A
	2030 - Do Minimum									
Stream B-C	D3	0.2	11.32	0.16	B	D4	0.1	8.62	0.08	A
Stream B-A		1.0	20.80	0.50	C		0.6	14.73	0.38	B
Stream C-AB		0.4	9.64	0.30	A		0.1	6.74	0.08	A
	2030 - Do Minimum Sens									
Stream B-C	D5	0.2	11.10	0.16	B	D6	0.1	8.52	0.08	A
Stream B-A		0.9	19.99	0.49	C		0.6	14.43	0.37	B
Stream C-AB		0.5	9.77	0.31	A		0.1	6.70	0.08	A
	2030 - Do Something									
Stream B-C	D7	0.2	11.67	0.17	B	D8	0.1	9.06	0.11	A
Stream B-A		1.1	22.37	0.53	C		0.7	15.15	0.40	C
Stream C-AB		0.5	10.21	0.34	B		0.1	6.89	0.10	A
	2030 - Do Something Sens									
Stream B-C	D9	0.2	11.25	0.16	B	D10	0.1	8.93	0.11	A
Stream B-A		1.0	21.03	0.50	C		0.6	14.73	0.39	B
Stream C-AB		0.5	10.34	0.34	B		0.1	6.83	0.09	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		3.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Grobby Road (W)		Major
B	Grobby Road (N)		Minor
C	Sacheverell Way		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	7.14		✓	3.78	107.0	✓	10.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.80	4.60	3.65	3.40	✓	1.00	172	81

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	644	0.111	0.282	0.177	0.403
B-C	671	0.098	0.247	-	-
C-B	745	0.274	0.274	-	-

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	2025	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		✓	568	100.000
B		✓	202	100.000
C		✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	220	348
	B	134	0	68
	C	303	144	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	9.63	0.2	A
B-A	0.39	15.64	0.6	C
C-AB	0.28	8.93	0.4	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	51	0.00	553	0.093	51	0.1	7.592	A
B-A	101	0.00	467	0.216	100	0.3	9.977	A
C-AB	108	0.00	628	0.173	108	0.2	7.114	A
C-A	228	0.00			228			
A-B	166	0.00			166			
A-C	262	0.00			262			

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	61	0.00	523	0.117	61	0.1	8.263	A
B-A	120	0.00	431	0.279	120	0.4	11.774	B
C-AB	129	0.00	605	0.214	129	0.3	7.787	A
C-A	272	0.00			272			
A-B	198	0.00			198			
A-C	313	0.00			313			

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	75	0.00	472	0.159	75	0.2	9.599	A
B-A	148	0.00	382	0.386	147	0.6	15.517	C
C-AB	159	0.00	574	0.276	158	0.4	8.913	A
C-A	334	0.00			334			
A-B	242	0.00			242			
A-C	383	0.00			383			

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	75	0.00	471	0.159	75	0.2	9.634	A
B-A	148	0.00	382	0.386	148	0.6	15.643	C
C-AB	159	0.00	574	0.276	159	0.4	8.932	A
C-A	334	0.00			334			
A-B	242	0.00			242			
A-C	383	0.00			383			

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	61	0.00	522	0.117	61	0.1	8.297	A
B-A	120	0.00	431	0.279	121	0.4	11.882	B
C-AB	129	0.00	605	0.214	130	0.3	7.810	A
C-A	272	0.00			272			
A-B	198	0.00			198			
A-C	313	0.00			313			

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	51	0.00	552	0.093	51	0.1	7.627	A
B-A	101	0.00	466	0.216	101	0.3	10.073	B
C-AB	108	0.00	628	0.173	109	0.2	7.146	A
C-A	228	0.00			228			
A-B	166	0.00			166			
A-C	262	0.00			262			

2025 | 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		1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	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	2025	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		✓	149	100.000
C		✓	431	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	128	302
	B	117	0	32
	C	389	42	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.67	0.1	A
B-A	0.28	11.21	0.4	B
C-AB	0.08	6.32	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-C	24	0.00	557	0.043	24	0.0	6.749	A
B-A	88	0.00	520	0.169	87	0.2	8.383	A
C-AB	32	0.00	656	0.048	31	0.1	5.758	A
C-A	293	0.00			293			
A-B	96	0.00			96			
A-C	227	0.00			227			

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	29	0.00	536	0.054	29	0.1	7.090	A
B-A	105	0.00	492	0.214	105	0.3	9.385	A
C-AB	38	0.00	639	0.059	38	0.1	5.985	A
C-A	350	0.00			350			
A-B	115	0.00			115			
A-C	271	0.00			271			

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	35	0.00	505	0.070	35	0.1	7.668	A
B-A	129	0.00	453	0.284	128	0.4	11.176	B
C-AB	46	0.00	615	0.075	46	0.1	6.324	A
C-A	428	0.00			428			
A-B	141	0.00			141			
A-C	333	0.00			333			

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	35	0.00	504	0.070	35	0.1	7.673	A
B-A	129	0.00	453	0.284	129	0.4	11.209	B
C-AB	46	0.00	615	0.075	46	0.1	6.324	A
C-A	428	0.00			428			
A-B	141	0.00			141			
A-C	333	0.00			333			

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	29	0.00	536	0.054	29	0.1	7.097	A
B-A	105	0.00	492	0.214	106	0.3	9.421	A
C-AB	38	0.00	639	0.059	38	0.1	5.986	A
C-A	350	0.00			350			
A-B	115	0.00			115			
A-C	271	0.00			271			

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	24	0.00	557	0.043	24	0.0	6.761	A
B-A	88	0.00	520	0.169	88	0.2	8.427	A
C-AB	32	0.00	656	0.048	32	0.1	5.764	A
C-A	293	0.00			293			
A-B	96	0.00			96			
A-C	227	0.00			227			

2030 | Do Minimum | 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		3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	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)
D3	2030	Do Minimum	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		✓	644	100.000
B		✓	222	100.000
C		✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	267	377
	B	162	0	60
	C	391	151	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	11.32	0.2	B
B-A	0.50	20.80	1.0	C
C-AB	0.30	9.64	0.4	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	45	0.00	519	0.087	45	0.1	8.045	A
B-A	122	0.00	453	0.269	120	0.4	11.005	B
C-AB	114	0.00	612	0.186	113	0.2	7.410	A
C-A	294	0.00			294			
A-B	201	0.00			201			
A-C	284	0.00			284			

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	54	0.00	479	0.113	54	0.1	8.962	A
B-A	146	0.00	412	0.354	145	0.5	13.720	B
C-AB	136	0.00	586	0.231	135	0.3	8.218	A
C-A	352	0.00			352			
A-B	240	0.00			240			
A-C	339	0.00			339			

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	66	0.00	405	0.163	66	0.2	11.225	B
B-A	178	0.00	355	0.503	177	1.0	20.406	C
C-AB	166	0.00	551	0.302	166	0.4	9.618	A
C-A	430	0.00			430			
A-B	294	0.00			294			
A-C	415	0.00			415			

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	66	0.00	403	0.164	66	0.2	11.322	B
B-A	178	0.00	355	0.503	178	1.0	20.800	C
C-AB	166	0.00	551	0.302	166	0.4	9.644	A
C-A	430	0.00			430			
A-B	294	0.00			294			
A-C	415	0.00			415			

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	54	0.00	477	0.113	54	0.1	9.030	A
B-A	146	0.00	412	0.354	147	0.6	13.982	B
C-AB	136	0.00	586	0.231	136	0.3	8.248	A
C-A	352	0.00			352			
A-B	240	0.00			240			
A-C	339	0.00			339			

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	45	0.00	517	0.087	45	0.1	8.090	A
B-A	122	0.00	452	0.270	123	0.4	11.163	B
C-AB	114	0.00	612	0.186	114	0.2	7.448	A
C-A	294	0.00			294			
A-B	201	0.00			201			
A-C	284	0.00			284			

2030 | Do Minimum | 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		2.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.13	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	2030	Do Minimum	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		✓	543	100.000
B		✓	169	100.000
C		✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	158	385
	B	135	0	34
	C	452	43	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	8.62	0.1	A
B-A	0.38	14.73	0.6	B
C-AB	0.08	6.74	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-C	26	0.00	531	0.048	25	0.1	7.114	A
B-A	102	0.00	474	0.215	101	0.3	9.717	A
C-AB	32	0.00	633	0.051	32	0.1	5.989	A
C-A	340	0.00			340			
A-B	119	0.00			119			
A-C	290	0.00			290			

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	31	0.00	503	0.061	31	0.1	7.626	A
B-A	121	0.00	441	0.275	121	0.4	11.350	B
C-AB	39	0.00	611	0.063	39	0.1	6.285	A
C-A	406	0.00			406			
A-B	142	0.00			142			
A-C	346	0.00			346			

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	37	0.00	456	0.082	37	0.1	8.603	A
B-A	149	0.00	395	0.376	148	0.6	14.628	B
C-AB	47	0.00	581	0.081	47	0.1	6.742	A
C-A	498	0.00			498			
A-B	174	0.00			174			
A-C	424	0.00			424			

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	37	0.00	455	0.082	37	0.1	8.621	A
B-A	149	0.00	395	0.376	149	0.6	14.728	B
C-AB	47	0.00	581	0.081	47	0.1	6.742	A
C-A	498	0.00			498			
A-B	174	0.00			174			
A-C	424	0.00			424			

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	31	0.00	502	0.061	31	0.1	7.645	A
B-A	121	0.00	441	0.275	122	0.4	11.440	B
C-AB	39	0.00	611	0.063	39	0.1	6.290	A
C-A	406	0.00			406			
A-B	142	0.00			142			
A-C	346	0.00			346			

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	26	0.00	530	0.048	26	0.1	7.134	A
B-A	102	0.00	474	0.215	102	0.3	9.798	A
C-AB	32	0.00	633	0.051	32	0.1	5.993	A
C-A	340	0.00			340			
A-B	119	0.00			119			
A-C	290	0.00			290			

2030 | Do Minimum Sens | 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		3.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.81	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)
D5	2030	Do Minimum Sens	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		✓	657	100.000
B		✓	218	100.000
C		✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	280	377
	B	158	0	60
	C	365	152	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	11.10	0.2	B
B-A	0.49	19.99	0.9	C
C-AB	0.31	9.77	0.5	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	45	0.00	521	0.087	45	0.1	8.011	A
B-A	119	0.00	454	0.262	118	0.4	10.864	B
C-AB	114	0.00	610	0.188	113	0.2	7.462	A
C-A	275	0.00			275			
A-B	211	0.00			211			
A-C	284	0.00			284			

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	54	0.00	483	0.112	54	0.1	8.898	A
B-A	142	0.00	414	0.343	141	0.5	13.448	B
C-AB	137	0.00	583	0.234	136	0.3	8.292	A
C-A	328	0.00			328			
A-B	252	0.00			252			
A-C	339	0.00			339			

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	66	0.00	412	0.160	66	0.2	11.014	B
B-A	174	0.00	357	0.487	172	0.9	19.668	C
C-AB	167	0.00	547	0.306	167	0.4	9.745	A
C-A	402	0.00			402			
A-B	308	0.00			308			
A-C	415	0.00			415			

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	66	0.00	410	0.161	66	0.2	11.099	B
B-A	174	0.00	357	0.487	174	0.9	19.993	C
C-AB	167	0.00	547	0.306	167	0.5	9.772	A
C-A	402	0.00			402			
A-B	308	0.00			308			
A-C	415	0.00			415			

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	54	0.00	480	0.112	54	0.1	8.957	A
B-A	142	0.00	414	0.343	144	0.5	13.685	B
C-AB	137	0.00	583	0.234	137	0.3	8.323	A
C-A	328	0.00			328			
A-B	252	0.00			252			
A-C	339	0.00			339			

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	45	0.00	519	0.087	45	0.1	8.055	A
B-A	119	0.00	454	0.262	120	0.4	11.013	B
C-AB	114	0.00	610	0.188	115	0.2	7.500	A
C-A	275	0.00			275			
A-B	211	0.00			211			
A-C	284	0.00			284			

2030 | Do Minimum Sens | 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		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	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	2030	Do Minimum Sens	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		✓	531	100.000
B		✓	166	100.000
C		✓	496	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	149	382
	B	132	0	34
	C	453	43	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	8.52	0.1	A
B-A	0.37	14.43	0.6	B
C-AB	0.08	6.70	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-C	26	0.00	534	0.048	25	0.0	7.085	A
B-A	99	0.00	475	0.209	98	0.3	9.632	A
C-AB	32	0.00	636	0.051	32	0.1	5.965	A
C-A	341	0.00			341			
A-B	112	0.00			112			
A-C	288	0.00			288			

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	31	0.00	506	0.060	31	0.1	7.573	A
B-A	119	0.00	442	0.268	118	0.4	11.207	B
C-AB	39	0.00	614	0.063	39	0.1	6.253	A
C-A	407	0.00			407			
A-B	134	0.00			134			
A-C	343	0.00			343			

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	37	0.00	461	0.081	37	0.1	8.505	A
B-A	145	0.00	397	0.366	145	0.6	14.344	B
C-AB	47	0.00	585	0.081	47	0.1	6.697	A
C-A	499	0.00			499			
A-B	164	0.00			164			
A-C	421	0.00			421			

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	37	0.00	460	0.081	37	0.1	8.521	A
B-A	145	0.00	397	0.366	145	0.6	14.433	B
C-AB	47	0.00	585	0.081	47	0.1	6.697	A
C-A	499	0.00			499			
A-B	164	0.00			164			
A-C	421	0.00			421			

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	31	0.00	505	0.061	31	0.1	7.591	A
B-A	119	0.00	442	0.268	119	0.4	11.295	B
C-AB	39	0.00	614	0.063	39	0.1	6.257	A
C-A	407	0.00			407			
A-B	134	0.00			134			
A-C	343	0.00			343			

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	26	0.00	533	0.048	26	0.1	7.098	A
B-A	99	0.00	475	0.209	100	0.3	9.709	A
C-AB	32	0.00	636	0.051	32	0.1	5.970	A
C-A	341	0.00			341			
A-B	112	0.00			112			
A-C	288	0.00			288			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.22	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)
D7	2030	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		✓	653	100.000
B		✓	225	100.000
C		✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	291	362
	B	166	0	59
	C	404	168	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	11.67	0.2	B
B-A	0.53	22.37	1.1	C
C-AB	0.34	10.21	0.5	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	44	0.00	516	0.086	44	0.1	8.080	A
B-A	125	0.00	448	0.279	123	0.4	11.283	B
C-AB	126	0.00	610	0.207	125	0.3	7.629	A
C-A	304	0.00			304			
A-B	219	0.00			219			
A-C	273	0.00			273			

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	53	0.00	475	0.112	53	0.1	9.042	A
B-A	149	0.00	406	0.368	148	0.6	14.233	B
C-AB	151	0.00	584	0.259	151	0.4	8.546	A
C-A	363	0.00			363			
A-B	262	0.00			262			
A-C	325	0.00			325			

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	65	0.00	395	0.165	65	0.2	11.551	B
B-A	183	0.00	347	0.527	181	1.1	21.846	C
C-AB	185	0.00	548	0.338	184	0.5	10.178	B
C-A	445	0.00			445			
A-B	320	0.00			320			
A-C	399	0.00			399			

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	65	0.00	392	0.166	65	0.2	11.673	B
B-A	183	0.00	347	0.527	183	1.1	22.370	C
C-AB	185	0.00	548	0.338	185	0.5	10.214	B
C-A	445	0.00			445			
A-B	320	0.00			320			
A-C	399	0.00			399			

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	53	0.00	472	0.112	53	0.1	9.115	A
B-A	149	0.00	405	0.368	151	0.6	14.566	B
C-AB	151	0.00	584	0.259	152	0.4	8.586	A
C-A	363	0.00			363			
A-B	262	0.00			262			
A-C	325	0.00			325			

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	44	0.00	514	0.086	45	0.1	8.125	A
B-A	125	0.00	447	0.279	126	0.4	11.452	B
C-AB	126	0.00	610	0.207	127	0.3	7.676	A
C-A	304	0.00			304			
A-B	219	0.00			219			
A-C	273	0.00			273			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.37	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)
D8	2030	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		✓	556	100.000
B		✓	190	100.000
C		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	153	403
	B	145	0	45
	C	450	50	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	9.06	0.1	A
B-A	0.40	15.15	0.7	C
C-AB	0.10	6.89	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-C	34	0.00	529	0.064	34	0.1	7.263	A
B-A	109	0.00	483	0.226	108	0.3	9.658	A
C-AB	38	0.00	630	0.060	37	0.1	6.067	A
C-A	339	0.00			339			
A-B	115	0.00			115			
A-C	303	0.00			303			

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	40	0.00	499	0.081	40	0.1	7.856	A
B-A	130	0.00	448	0.291	130	0.4	11.402	B
C-AB	45	0.00	608	0.074	45	0.1	6.391	A
C-A	405	0.00			405			
A-B	138	0.00			138			
A-C	362	0.00			362			

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	50	0.00	447	0.111	49	0.1	9.040	A
B-A	160	0.00	400	0.400	159	0.7	15.031	C
C-AB	55	0.00	577	0.095	55	0.1	6.890	A
C-A	495	0.00			495			
A-B	168	0.00			168			
A-C	444	0.00			444			

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	50	0.00	447	0.111	50	0.1	9.065	A
B-A	160	0.00	400	0.400	160	0.7	15.152	C
C-AB	55	0.00	577	0.095	55	0.1	6.892	A
C-A	495	0.00			495			
A-B	168	0.00			168			
A-C	444	0.00			444			

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	40	0.00	498	0.081	41	0.1	7.879	A
B-A	130	0.00	448	0.291	131	0.4	11.506	B
C-AB	45	0.00	608	0.074	45	0.1	6.394	A
C-A	405	0.00			405			
A-B	138	0.00			138			
A-C	362	0.00			362			

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	34	0.00	528	0.064	34	0.1	7.283	A
B-A	109	0.00	483	0.226	110	0.3	9.744	A
C-AB	38	0.00	630	0.060	38	0.1	6.073	A
C-A	339	0.00			339			
A-B	115	0.00			115			
A-C	303	0.00			303			

2030 | Do Something Sens | 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		4.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	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)
D9	2030	Do Something Sens	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		✓	660	100.000
B		✓	218	100.000
C		✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	299	361
	B	160	0	58
	C	377	170	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	11.25	0.2	B
B-A	0.50	21.03	1.0	C
C-AB	0.34	10.34	0.5	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	44	0.00	519	0.084	43	0.1	8.017	A
B-A	120	0.00	450	0.268	119	0.4	11.040	B
C-AB	128	0.00	609	0.210	127	0.3	7.676	A
C-A	284	0.00			284			
A-B	225	0.00			225			
A-C	272	0.00			272			

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	52	0.00	480	0.109	52	0.1	8.918	A
B-A	144	0.00	409	0.352	143	0.5	13.795	B
C-AB	153	0.00	582	0.262	152	0.4	8.617	A
C-A	339	0.00			339			
A-B	269	0.00			269			
A-C	325	0.00			325			

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	64	0.00	405	0.157	64	0.2	11.152	B
B-A	176	0.00	351	0.502	174	1.0	20.618	C
C-AB	187	0.00	546	0.343	187	0.5	10.298	B
C-A	415	0.00			415			
A-B	329	0.00			329			
A-C	397	0.00			397			

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	64	0.00	403	0.158	64	0.2	11.249	B
B-A	176	0.00	350	0.503	176	1.0	21.032	C
C-AB	187	0.00	546	0.343	187	0.5	10.337	B
C-A	415	0.00			415			
A-B	329	0.00			329			
A-C	397	0.00			397			

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	52	0.00	477	0.109	52	0.1	8.982	A
B-A	144	0.00	408	0.352	146	0.6	14.069	B
C-AB	153	0.00	582	0.262	153	0.4	8.656	A
C-A	339	0.00			339			
A-B	269	0.00			269			
A-C	325	0.00			325			

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	44	0.00	517	0.084	44	0.1	8.060	A
B-A	120	0.00	450	0.268	121	0.4	11.204	B
C-AB	128	0.00	609	0.210	128	0.3	7.721	A
C-A	284	0.00			284			
A-B	225	0.00			225			
A-C	272	0.00			272			

2030 | Do Something Sens | 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		2.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.31	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)
D10	2030	Do Something Sens	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		✓	539	100.000
B		✓	188	100.000
C		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	145	394
	B	141	0	47
	C	453	50	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	8.93	0.1	A
B-A	0.39	14.73	0.6	B
C-AB	0.09	6.83	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-C	35	0.00	534	0.066	35	0.1	7.218	A
B-A	106	0.00	485	0.219	105	0.3	9.550	A
C-AB	38	0.00	634	0.059	37	0.1	6.032	A
C-A	341	0.00			341			
A-B	109	0.00			109			
A-C	297	0.00			297			

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	42	0.00	504	0.084	42	0.1	7.789	A
B-A	127	0.00	450	0.282	126	0.4	11.212	B
C-AB	45	0.00	612	0.073	45	0.1	6.344	A
C-A	407	0.00			407			
A-B	130	0.00			130			
A-C	354	0.00			354			

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	52	0.00	456	0.114	52	0.1	8.908	A
B-A	155	0.00	402	0.386	154	0.6	14.621	B
C-AB	55	0.00	582	0.095	55	0.1	6.825	A
C-A	499	0.00			499			
A-B	160	0.00			160			
A-C	434	0.00			434			

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	52	0.00	455	0.114	52	0.1	8.930	A
B-A	155	0.00	402	0.386	155	0.6	14.727	B
C-AB	55	0.00	582	0.095	55	0.1	6.825	A
C-A	499	0.00			499			
A-B	160	0.00			160			
A-C	434	0.00			434			

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	42	0.00	503	0.084	42	0.1	7.811	A
B-A	127	0.00	450	0.282	128	0.4	11.308	B
C-AB	45	0.00	612	0.073	45	0.1	6.349	A
C-A	407	0.00			407			
A-B	130	0.00			130			
A-C	354	0.00			354			

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	35	0.00	533	0.066	35	0.1	7.240	A
B-A	106	0.00	485	0.219	107	0.3	9.630	A
C-AB	38	0.00	634	0.059	38	0.1	6.040	A
C-A	341	0.00			341			
A-B	109	0.00			109			
A-C	297	0.00			297			

Appendix Y

Ratby Road/Markfield Road/Leicester Road PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 8 Ratby Road - Leicester Road - Markfield Road - Co-Op Access.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\8 Ratby Road - Leicester Road - Markfield Road

Report generation date: 02/12/2025 14:47:30

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-ACD	D1	4.7	42.16	0.84	E	D2	0.6	11.50	0.39	B
Stream A-BCD		0.1	5.07	0.06	A		0.1	5.14	0.07	A
Stream D-ABC		0.2	10.79	0.16	B		0.2	9.55	0.20	A
Stream C-ABD		0.0	6.46	0.00	A		0.0	6.07	0.00	A
	2030 - Do Minimum									
Stream B-ACD	D3	10.4	83.65	0.95	F	D4	1.1	15.31	0.52	C
Stream A-BCD		0.1	5.06	0.06	A		0.1	5.20	0.08	A
Stream D-ABC		0.2	11.18	0.16	B		0.2	9.56	0.14	A
Stream C-ABD		0.0	6.51	0.00	A		0.0	6.13	0.00	A
	2030 - Do Minimum Sens									
Stream B-ACD	D5	12.7	98.01	0.97	F	D6	0.9	13.56	0.48	B
Stream A-BCD		0.1	5.09	0.06	A		0.1	5.20	0.08	A
Stream D-ABC		0.2	11.21	0.16	B		0.3	10.03	0.22	B
Stream C-ABD		0.0	6.48	0.00	A		0.0	6.16	0.00	A
	2030 - Do Something									
Stream B-ACD	D7	19.8	139.22	1.03	F	D8	1.0	14.36	0.51	B
Stream A-BCD		0.1	5.10	0.06	A		0.1	5.14	0.08	A
Stream D-ABC		0.2	11.52	0.16	B		0.3	10.12	0.22	B
Stream C-ABD		0.0	6.51	0.00	A		0.0	6.22	0.00	A
	2030 - Do Something Sens									
Stream B-ACD	D9	22.3	152.95	1.04	F	D10	0.9	13.80	0.49	B
Stream A-BCD		0.1	5.13	0.06	A		0.1	5.14	0.08	A
Stream D-ABC		0.2	11.50	0.16	B		0.3	10.11	0.22	B
Stream C-ABD		0.0	6.49	0.00	A		0.0	6.22	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	18/11/2025
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 period length (min)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15		15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15		15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15		15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15		15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15		15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15		15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15		15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15		15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15		15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		20.99	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.99	C

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road		Major
B	Ratby Road		Minor
C	Markfield Road		Major
D	Co-Op Access		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	8.39			128.0	✓	0.00
C	7.50			136.0	✓	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	3.43	20	62
D	One lane	3.00	14	14

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	648	-	-	-	0.225	0.225	0.225	-	0.225	-	-
B-AD	536	0.091	0.231	-	-	-	0.145	0.330	0.145	0.091	0.231
B-C	691	0.099	0.250	-	-	-	-	-	-	0.099	0.250
C-B	653	0.236	0.236	-	-	-	-	-	-	0.236	0.236
D-A	633	-	-	-	0.220	0.087	0.220	-	0.087	-	-
D-BC	489	0.127	0.127	0.288	0.202	0.080	0.202	-	0.080	-	-

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	2025	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		✓	361	100.000
B		✓	385	100.000
C		✓	9	100.000
D		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	270	68	23
	B	299	0	70	16
	C	7	2	0	0
	D	19	20	19	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.84	42.16	4.7	E
A-BCD	0.06	5.07	0.1	A
A-B				
A-C				
D-ABC	0.16	10.79	0.2	B
C-ABD	0.00	6.46	0.0	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	290	0.00	522	0.555	285	1.2	15.075	C
A-BCD	26	0.00	764	0.034	26	0.0	5.055	A
A-B	196	0.00			196			
A-C	49	0.00			49			
D-ABC	44	0.00	449	0.097	43	0.1	9.159	A
C-ABD	2	0.00	589	0.003	2	0.0	6.125	A
C-D	0	0.00			0			
C-A	5	0.00			5			

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	346	0.00	515	0.672	343	1.9	20.831	C
A-BCD	34	0.00	788	0.043	34	0.1	4.948	A
A-B	232	0.00			232			
A-C	59	0.00			59			
D-ABC	52	0.00	433	0.121	52	0.1	9.774	A
C-ABD	2	0.00	577	0.003	2	0.0	6.260	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	424	0.00	505	0.839	415	4.3	36.820	E
A-BCD	46	0.00	822	0.056	46	0.1	4.809	A
A-B	280	0.00			280			
A-C	71	0.00			71			
D-ABC	64	0.00	410	0.156	64	0.2	10.730	B
C-ABD	2	0.00	560	0.004	2	0.0	6.455	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	424	0.00	505	0.839	422	4.7	42.158	E
A-BCD	47	0.00	821	0.057	47	0.1	4.818	A
A-B	280	0.00			280			
A-C	71	0.00			71			
D-ABC	64	0.00	409	0.156	64	0.2	10.789	B
C-ABD	2	0.00	560	0.004	2	0.0	6.458	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	346	0.00	515	0.672	356	2.2	24.110	C
A-BCD	34	0.00	786	0.043	34	0.1	4.963	A
A-B	232	0.00			232			
A-C	58	0.00			58			
D-ABC	52	0.00	430	0.121	52	0.1	9.851	A
C-ABD	2	0.00	577	0.003	2	0.0	6.261	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	290	0.00	522	0.555	293	1.3	16.179	C
A-BCD	26	0.00	763	0.034	26	0.0	5.067	A
A-B	196	0.00			196			
A-C	49	0.00			49			
D-ABC	44	0.00	448	0.098	44	0.1	9.217	A
C-ABD	2	0.00	589	0.003	2	0.0	6.126	A
C-D	0	0.00			0			
C-A	5	0.00			5			

2025 | 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		6.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	260	100.000
B		✓	204	100.000
C		✓	14	100.000
D		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	181	42	37
	B	147	0	37	20
	C	11	2	0	1
	D	38	17	38	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.39	11.50	0.6	B
A-BCD	0.07	5.14	0.1	A
A-B				
A-C				
D-ABC	0.20	9.55	0.2	A
C-ABD	0.00	6.07	0.0	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-ACD	204	0.00	520	0.392	201	0.6	11.320	B
A-BCD	52	0.00	756	0.069	52	0.1	5.128	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	92	0.2	9.489	A
C-ABD	2	0.00	595	0.003	2	0.0	6.069	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

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	204	0.00	520	0.393	204	0.6	11.500	B
A-BCD	53	0.00	755	0.070	53	0.1	5.140	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	93	0.2	9.548	A
C-ABD	2	0.00	595	0.003	2	0.0	6.071	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

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	204	0.00	520	0.393	204	0.6	11.502	B
A-BCD	53	0.00	755	0.070	53	0.1	5.138	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	93	0.2	9.548	A
C-ABD	2	0.00	595	0.003	2	0.0	6.073	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

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	204	0.00	520	0.393	204	0.6	11.502	B
A-BCD	53	0.00	755	0.070	53	0.1	5.138	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	93	0.2	9.548	A
C-ABD	2	0.00	595	0.003	2	0.0	6.071	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

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	204	0.00	520	0.393	204	0.6	11.502	B
A-BCD	53	0.00	755	0.070	53	0.1	5.140	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	93	0.2	9.548	A
C-ABD	2	0.00	595	0.003	2	0.0	6.071	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

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	204	0.00	520	0.393	204	0.6	11.502	B
A-BCD	53	0.00	755	0.070	53	0.1	5.138	A
A-B	168	0.00			168			
A-C	39	0.00			39			
D-ABC	93	0.00	475	0.196	93	0.2	9.548	A
C-ABD	2	0.00	595	0.003	2	0.0	6.073	A
C-D	1.00	0.00			1.00			
C-A	11	0.00			11			

2030 | Do Minimum | 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		42.17	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	42.17	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	2030	Do Minimum	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		✓	380	100.000
B		✓	433	100.000
C		✓	9	100.000
D		✓	57	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	289	68	23
	B	346	0	71	16
	C	7	2	0	0
	D	20	19	18	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.95	83.65	10.4	F
A-BCD	0.06	5.06	0.1	A
A-B				
A-C				
D-ABC	0.16	11.18	0.2	B
C-ABD	0.00	6.51	0.0	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	326	0.00	519	0.628	319	1.6	17.749	C
A-BCD	27	0.00	767	0.035	26	0.0	5.038	A
A-B	210	0.00			210			
A-C	49	0.00			49			
D-ABC	43	0.00	444	0.097	42	0.1	9.285	A
C-ABD	2	0.00	586	0.003	2	0.0	6.156	A
C-D	0	0.00			0			
C-A	5	0.00			5			

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	389	0.00	512	0.761	384	2.9	27.503	D
A-BCD	35	0.00	791	0.044	35	0.1	4.931	A
A-B	248	0.00			248			
A-C	58	0.00			58			
D-ABC	51	0.00	425	0.121	51	0.1	9.967	A
C-ABD	2	0.00	573	0.003	2	0.0	6.299	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	477	0.00	501	0.951	455	8.3	60.175	F
A-BCD	48	0.00	827	0.059	48	0.1	4.792	A
A-B	299	0.00			299			
A-C	70	0.00			70			
D-ABC	63	0.00	400	0.157	63	0.2	11.043	B
C-ABD	2	0.00	555	0.004	2	0.0	6.507	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	477	0.00	501	0.951	468	10.4	83.646	F
A-BCD	49	0.00	823	0.059	49	0.1	4.813	A
A-B	299	0.00			299			
A-C	70	0.00			70			
D-ABC	63	0.00	396	0.158	63	0.2	11.180	B
C-ABD	2	0.00	555	0.004	2	0.0	6.510	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	389	0.00	512	0.761	416	3.7	44.650	E
A-BCD	35	0.00	786	0.045	35	0.1	4.969	A
A-B	248	0.00			248			
A-C	58	0.00			58			
D-ABC	51	0.00	419	0.122	51	0.1	10.149	B
C-ABD	2	0.00	573	0.003	2	0.0	6.303	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	326	0.00	519	0.628	333	1.8	20.359	C
A-BCD	27	0.00	765	0.035	27	0.0	5.058	A
A-B	210	0.00			210			
A-C	49	0.00			49			
D-ABC	43	0.00	441	0.097	43	0.1	9.371	A
C-ABD	2	0.00	586	0.003	2	0.0	6.160	A
C-D	0	0.00			0			
C-A	5	0.00			5			

2030 | Do Minimum | 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		7.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.59	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	2030	Do Minimum	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		✓	276	100.000
B		✓	232	100.000
C		✓	14	100.000
D		✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	58	180	38
	B	173	0	38	21
	C	11	2	0	1
	D	18	4	36	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.52	15.31	1.1	C
A-BCD	0.08	5.20	0.1	A
A-B				
A-C				
D-ABC	0.14	9.56	0.2	A
C-ABD	0.00	6.13	0.0	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-ACD	175	0.00	513	0.341	173	0.5	10.605	B
A-BCD	38	0.00	731	0.052	38	0.1	5.192	A
A-B	41	0.00			41			
A-C	128	0.00			128			
D-ABC	44	0.00	471	0.093	43	0.1	8.493	A
C-ABD	2	0.00	609	0.003	2	0.0	5.923	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

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	209	0.00	504	0.414	208	0.7	12.213	B
A-BCD	48	0.00	748	0.064	48	0.1	5.145	A
A-B	49	0.00			49			
A-C	151	0.00			151			
D-ABC	52	0.00	459	0.114	52	0.1	8.918	A
C-ABD	2	0.00	601	0.003	2	0.0	6.009	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	255	0.00	492	0.519	254	1.1	15.136	C
A-BCD	64	0.00	772	0.082	63	0.1	5.088	A
A-B	59	0.00			59			
A-C	182	0.00			182			
D-ABC	64	0.00	444	0.144	64	0.2	9.549	A
C-ABD	2	0.00	589	0.004	2	0.0	6.132	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	255	0.00	492	0.519	255	1.1	15.309	C
A-BCD	64	0.00	772	0.082	64	0.1	5.090	A
A-B	59	0.00			59			
A-C	182	0.00			182			
D-ABC	64	0.00	444	0.144	64	0.2	9.563	A
C-ABD	2	0.00	589	0.004	2	0.0	6.133	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	209	0.00	504	0.414	210	0.7	12.395	B
A-BCD	48	0.00	748	0.064	48	0.1	5.152	A
A-B	49	0.00			49			
A-C	151	0.00			151			
D-ABC	52	0.00	459	0.114	52	0.1	8.937	A
C-ABD	2	0.00	601	0.003	2	0.0	6.010	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	175	0.00	513	0.341	175	0.5	10.785	B
A-BCD	38	0.00	731	0.052	38	0.1	5.203	A
A-B	41	0.00			41			
A-C	128	0.00			128			
D-ABC	44	0.00	470	0.093	44	0.1	8.523	A
C-ABD	2	0.00	609	0.003	2	0.0	5.924	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

2030 | Do Minimum Sens | 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		50.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	50.30	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	2030	Do Minimum Sens	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		✓	373	100.000
B		✓	444	100.000
C		✓	9	100.000
D		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A	B	C	D
	A	0	282	68	23
	B	357	0	71	16
	C	7	2	0	0
	D	20	19	17	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.97	98.01	12.7	F
A-BCD	0.06	5.09	0.1	A
A-B				
A-C				
D-ABC	0.16	11.21	0.2	B
C-ABD	0.00	6.48	0.0	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	334	0.00	519	0.644	327	1.7	18.407	C
A-BCD	26	0.00	762	0.035	26	0.0	5.072	A
A-B	205	0.00			205			
A-C	49	0.00			49			
D-ABC	42	0.00	443	0.095	42	0.1	9.281	A
C-ABD	2	0.00	588	0.003	2	0.0	6.141	A
C-D	0	0.00			0			
C-A	5	0.00			5			

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	399	0.00	512	0.780	393	3.2	29.347	D
A-BCD	35	0.00	785	0.044	35	0.1	4.970	A
A-B	242	0.00			242			
A-C	58	0.00			58			
D-ABC	50	0.00	425	0.119	50	0.1	9.964	A
C-ABD	2	0.00	575	0.003	2	0.0	6.281	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	489	0.00	502	0.974	463	9.7	66.986	F
A-BCD	48	0.00	819	0.059	48	0.1	4.837	A
A-B	292	0.00			292			
A-C	70	0.00			70			
D-ABC	62	0.00	399	0.154	61	0.2	11.043	B
C-ABD	2	0.00	557	0.004	2	0.0	6.482	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	489	0.00	502	0.974	477	12.7	98.013	F
A-BCD	48	0.00	815	0.059	48	0.1	4.861	A
A-B	292	0.00			292			
A-C	70	0.00			70			
D-ABC	62	0.00	395	0.156	62	0.2	11.208	B
C-ABD	2	0.00	557	0.004	2	0.0	6.483	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	399	0.00	512	0.780	433	4.2	55.310	F
A-BCD	35	0.00	778	0.045	35	0.1	5.017	A
A-B	242	0.00			242			
A-C	58	0.00			58			
D-ABC	50	0.00	417	0.121	51	0.1	10.188	B
C-ABD	2	0.00	575	0.003	2	0.0	6.284	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	334	0.00	519	0.644	343	1.9	21.670	C
A-BCD	27	0.00	759	0.035	27	0.0	5.093	A
A-B	205	0.00			205			
A-C	49	0.00			49			
D-ABC	42	0.00	441	0.096	42	0.1	9.376	A
C-ABD	2	0.00	587	0.003	2	0.0	6.143	A
C-D	0	0.00			0			
C-A	5	0.00			5			

2030 | Do Minimum Sens | 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		7.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.03	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	2030	Do Minimum Sens	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		✓	273	100.000
B		✓	223	100.000
C		✓	14	100.000
D		✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A	B	C	D
	A	0	194	42	37
	B	166	0	37	20
	C	11	2	0	1
	D	38	17	36	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.48	13.56	0.9	B
A-BCD	0.08	5.20	0.1	A
A-B				
A-C				
D-ABC	0.22	10.03	0.3	B
C-ABD	0.00	6.16	0.0	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-ACD	168	0.00	527	0.319	166	0.5	10.003	B
A-BCD	37	0.00	732	0.050	36	0.1	5.189	A
A-B	139	0.00			139			
A-C	30	0.00			30			
D-ABC	69	0.00	489	0.140	68	0.2	8.650	A
C-ABD	2	0.00	607	0.003	2	0.0	5.942	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

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	200	0.00	521	0.385	200	0.6	11.274	B
A-BCD	47	0.00	748	0.062	46	0.1	5.141	A
A-B	164	0.00			164			
A-C	35	0.00			35			
D-ABC	82	0.00	478	0.171	82	0.2	9.192	A
C-ABD	2	0.00	598	0.003	2	0.0	6.033	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	246	0.00	513	0.479	244	0.9	13.452	B
A-BCD	62	0.00	772	0.080	61	0.1	5.079	A
A-B	196	0.00			196			
A-C	43	0.00			43			
D-ABC	100	0.00	464	0.216	100	0.3	10.021	B
C-ABD	2	0.00	586	0.004	2	0.0	6.162	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	246	0.00	513	0.479	245	0.9	13.563	B
A-BCD	62	0.00	772	0.080	62	0.1	5.086	A
A-B	196	0.00			196			
A-C	43	0.00			43			
D-ABC	100	0.00	463	0.216	100	0.3	10.034	B
C-ABD	2	0.00	586	0.004	2	0.0	6.163	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	200	0.00	521	0.385	202	0.6	11.397	B
A-BCD	47	0.00	748	0.062	47	0.1	5.151	A
A-B	163	0.00			163			
A-C	35	0.00			35			
D-ABC	82	0.00	478	0.171	82	0.2	9.221	A
C-ABD	2	0.00	598	0.003	2	0.0	6.034	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	168	0.00	527	0.319	169	0.5	10.144	B
A-BCD	37	0.00	731	0.050	37	0.1	5.198	A
A-B	139	0.00			139			
A-C	30	0.00			30			
D-ABC	69	0.00	488	0.140	69	0.2	8.695	A
C-ABD	2	0.00	607	0.003	2	0.0	5.945	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

2030 | 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		72.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	72.08	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	2030	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		✓	381	100.000
B		✓	466	100.000
C		✓	9	100.000
D		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	291	67	23
	B	379	0	71	16
	C	7	2	0	0
	D	20	19	17	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.03	139.22	19.8	F
A-BCD	0.06	5.10	0.1	A
A-B				
A-C				
D-ABC	0.16	11.52	0.2	B
C-ABD	0.00	6.51	0.0	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	351	0.00	518	0.678	343	2.0	20.040	C
A-BCD	27	0.00	763	0.035	27	0.0	5.067	A
A-B	211	0.00			211			
A-C	49	0.00			49			
D-ABC	42	0.00	439	0.096	42	0.1	9.376	A
C-ABD	2	0.00	586	0.003	2	0.0	6.156	A
C-D	0	0.00			0			
C-A	5	0.00			5			

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	419	0.00	510	0.821	411	3.9	34.264	D
A-BCD	35	0.00	786	0.045	35	0.1	4.968	A
A-B	250	0.00			250			
A-C	58	0.00			58			
D-ABC	50	0.00	420	0.120	50	0.1	10.102	B
C-ABD	2	0.00	573	0.003	2	0.0	6.299	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	513	0.00	500	1.026	475	13.5	85.179	F
A-BCD	49	0.00	820	0.060	49	0.1	4.833	A
A-B	301	0.00			301			
A-C	69	0.00			69			
D-ABC	62	0.00	393	0.157	61	0.2	11.266	B
C-ABD	2	0.00	555	0.004	2	0.0	6.507	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	513	0.00	500	1.026	488	19.8	139.216	F
A-BCD	49	0.00	815	0.060	49	0.1	4.872	A
A-B	301	0.00			301			
A-C	69	0.00			69			
D-ABC	62	0.00	386	0.160	62	0.2	11.516	B
C-ABD	2	0.00	555	0.004	2	0.0	6.507	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	419	0.00	510	0.821	473	6.2	98.720	F
A-BCD	36	0.00	775	0.046	36	0.1	5.044	A
A-B	250	0.00			250			
A-C	57	0.00			57			
D-ABC	50	0.00	407	0.124	51	0.1	10.475	B
C-ABD	2	0.00	573	0.003	2	0.0	6.300	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	351	0.00	518	0.678	366	2.3	26.128	D
A-BCD	27	0.00	759	0.036	27	0.1	5.098	A
A-B	211	0.00			211			
A-C	49	0.00			49			
D-ABC	42	0.00	435	0.097	42	0.1	9.509	A
C-ABD	2	0.00	586	0.003	2	0.0	6.158	A
C-D	0	0.00			0			
C-A	5	0.00			5			

2030 | 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		7.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.21	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)
D8	2030	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		✓	295	100.000
B		✓	234	100.000
C		✓	14	100.000
D		✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	217	41	37
	B	176	0	37	21
	C	11	2	0	1
	D	38	17	35	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.51	14.36	1.0	B
A-BCD	0.08	5.14	0.1	A
A-B				
A-C				
D-ABC	0.22	10.12	0.3	B
C-ABD	0.00	6.22	0.0	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-ACD	176	0.00	525	0.336	174	0.5	10.289	B
A-BCD	38	0.00	741	0.051	37	0.1	5.129	A
A-B	155	0.00			155			
A-C	29	0.00			29			
D-ABC	68	0.00	486	0.139	67	0.2	8.688	A
C-ABD	2	0.00	604	0.003	2	0.0	5.978	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

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	210	0.00	519	0.406	210	0.7	11.715	B
A-BCD	48	0.00	759	0.063	48	0.1	5.072	A
A-B	183	0.00			183			
A-C	35	0.00			35			
D-ABC	81	0.00	475	0.170	81	0.2	9.246	A
C-ABD	2	0.00	594	0.003	2	0.0	6.078	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	258	0.00	510	0.505	256	1.0	14.217	B
A-BCD	64	0.00	786	0.081	64	0.1	5.002	A
A-B	219	0.00			219			
A-C	41	0.00			41			
D-ABC	99	0.00	460	0.216	99	0.3	10.089	B
C-ABD	2	0.00	581	0.004	2	0.0	6.220	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	258	0.00	510	0.505	258	1.0	14.357	B
A-BCD	64	0.00	786	0.081	64	0.1	5.007	A
A-B	219	0.00			219			
A-C	41	0.00			41			
D-ABC	99	0.00	459	0.216	99	0.3	10.119	B
C-ABD	2	0.00	581	0.004	2	0.0	6.223	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	210	0.00	519	0.406	212	0.7	11.869	B
A-BCD	48	0.00	759	0.063	48	0.1	5.081	A
A-B	183	0.00			183			
A-C	35	0.00			35			
D-ABC	81	0.00	474	0.171	81	0.2	9.275	A
C-ABD	2	0.00	594	0.003	2	0.0	6.082	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	176	0.00	525	0.336	177	0.5	10.453	B
A-BCD	38	0.00	740	0.051	38	0.1	5.139	A
A-B	155	0.00			155			
A-C	29	0.00			29			
D-ABC	68	0.00	485	0.140	68	0.2	8.732	A
C-ABD	2	0.00	603	0.003	2	0.0	5.980	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

2030 | Do Something Sens | 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		80.18	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	80.18	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)
D9	2030	Do Something Sens	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		✓	375	100.000
B		✓	473	100.000
C		✓	9	100.000
D		✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	285	67	23
	B	386	0	71	16
	C	7	2	0	0
	D	21	18	17	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.04	152.95	22.3	F
A-BCD	0.06	5.13	0.1	A
A-B				
A-C				
D-ABC	0.16	11.50	0.2	B
C-ABD	0.00	6.49	0.0	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	356	0.00	518	0.687	348	2.1	20.543	C
A-BCD	27	0.00	759	0.035	26	0.0	5.095	A
A-B	207	0.00			207			
A-C	49	0.00			49			
D-ABC	42	0.00	441	0.096	42	0.1	9.345	A
C-ABD	2	0.00	587	0.003	2	0.0	6.143	A
C-D	0	0.00			0			
C-A	5	0.00			5			

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	425	0.00	511	0.833	417	4.1	35.884	E
A-BCD	35	0.00	781	0.045	35	0.1	4.997	A
A-B	245	0.00			245			
A-C	58	0.00			58			
D-ABC	50	0.00	422	0.119	50	0.1	10.066	B
C-ABD	2	0.00	575	0.003	2	0.0	6.283	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	521	0.00	501	1.040	478	14.8	90.990	F
A-BCD	48	0.00	814	0.060	48	0.1	4.868	A
A-B	295	0.00			295			
A-C	69	0.00			69			
D-ABC	62	0.00	394	0.156	61	0.2	11.226	B
C-ABD	2	0.00	557	0.004	2	0.0	6.485	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	521	0.00	501	1.040	491	22.3	152.950	F
A-BCD	49	0.00	808	0.061	49	0.1	4.913	A
A-B	295	0.00			295			
A-C	69	0.00			69			
D-ABC	62	0.00	387	0.159	62	0.2	11.502	B
C-ABD	2	0.00	557	0.004	2	0.0	6.488	A
C-D	0	0.00			0			
C-A	8	0.00			8			

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	425	0.00	511	0.833	486	7.3	116.762	F
A-BCD	35	0.00	768	0.046	35	0.1	5.086	A
A-B	244	0.00			244			
A-C	57	0.00			57			
D-ABC	50	0.00	407	0.124	51	0.1	10.488	B
C-ABD	2	0.00	575	0.003	2	0.0	6.284	A
C-D	0	0.00			0			
C-A	6	0.00			6			

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	356	0.00	518	0.688	376	2.4	28.414	D
A-BCD	27	0.00	754	0.036	27	0.1	5.132	A
A-B	207	0.00			207			
A-C	49	0.00			49			
D-ABC	42	0.00	436	0.097	42	0.1	9.494	A
C-ABD	2	0.00	587	0.003	2	0.0	6.147	A
C-D	0	0.00			0			
C-A	5	0.00			5			

2030 | Do Something Sens | 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		6.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.94	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)
D10	2030	Do Something Sens	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		✓	292	100.000
B		✓	225	100.000
C		✓	14	100.000
D		✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	213	42	37
	B	169	0	36	20
	C	11	2	0	1
	D	37	18	35	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.49	13.80	0.9	B
A-BCD	0.08	5.14	0.1	A
A-B				
A-C				
D-ABC	0.22	10.11	0.3	B
C-ABD	0.00	6.22	0.0	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-ACD	169	0.00	525	0.323	168	0.5	10.096	B
A-BCD	38	0.00	741	0.051	37	0.1	5.130	A
A-B	152	0.00			152			
A-C	30	0.00			30			
D-ABC	68	0.00	486	0.140	67	0.2	8.692	A
C-ABD	2	0.00	604	0.003	2	0.0	5.975	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

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	202	0.00	519	0.390	202	0.6	11.411	B
A-BCD	48	0.00	759	0.063	48	0.1	5.075	A
A-B	179	0.00			179			
A-C	35	0.00			35			
D-ABC	81	0.00	475	0.170	81	0.2	9.246	A
C-ABD	2	0.00	594	0.003	2	0.0	6.074	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	248	0.00	510	0.485	247	0.9	13.685	B
A-BCD	64	0.00	785	0.081	63	0.1	5.003	A
A-B	215	0.00			215			
A-C	42	0.00			42			
D-ABC	99	0.00	460	0.216	99	0.3	10.080	B
C-ABD	2	0.00	581	0.004	2	0.0	6.215	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	248	0.00	510	0.485	248	0.9	13.804	B
A-BCD	64	0.00	785	0.081	64	0.1	5.008	A
A-B	215	0.00			215			
A-C	42	0.00			42			
D-ABC	99	0.00	459	0.216	99	0.3	10.109	B
C-ABD	2	0.00	581	0.004	2	0.0	6.215	A
C-D	1	0.00			1			
C-A	12	0.00			12			

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	202	0.00	519	0.390	203	0.7	11.545	B
A-BCD	48	0.00	759	0.063	48	0.1	5.081	A
A-B	179	0.00			179			
A-C	35	0.00			35			
D-ABC	81	0.00	474	0.171	81	0.2	9.276	A
C-ABD	2	0.00	594	0.003	2	0.0	6.077	A
C-D	0.90	0.00			0.90			
C-A	10	0.00			10			

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	169	0.00	525	0.323	170	0.5	10.242	B
A-BCD	38	0.00	740	0.051	38	0.1	5.141	A
A-B	152	0.00			152			
A-C	30	0.00			30			
D-ABC	68	0.00	485	0.140	68	0.2	8.736	A
C-ABD	2	0.00	604	0.003	2	0.0	5.976	A
C-D	0.75	0.00			0.75			
C-A	8	0.00			8			

Appendix Z

Leicester Road/Newtown Linford Lane PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 9 Leicester Road - Newtown Linford Lane.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\9 Leicester Road - Newtown Linford Lane

Report generation date: 02/12/2025 14:50:14

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-AC	D1	0.7	13.67	0.39	B	D2	0.4	10.08	0.29	B
Stream C-AB		0.3	5.75	0.16	A		0.3	5.59	0.16	A
	2030 - Do Minimum									
Stream B-AC	D3	0.9	15.71	0.46	C	D4	0.6	11.48	0.36	B
Stream C-AB		0.4	6.09	0.19	A		0.4	6.06	0.22	A
	2030 - Do Minimum Sens									
Stream B-AC	D5	0.8	15.47	0.45	C	D6	0.5	11.21	0.35	B
Stream C-AB		0.4	6.13	0.19	A		0.4	6.02	0.21	A
	2030 - Do Something									
Stream B-AC	D7	0.9	16.27	0.47	C	D8	0.6	12.09	0.38	B
Stream C-AB		0.4	6.23	0.20	A		0.3	5.94	0.20	A
	2030 - Do Something Sens									
Stream B-AC	D9	0.9	15.94	0.46	C	D10	0.6	11.80	0.37	B
Stream C-AB		0.4	6.24	0.20	A		0.3	5.87	0.20	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	A

Arms

Arms

Arm	Name	Description	Arm type
A	Leicester Road (W)		Major
B	Newtown Linford Lane		Minor
C	Leicester Road (E)		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	6.95			202.0	✓	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	3.64	20	37

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	534	0.093	0.236	0.148	0.337
B-C	688	0.101	0.256	-	-
C-B	691	0.257	0.257	-	-

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	2025	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		✓	323	100.000
B		✓	161	100.000
C		✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	165	158
	B	118	0	43
	C	244	72	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	1
	B	3	0	7
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	13.67	0.7	B
C-AB	0.16	5.75	0.3	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	121	0.00	489	0.248	120	0.3	10.114	B
C-AB	72	0.00	748	0.096	71	0.2	5.595	A
C-A	166	0.00			166			
A-B	124	0.00			124			
A-C	119	0.00			119			

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	145	0.00	473	0.306	144	0.5	11.375	B
C-AB	91	0.00	761	0.120	91	0.2	5.656	A
C-A	193	0.00			193			
A-B	148	0.00			148			
A-C	142	0.00			142			

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	177	0.00	451	0.393	176	0.7	13.589	B
C-AB	121	0.00	779	0.156	121	0.3	5.751	A
C-A	227	0.00			227			
A-B	182	0.00			182			
A-C	174	0.00			174			

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	177	0.00	451	0.393	177	0.7	13.670	B
C-AB	121	0.00	779	0.156	121	0.3	5.749	A
C-A	227	0.00			227			
A-B	182	0.00			182			
A-C	174	0.00			174			

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	145	0.00	473	0.306	146	0.5	11.466	B
C-AB	91	0.00	761	0.120	92	0.2	5.653	A
C-A	193	0.00			193			
A-B	148	0.00			148			
A-C	142	0.00			142			

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	121	0.00	489	0.248	122	0.3	10.218	B
C-AB	72	0.00	748	0.096	72	0.2	5.606	A
C-A	166	0.00			166			
A-B	124	0.00			124			
A-C	119	0.00			119			

2025 | 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		3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	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	2025	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		✓	193	100.000
B		✓	134	100.000
C		✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	90	103
	B	71	0	63
	C	189	81	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	1	0	6
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	10.08	0.4	B
C-AB	0.16	5.59	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	101	0.00	543	0.186	100	0.2	8.380	A
C-AB	75	0.00	744	0.101	75	0.1	5.418	A
C-A	128	0.00			128			
A-B	68	0.00			68			
A-C	78	0.00			78			

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	120	0.00	532	0.227	120	0.3	9.029	A
C-AB	94	0.00	755	0.125	94	0.2	5.486	A
C-A	149	0.00			149			
A-B	81	0.00			81			
A-C	93	0.00			93			

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	148	0.00	517	0.286	147	0.4	10.051	B
C-AB	122	0.00	771	0.159	122	0.3	5.590	A
C-A	175	0.00			175			
A-B	99	0.00			99			
A-C	113	0.00			113			

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	148	0.00	517	0.286	148	0.4	10.076	B
C-AB	122	0.00	771	0.159	122	0.3	5.593	A
C-A	175	0.00			175			
A-B	99	0.00			99			
A-C	113	0.00			113			

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	120	0.00	532	0.227	121	0.3	9.059	A
C-AB	94	0.00	755	0.125	94	0.2	5.492	A
C-A	149	0.00			149			
A-B	81	0.00			81			
A-C	93	0.00			93			

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	101	0.00	543	0.186	101	0.2	8.429	A
C-AB	76	0.00	744	0.101	76	0.1	5.430	A
C-A	128	0.00			128			
A-B	68	0.00			68			
A-C	78	0.00			78			

2030 | Do Minimum | 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		4.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.11	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	2030	Do Minimum	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		✓	371	100.000
B		✓	183	100.000
C		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From	A	0	213
		B	136	0
		C	243	86

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	15.71	0.9	C
C-AB	0.19	6.09	0.4	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	138	0.00	481	0.287	136	0.4	10.815	B
C-AB	86	0.00	739	0.116	85	0.2	5.790	A
C-A	162	0.00			162			
A-B	160	0.00			160			
A-C	119	0.00			119			

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	165	0.00	464	0.355	164	0.6	12.468	B
C-AB	109	0.00	750	0.146	109	0.2	5.905	A
C-A	186	0.00			186			
A-B	191	0.00			191			
A-C	142	0.00			142			

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	201	0.00	440	0.458	200	0.9	15.555	C
C-AB	146	0.00	767	0.190	145	0.4	6.088	A
C-A	216	0.00			216			
A-B	235	0.00			235			
A-C	174	0.00			174			

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	201	0.00	440	0.458	201	0.9	15.706	C
C-AB	146	0.00	767	0.190	146	0.4	6.091	A
C-A	216	0.00			216			
A-B	235	0.00			235			
A-C	174	0.00			174			

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	165	0.00	463	0.355	166	0.6	12.623	B
C-AB	109	0.00	751	0.146	110	0.3	5.908	A
C-A	186	0.00			186			
A-B	191	0.00			191			
A-C	142	0.00			142			

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	138	0.00	481	0.287	138	0.4	10.966	B
C-AB	86	0.00	739	0.117	87	0.2	5.802	A
C-A	161	0.00			161			
A-B	160	0.00			160			
A-C	119	0.00			119			

2030 | Do Minimum | 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		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)
D4	2030	Do Minimum	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		✓	221	100.000
B		✓	165	100.000
C		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	121	100
	B	88	0	77
	C	189	109	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	1	0	6
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	11.48	0.6	B
C-AB	0.22	6.06	0.4	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	124	0.00	535	0.232	123	0.3	8.991	A
C-AB	102	0.00	739	0.137	101	0.2	5.679	A
C-A	123	0.00			123			
A-B	91	0.00			91			
A-C	75	0.00			75			

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	148	0.00	523	0.284	148	0.4	9.908	A
C-AB	127	0.00	750	0.169	127	0.3	5.826	A
C-A	141	0.00			141			
A-B	109	0.00			109			
A-C	90	0.00			90			

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	182	0.00	505	0.359	181	0.6	11.433	B
C-AB	165	0.00	764	0.216	165	0.4	6.056	A
C-A	163	0.00			163			
A-B	133	0.00			133			
A-C	110	0.00			110			

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	182	0.00	505	0.359	182	0.6	11.481	B
C-AB	165	0.00	764	0.216	165	0.4	6.063	A
C-A	163	0.00			163			
A-B	133	0.00			133			
A-C	110	0.00			110			

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	148	0.00	523	0.284	149	0.4	9.965	A
C-AB	127	0.00	750	0.169	127	0.3	5.834	A
C-A	141	0.00			141			
A-B	109	0.00			109			
A-C	90	0.00			90			

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	124	0.00	535	0.232	125	0.3	9.066	A
C-AB	102	0.00	739	0.138	102	0.2	5.696	A
C-A	123	0.00			123			
A-B	91	0.00			91			
A-C	75	0.00			75			

2030 | Do Minimum Sens | 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		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	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)
D5	2030	Do Minimum Sens	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		✓	382	100.000
B		✓	178	100.000
C		✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	221	161
	B	133	0	45
	C	240	86	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	1
	B	3	0	7
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.45	15.47	0.8	C
C-AB	0.19	6.13	0.4	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	134	0.00	479	0.280	132	0.4	10.747	B
C-AB	86	0.00	736	0.117	85	0.2	5.818	A
C-A	160	0.00			160			
A-B	166	0.00			166			
A-C	121	0.00			121			

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	160	0.00	462	0.346	159	0.5	12.348	B
C-AB	109	0.00	746	0.146	109	0.2	5.942	A
C-A	184	0.00			184			
A-B	199	0.00			199			
A-C	145	0.00			145			

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	196	0.00	438	0.448	195	0.8	15.333	C
C-AB	145	0.00	762	0.191	145	0.4	6.132	A
C-A	214	0.00			214			
A-B	243	0.00			243			
A-C	177	0.00			177			

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	196	0.00	438	0.448	196	0.8	15.472	C
C-AB	145	0.00	762	0.191	145	0.4	6.135	A
C-A	213	0.00			213			
A-B	243	0.00			243			
A-C	177	0.00			177			

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	160	0.00	462	0.347	161	0.6	12.498	B
C-AB	109	0.00	747	0.146	110	0.3	5.941	A
C-A	184	0.00			184			
A-B	199	0.00			199			
A-C	145	0.00			145			

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	134	0.00	479	0.280	135	0.4	10.890	B
C-AB	86	0.00	736	0.117	86	0.2	5.831	A
C-A	159	0.00			159			
A-B	166	0.00			166			
A-C	121	0.00			121			

2030 | Do Minimum Sens | 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		3.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.96	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)
D6	2030	Do Minimum Sens	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		✓	212	100.000
B		✓	161	100.000
C		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	112	100
	B	84	0	77
	C	190	108	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	1	0	6
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	11.21	0.5	B
C-AB	0.21	6.02	0.4	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	121	0.00	538	0.225	120	0.3	8.870	A
C-AB	101	0.00	741	0.136	100	0.2	5.655	A
C-A	124	0.00			124			
A-B	84	0.00			84			
A-C	75	0.00			75			

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	145	0.00	526	0.275	144	0.4	9.739	A
C-AB	126	0.00	752	0.167	126	0.3	5.793	A
C-A	142	0.00			142			
A-B	101	0.00			101			
A-C	90	0.00			90			

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	177	0.00	509	0.348	177	0.5	11.170	B
C-AB	164	0.00	767	0.214	163	0.4	6.011	A
C-A	164	0.00			164			
A-B	123	0.00			123			
A-C	110	0.00			110			

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	177	0.00	509	0.348	177	0.5	11.212	B
C-AB	164	0.00	767	0.214	164	0.4	6.016	A
C-A	164	0.00			164			
A-B	123	0.00			123			
A-C	110	0.00			110			

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	145	0.00	526	0.275	145	0.4	9.791	A
C-AB	126	0.00	752	0.167	126	0.3	5.801	A
C-A	142	0.00			142			
A-B	101	0.00			101			
A-C	90	0.00			90			

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	121	0.00	538	0.225	122	0.3	8.940	A
C-AB	101	0.00	742	0.136	101	0.2	5.672	A
C-A	123	0.00			123			
A-B	84	0.00			84			
A-C	75	0.00			75			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	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)
D7	2030	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		✓	404	100.000
B		✓	184	100.000
C		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	244	160
	B	140	0	44
	C	241	88	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	1
	B	3	0	7
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	16.27	0.9	C
C-AB	0.20	6.23	0.4	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	139	0.00	475	0.292	137	0.4	11.011	B
C-AB	88	0.00	733	0.120	87	0.2	5.868	A
C-A	160	0.00			160			
A-B	184	0.00			184			
A-C	120	0.00			120			

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	165	0.00	457	0.362	165	0.6	12.768	B
C-AB	112	0.00	743	0.151	112	0.3	6.003	A
C-A	184	0.00			184			
A-B	219	0.00			219			
A-C	144	0.00			144			

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	203	0.00	433	0.468	201	0.9	16.096	C
C-AB	150	0.00	757	0.198	149	0.4	6.220	A
C-A	213	0.00			213			
A-B	269	0.00			269			
A-C	176	0.00			176			

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	203	0.00	432	0.469	203	0.9	16.265	C
C-AB	150	0.00	757	0.198	150	0.4	6.225	A
C-A	213	0.00			213			
A-B	269	0.00			269			
A-C	176	0.00			176			

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	165	0.00	457	0.362	167	0.6	12.936	B
C-AB	112	0.00	743	0.151	113	0.3	6.005	A
C-A	184	0.00			184			
A-B	219	0.00			219			
A-C	144	0.00			144			

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	139	0.00	475	0.292	139	0.4	11.173	B
C-AB	88	0.00	733	0.121	89	0.2	5.881	A
C-A	159	0.00			159			
A-B	184	0.00			184			
A-C	120	0.00			120			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	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)
D8	2030	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		✓	223	100.000
B		✓	173	100.000
C		✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	127	96
	B	101	0	72
	C	193	102	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	1	0	6
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	12.09	0.6	B
C-AB	0.20	5.94	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	130	0.00	527	0.247	129	0.3	9.282	A
C-AB	96	0.00	741	0.129	95	0.2	5.613	A
C-A	127	0.00			127			
A-B	96	0.00			96			
A-C	72	0.00			72			

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	156	0.00	515	0.302	155	0.4	10.303	B
C-AB	119	0.00	751	0.159	119	0.2	5.739	A
C-A	146	0.00			146			
A-B	114	0.00			114			
A-C	86	0.00			86			

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	190	0.00	497	0.383	190	0.6	12.030	B
C-AB	156	0.00	766	0.203	155	0.3	5.937	A
C-A	169	0.00			169			
A-B	140	0.00			140			
A-C	106	0.00			106			

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	190	0.00	497	0.383	190	0.6	12.089	B
C-AB	156	0.00	767	0.203	156	0.3	5.944	A
C-A	169	0.00			169			
A-B	140	0.00			140			
A-C	106	0.00			106			

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	156	0.00	515	0.302	156	0.5	10.374	B
C-AB	120	0.00	752	0.159	120	0.2	5.747	A
C-A	146	0.00			146			
A-B	114	0.00			114			
A-C	86	0.00			86			

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	130	0.00	527	0.247	131	0.3	9.370	A
C-AB	96	0.00	741	0.129	96	0.2	5.628	A
C-A	126	0.00			126			
A-B	96	0.00			96			
A-C	72	0.00			72			

2030 | Do Something Sens | 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		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)
D9	2030	Do Something Sens	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		✓	411	100.000
B		✓	180	100.000
C		✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	248	163
	B	136	0	44
	C	239	87	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	1
	B	3	0	7
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	15.94	0.9	C
C-AB	0.20	6.24	0.4	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	136	0.00	475	0.285	134	0.4	10.906	B
C-AB	87	0.00	730	0.119	86	0.2	5.878	A
C-A	159	0.00			159			
A-B	187	0.00			187			
A-C	123	0.00			123			

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	162	0.00	458	0.354	161	0.6	12.601	B
C-AB	110	0.00	740	0.149	110	0.3	6.017	A
C-A	183	0.00			183			
A-B	223	0.00			223			
A-C	147	0.00			147			

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	198	0.00	433	0.458	197	0.9	15.787	C
C-AB	148	0.00	754	0.196	147	0.4	6.232	A
C-A	211	0.00			211			
A-B	273	0.00			273			
A-C	179	0.00			179			

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	198	0.00	433	0.458	198	0.9	15.944	C
C-AB	148	0.00	754	0.196	148	0.4	6.237	A
C-A	211	0.00			211			
A-B	273	0.00			273			
A-C	179	0.00			179			

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	162	0.00	457	0.354	163	0.6	12.757	B
C-AB	111	0.00	740	0.149	111	0.3	6.016	A
C-A	182	0.00			182			
A-B	223	0.00			223			
A-C	147	0.00			147			

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	136	0.00	475	0.285	136	0.4	11.057	B
C-AB	87	0.00	731	0.119	87	0.2	5.891	A
C-A	158	0.00			158			
A-B	187	0.00			187			
A-C	123	0.00			123			

2030 | Do Something Sens | 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		4.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.08	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)
D10	2030	Do Something Sens	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		✓	214	100.000
B		✓	168	100.000
C		✓	293	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	119	95
	B	98	0	70
	C	194	99	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	1	0	6
	C	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	11.80	0.6	B
C-AB	0.20	5.87	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	126	0.00	529	0.239	125	0.3	9.196	A
C-AB	93	0.00	743	0.125	92	0.2	5.572	A
C-A	128	0.00			128			
A-B	90	0.00			90			
A-C	72	0.00			72			

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	151	0.00	516	0.293	151	0.4	10.132	B
C-AB	116	0.00	754	0.154	116	0.2	5.686	A
C-A	147	0.00			147			
A-B	107	0.00			107			
A-C	85	0.00			85			

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	185	0.00	499	0.371	184	0.6	11.747	B
C-AB	151	0.00	769	0.196	151	0.3	5.865	A
C-A	171	0.00			171			
A-B	131	0.00			131			
A-C	105	0.00			105			

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	185	0.00	499	0.371	185	0.6	11.801	B
C-AB	151	0.00	769	0.197	151	0.3	5.872	A
C-A	171	0.00			171			
A-B	131	0.00			131			
A-C	105	0.00			105			

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	151	0.00	516	0.293	152	0.4	10.197	B
C-AB	116	0.00	754	0.154	116	0.2	5.693	A
C-A	147	0.00			147			
A-B	107	0.00			107			
A-C	85	0.00			85			

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	126	0.00	528	0.239	127	0.3	9.248	A
C-AB	93	0.00	743	0.125	93	0.2	5.586	A
C-A	128	0.00			128			
A-B	90	0.00			90			
A-C	72	0.00			72			

Appendix AA

Newton Linford Lane/A50 PICADY Outputs

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177

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Filename: 10 A50 - Newtown Linford Lane.j11

Path: C:\Users\SamBarber\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\211040 - Sacheverell Way, Groby\Data\Junctions\10 A50 - Newtown Linford Lane

Report generation date: 02/12/2025 14:53:21

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Do Minimum | AM
 »2030 | Do Minimum | PM
 »2030 | Do Minimum Sens | AM
 »2030 | Do Minimum Sens | PM
 »2030 | Do Something | AM
 »2030 | Do Something | PM
 »2030 | Do Something Sens | AM
 »2030 | Do Something Sens | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.2	5.63	0.13	A	D2	0.1	5.47	0.12	A
Stream B-A		0.0	0.00	0.00	A		0.0	9.20	0.01	A
Stream C-AB		0.5	8.11	0.31	A		0.2	6.26	0.16	A
	2030 - Do Minimum									
Stream B-C	D3	0.2	5.80	0.14	A	D4	0.1	5.32	0.05	A
Stream B-A		0.0	0.00	0.00	A		0.0	9.95	0.00	A
Stream C-AB		0.8	9.60	0.41	A		0.3	6.43	0.19	A
	2030 - Do Minimum Sens									
Stream B-C	D5	0.2	5.80	0.14	A	D6	0.1	5.31	0.05	A
Stream B-A		0.0	0.00	0.00	A		0.0	9.89	0.00	A
Stream C-AB		0.9	10.08	0.43	B		0.3	6.48	0.18	A
	2030 - Do Something									
Stream B-C	D7	0.2	5.80	0.14	A	D8	0.1	5.35	0.05	A
Stream B-A		0.0	0.00	0.00	A		0.0	10.00	0.00	B
Stream C-AB		1.0	10.63	0.47	B		0.3	6.49	0.19	A
	2030 - Do Something Sens									
Stream B-C	D9	0.2	5.81	0.14	A	D10	0.1	5.34	0.05	A
Stream B-A		0.0	0.00	0.00	A		0.0	9.93	0.00	A
Stream C-AB		1.1	11.06	0.49	B		0.3	6.54	0.19	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	05/11/2025
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	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15
D3	2030	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2030	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2030	Do Minimum Sens	AM	ONE HOUR	07:45	09:15	15
D6	2030	Do Minimum Sens	PM	ONE HOUR	16:45	18:15	15
D7	2030	Do Something	AM	ONE HOUR	07:45	09:15	15
D8	2030	Do Something	PM	ONE HOUR	16:45	18:15	15
D9	2030	Do Something Sens	AM	ONE HOUR	07:45	09:15	15
D10	2030	Do Something Sens	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | 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		4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	Newtown Linford Lane (N)		Major
B	A50		Minor
C	Newtown Linford Lane (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	6.25			130.0	✓	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	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	6.20	3.80	3.80	3.65	✓	1.00	117	145

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	596	0.107	0.271	0.171	0.388
B-C	805	0.122	0.308	-	-
C-B	649	0.249	0.249	-	-

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	2025	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		✓	135	100.000
B		✓	92	100.000
C		✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A	B	C
	A	0	64	71
	B	0	0	92
	C	75	166	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	5.63	0.2	A
B-A	0.00	0.00	0.0	A
C-AB	0.31	8.11	0.5	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	69	0.00	782	0.089	69	0.1	5.296	A
B-A	0	0.00	518	0.000	0	0.0	0.000	A
C-AB	137	0.00	661	0.207	136	0.3	7.050	A
C-A	45	0.00			45			
A-B	48	0.00			48			
A-C	53	0.00			53			

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	83	0.00	778	0.106	83	0.1	5.435	A
B-A	0	0.00	503	0.000	0	0.0	0.000	A
C-AB	166	0.00	663	0.251	166	0.4	7.458	A
C-A	50	0.00			50			
A-B	58	0.00			58			
A-C	64	0.00			64			

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	101	0.00	772	0.131	101	0.2	5.632	A
B-A	0	0.00	482	0.000	0	0.0	0.000	A
C-AB	209	0.00	667	0.313	208	0.5	8.090	A
C-A	57	0.00			57			
A-B	70	0.00			70			
A-C	78	0.00			78			

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	101	0.00	772	0.131	101	0.2	5.635	A
B-A	0	0.00	481	0.000	0	0.0	0.000	A
C-AB	209	0.00	667	0.313	209	0.5	8.109	A
C-A	56	0.00			56			
A-B	70	0.00			70			
A-C	78	0.00			78			

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	83	0.00	778	0.106	83	0.1	5.437	A
B-A	0	0.00	502	0.000	0	0.0	0.000	A
C-AB	166	0.00	663	0.251	167	0.4	7.489	A
C-A	50	0.00			50			
A-B	58	0.00			58			
A-C	64	0.00			64			

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	69	0.00	782	0.089	69	0.1	5.301	A
B-A	0	0.00	518	0.000	0	0.0	0.000	A
C-AB	137	0.00	661	0.207	137	0.3	7.094	A
C-A	45	0.00			45			
A-B	48	0.00			48			
A-C	53	0.00			53			

2025 | 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		3.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.13	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	2025	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		✓	92	100.000
B		✓	85	100.000
C		✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	43	49
	B	3	0	82
	C	81	84	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	0
	B	33	0	5
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	5.47	0.1	A
B-A	0.01	9.20	0.0	A
C-AB	0.16	6.26	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-C	62	0.00	789	0.078	61	0.1	5.195	A
B-A	2	0.00	547	0.004	2	0.0	8.785	A
C-AB	70	0.00	672	0.104	69	0.1	5.977	A
C-A	55	0.00			55			
A-B	32	0.00			32			
A-C	37	0.00			37			

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	785	0.094	74	0.1	5.310	A
B-A	3	0.00	537	0.005	3	0.0	8.953	A
C-AB	85	0.00	676	0.125	85	0.2	6.092	A
C-A	64	0.00			64			
A-B	39	0.00			39			
A-C	44	0.00			44			

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	781	0.116	90	0.1	5.471	A
B-A	3	0.00	524	0.006	3	0.0	9.194	A
C-AB	106	0.00	682	0.156	106	0.2	6.258	A
C-A	75	0.00			75			
A-B	47	0.00			47			
A-C	54	0.00			54			

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	781	0.116	90	0.1	5.471	A
B-A	3	0.00	524	0.006	3	0.0	9.195	A
C-AB	107	0.00	682	0.156	106	0.2	6.263	A
C-A	75	0.00			75			
A-B	47	0.00			47			
A-C	54	0.00			54			

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	785	0.094	74	0.1	5.314	A
B-A	3	0.00	537	0.005	3	0.0	8.957	A
C-AB	85	0.00	676	0.125	85	0.2	6.101	A
C-A	64	0.00			64			
A-B	39	0.00			39			
A-C	44	0.00			44			

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	789	0.078	62	0.1	5.201	A
B-A	2	0.00	547	0.004	2	0.0	8.791	A
C-AB	70	0.00	672	0.104	70	0.1	5.988	A
C-A	55	0.00			55			
A-B	32	0.00			32			
A-C	37	0.00			37			

2030 | Do Minimum | 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		4.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.48	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	2030	Do Minimum	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		✓	236	100.000
B		✓	93	100.000
C		✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	143	93
	B	0	0	93
	C	98	205	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.80	0.2	A
B-A	0.00	0.00	0.0	A
C-AB	0.41	9.60	0.8	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	70	0.00	770	0.091	70	0.1	5.393	A
B-A	0	0.00	493	0.000	0	0.0	0.000	A
C-AB	174	0.00	654	0.266	172	0.4	7.686	A
C-A	54	0.00			54			
A-B	108	0.00			108			
A-C	70	0.00			70			

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	84	0.00	763	0.110	84	0.1	5.561	A
B-A	0	0.00	472	0.000	0	0.0	0.000	A
C-AB	213	0.00	655	0.325	213	0.5	8.378	A
C-A	59	0.00			59			
A-B	129	0.00			129			
A-C	84	0.00			84			

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	102	0.00	754	0.136	102	0.2	5.798	A
B-A	0	0.00	445	0.000	0	0.0	0.000	A
C-AB	270	0.00	658	0.411	269	0.8	9.553	A
C-A	63	0.00			63			
A-B	157	0.00			157			
A-C	102	0.00			102			

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	102	0.00	754	0.136	102	0.2	5.800	A
B-A	0	0.00	444	0.000	0	0.0	0.000	A
C-AB	271	0.00	658	0.411	271	0.8	9.604	A
C-A	63	0.00			63			
A-B	157	0.00			157			
A-C	102	0.00			102			

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	84	0.00	763	0.110	84	0.1	5.563	A
B-A	0	0.00	472	0.000	0	0.0	0.000	A
C-AB	213	0.00	656	0.325	214	0.6	8.439	A
C-A	59	0.00			59			
A-B	129	0.00			129			
A-C	84	0.00			84			

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	70	0.00	770	0.091	70	0.1	5.401	A
B-A	0	0.00	492	0.000	0	0.0	0.000	A
C-AB	174	0.00	654	0.266	175	0.4	7.757	A
C-A	54	0.00			54			
A-B	108	0.00			108			
A-C	70	0.00			70			

2030 | Do Minimum | 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		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	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	2030	Do Minimum	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		✓	216	100.000
B		✓	37	100.000
C		✓	224	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	90	126
	B	2	0	35
	C	133	91	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	0
	B	33	0	5
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.32	0.1	A
B-A	0.00	9.95	0.0	A
C-AB	0.19	6.43	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-C	26	0.00	767	0.034	26	0.0	5.103	A
B-A	2	0.00	519	0.003	1	0.0	9.247	A
C-AB	80	0.00	675	0.119	80	0.2	6.053	A
C-A	88	0.00			88			
A-B	68	0.00			68			
A-C	95	0.00			95			

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	31	0.00	759	0.041	31	0.0	5.193	A
B-A	2	0.00	504	0.004	2	0.0	9.531	A
C-AB	99	0.00	681	0.146	99	0.2	6.202	A
C-A	102	0.00			102			
A-B	81	0.00			81			
A-C	113	0.00			113			

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	39	0.00	749	0.051	38	0.1	5.320	A
B-A	2	0.00	483	0.005	2	0.0	9.948	A
C-AB	127	0.00	689	0.185	127	0.3	6.426	A
C-A	119	0.00			119			
A-B	99	0.00			99			
A-C	139	0.00			139			

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	39	0.00	749	0.051	39	0.1	5.320	A
B-A	2	0.00	483	0.005	2	0.0	9.950	A
C-AB	127	0.00	689	0.185	127	0.3	6.435	A
C-A	119	0.00			119			
A-B	99	0.00			99			
A-C	139	0.00			139			

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	31	0.00	759	0.041	32	0.0	5.194	A
B-A	2	0.00	504	0.004	2	0.0	9.534	A
C-AB	99	0.00	681	0.146	100	0.2	6.213	A
C-A	102	0.00			102			
A-B	81	0.00			81			
A-C	113	0.00			113			

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	26	0.00	767	0.034	26	0.0	5.106	A
B-A	2	0.00	519	0.003	2	0.0	9.253	A
C-AB	81	0.00	675	0.119	81	0.2	6.072	A
C-A	88	0.00			88			
A-B	68	0.00			68			
A-C	95	0.00			95			

2030 | Do Minimum Sens | 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		4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	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	2030	Do Minimum Sens	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		✓	246	100.000
B		✓	93	100.000
C		✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	159	87
	B	0	0	93
	C	94	216	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.80	0.2	A
B-A	0.00	0.00	0.0	A
C-AB	0.43	10.08	0.9	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	70	0.00	770	0.091	70	0.1	5.393	A
B-A	0	0.00	490	0.000	0	0.0	0.000	A
C-AB	182	0.00	650	0.281	181	0.4	7.882	A
C-A	51	0.00			51			
A-B	120	0.00			120			
A-C	65	0.00			65			

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	84	0.00	763	0.110	84	0.1	5.561	A
B-A	0	0.00	469	0.000	0	0.0	0.000	A
C-AB	223	0.00	651	0.343	223	0.6	8.666	A
C-A	55	0.00			55			
A-B	143	0.00			143			
A-C	78	0.00			78			

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	102	0.00	754	0.136	102	0.2	5.799	A
B-A	0	0.00	440	0.000	0	0.0	0.000	A
C-AB	283	0.00	652	0.434	282	0.9	10.021	B
C-A	58	0.00			58			
A-B	175	0.00			175			
A-C	96	0.00			96			

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	102	0.00	754	0.136	102	0.2	5.801	A
B-A	0	0.00	440	0.000	0	0.0	0.000	A
C-AB	283	0.00	652	0.434	283	0.9	10.081	B
C-A	58	0.00			58			
A-B	175	0.00			175			
A-C	96	0.00			96			

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	84	0.00	763	0.110	84	0.1	5.566	A
B-A	0	0.00	468	0.000	0	0.0	0.000	A
C-AB	224	0.00	651	0.343	225	0.6	8.739	A
C-A	55	0.00			55			
A-B	143	0.00			143			
A-C	78	0.00			78			

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	70	0.00	770	0.091	70	0.1	5.401	A
B-A	0	0.00	489	0.000	0	0.0	0.000	A
C-AB	183	0.00	650	0.281	183	0.4	7.965	A
C-A	51	0.00			51			
A-B	120	0.00			120			
A-C	65	0.00			65			

2030 | Do Minimum Sens | 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		1.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.98	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	2030	Do Minimum Sens	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		✓	213	100.000
B		✓	37	100.000
C		✓	214	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	91	122
	B	2	0	35
	C	123	91	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	0
	B	33	0	5
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.31	0.1	A
B-A	0.00	9.89	0.0	A
C-AB	0.18	6.48	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-C	26	0.00	767	0.034	26	0.0	5.097	A
B-A	2	0.00	521	0.003	1	0.0	9.211	A
C-AB	79	0.00	671	0.119	79	0.2	6.088	A
C-A	82	0.00			82			
A-B	69	0.00			69			
A-C	92	0.00			92			

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	31	0.00	760	0.041	31	0.0	5.186	A
B-A	2	0.00	507	0.004	2	0.0	9.485	A
C-AB	98	0.00	675	0.145	98	0.2	6.244	A
C-A	94	0.00			94			
A-B	82	0.00			82			
A-C	110	0.00			110			

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	39	0.00	750	0.051	38	0.1	5.310	A
B-A	2	0.00	486	0.005	2	0.0	9.887	A
C-AB	125	0.00	682	0.184	125	0.3	6.476	A
C-A	110	0.00			110			
A-B	100	0.00			100			
A-C	134	0.00			134			

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	39	0.00	750	0.051	39	0.1	5.310	A
B-A	2	0.00	486	0.005	2	0.0	9.889	A
C-AB	125	0.00	682	0.184	125	0.3	6.484	A
C-A	110	0.00			110			
A-B	100	0.00			100			
A-C	134	0.00			134			

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	31	0.00	760	0.041	32	0.0	5.188	A
B-A	2	0.00	506	0.004	2	0.0	9.488	A
C-AB	98	0.00	675	0.145	98	0.2	6.257	A
C-A	94	0.00			94			
A-B	82	0.00			82			
A-C	110	0.00			110			

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	26	0.00	767	0.034	26	0.0	5.100	A
B-A	2	0.00	521	0.003	2	0.0	9.218	A
C-AB	80	0.00	671	0.119	80	0.2	6.107	A
C-A	82	0.00			82			
A-B	69	0.00			69			
A-C	92	0.00			92			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.21	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)
D7	2030	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		✓	235	100.000
B		✓	93	100.000
C		✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	142	93
	B	0	0	93
	C	102	234	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.80	0.2	A
B-A	0.00	0.00	0.0	A
C-AB	0.47	10.63	1.0	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	70	0.00	770	0.091	70	0.1	5.392	A
B-A	0	0.00	484	0.000	0	0.0	0.000	A
C-AB	200	0.00	656	0.304	198	0.5	8.066	A
C-A	53	0.00			53			
A-B	107	0.00			107			
A-C	70	0.00			70			

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	84	0.00	763	0.110	84	0.1	5.560	A
B-A	0	0.00	462	0.000	0	0.0	0.000	A
C-AB	245	0.00	658	0.372	244	0.7	8.959	A
C-A	57	0.00			57			
A-B	128	0.00			128			
A-C	84	0.00			84			

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	102	0.00	754	0.136	102	0.2	5.797	A
B-A	0	0.00	431	0.000	0	0.0	0.000	A
C-AB	311	0.00	661	0.470	310	1.0	10.545	B
C-A	59	0.00			59			
A-B	156	0.00			156			
A-C	102	0.00			102			

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	102	0.00	754	0.136	102	0.2	5.799	A
B-A	0	0.00	431	0.000	0	0.0	0.000	A
C-AB	311	0.00	661	0.471	311	1.0	10.632	B
C-A	59	0.00			59			
A-B	156	0.00			156			
A-C	102	0.00			102			

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	84	0.00	763	0.110	84	0.1	5.564	A
B-A	0	0.00	461	0.000	0	0.0	0.000	A
C-AB	245	0.00	658	0.372	246	0.7	9.051	A
C-A	57	0.00			57			
A-B	128	0.00			128			
A-C	84	0.00			84			

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	70	0.00	770	0.091	70	0.1	5.402	A
B-A	0	0.00	483	0.000	0	0.0	0.000	A
C-AB	200	0.00	656	0.304	201	0.5	8.165	A
C-A	53	0.00			53			
A-B	107	0.00			107			
A-C	70	0.00			70			

2030 | 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	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	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)
D8	2030	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		✓	224	100.000
B		✓	38	100.000
C		✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	90	134
	B	2	0	36
	C	131	92	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	0
	B	33	0	5
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.35	0.1	A
B-A	0.00	10.00	0.0	B
C-AB	0.19	6.49	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-C	27	0.00	765	0.035	27	0.0	5.121	A
B-A	2	0.00	518	0.003	1	0.0	9.277	A
C-AB	81	0.00	673	0.121	81	0.2	6.085	A
C-A	87	0.00			87			
A-B	68	0.00			68			
A-C	101	0.00			101			

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	32	0.00	757	0.043	32	0.0	5.215	A
B-A	2	0.00	502	0.004	2	0.0	9.569	A
C-AB	100	0.00	678	0.148	100	0.2	6.242	A
C-A	100	0.00			100			
A-B	81	0.00			81			
A-C	120	0.00			120			

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	40	0.00	746	0.053	40	0.1	5.348	A
B-A	2	0.00	481	0.005	2	0.0	9.999	A
C-AB	128	0.00	685	0.188	128	0.3	6.479	A
C-A	117	0.00			117			
A-B	99	0.00			99			
A-C	148	0.00			148			

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	40	0.00	746	0.053	40	0.1	5.348	A
B-A	2	0.00	481	0.005	2	0.0	10.001	B
C-AB	129	0.00	685	0.188	129	0.3	6.487	A
C-A	117	0.00			117			
A-B	99	0.00			99			
A-C	148	0.00			148			

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	32	0.00	757	0.043	32	0.0	5.216	A
B-A	2	0.00	502	0.004	2	0.0	9.572	A
C-AB	100	0.00	678	0.148	101	0.2	6.256	A
C-A	100	0.00			100			
A-B	81	0.00			81			
A-C	120	0.00			120			

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	27	0.00	765	0.035	27	0.0	5.126	A
B-A	2	0.00	517	0.003	2	0.0	9.284	A
C-AB	81	0.00	673	0.121	81	0.2	6.104	A
C-A	87	0.00			87			
A-B	68	0.00			68			
A-C	101	0.00			101			

2030 | Do Something Sens | 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		5.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.37	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)
D9	2030	Do Something Sens	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		✓	248	100.000
B		✓	93	100.000
C		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	159	89
	B	0	0	93
	C	98	241	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	5.81	0.2	A
B-A	0.00	0.00	0.0	A
C-AB	0.49	11.06	1.1	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	70	0.00	769	0.091	70	0.1	5.397	A
B-A	0	0.00	482	0.000	0	0.0	0.000	A
C-AB	205	0.00	652	0.314	203	0.5	8.232	A
C-A	51	0.00			51			
A-B	120	0.00			120			
A-C	67	0.00			67			

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	84	0.00	763	0.110	84	0.1	5.566	A
B-A	0	0.00	459	0.000	0	0.0	0.000	A
C-AB	251	0.00	653	0.384	250	0.7	9.205	A
C-A	54	0.00			54			
A-B	143	0.00			143			
A-C	80	0.00			80			

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	102	0.00	753	0.136	102	0.2	5.805	A
B-A	0	0.00	428	0.000	0	0.0	0.000	A
C-AB	318	0.00	655	0.486	317	1.1	10.968	B
C-A	55	0.00			55			
A-B	175	0.00			175			
A-C	98	0.00			98			

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	102	0.00	753	0.136	102	0.2	5.808	A
B-A	0	0.00	428	0.000	0	0.0	0.000	A
C-AB	318	0.00	655	0.486	318	1.1	11.061	B
C-A	55	0.00			55			
A-B	175	0.00			175			
A-C	98	0.00			98			

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	84	0.00	763	0.110	84	0.1	5.568	A
B-A	0	0.00	458	0.000	0	0.0	0.000	A
C-AB	251	0.00	653	0.384	252	0.7	9.311	A
C-A	54	0.00			54			
A-B	143	0.00			143			
A-C	80	0.00			80			

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	70	0.00	769	0.091	70	0.1	5.407	A
B-A	0	0.00	481	0.000	0	0.0	0.000	A
C-AB	205	0.00	652	0.314	206	0.5	8.339	A
C-A	50	0.00			50			
A-B	120	0.00			120			
A-C	67	0.00			67			

2030 | Do Something Sens | 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		2.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.00	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)
D10	2030	Do Something Sens	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		✓	219	100.000
B		✓	38	100.000
C		✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	90	129
	B	2	0	36
	C	120	92	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	0
	B	33	0	5
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	5.34	0.1	A
B-A	0.00	9.93	0.0	A
C-AB	0.19	6.54	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-C	27	0.00	766	0.035	27	0.0	5.113	A
B-A	2	0.00	520	0.003	1	0.0	9.234	A
C-AB	80	0.00	668	0.120	79	0.2	6.120	A
C-A	80	0.00			80			
A-B	68	0.00			68			
A-C	97	0.00			97			

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	32	0.00	758	0.043	32	0.0	5.205	A
B-A	2	0.00	505	0.004	2	0.0	9.514	A
C-AB	99	0.00	672	0.147	98	0.2	6.284	A
C-A	92	0.00			92			
A-B	81	0.00			81			
A-C	116	0.00			116			

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	40	0.00	748	0.053	40	0.1	5.335	A
B-A	2	0.00	485	0.005	2	0.0	9.925	A
C-AB	126	0.00	678	0.186	126	0.3	6.529	A
C-A	107	0.00			107			
A-B	99	0.00			99			
A-C	142	0.00			142			

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	40	0.00	748	0.053	40	0.1	5.335	A
B-A	2	0.00	484	0.005	2	0.0	9.927	A
C-AB	126	0.00	678	0.186	126	0.3	6.537	A
C-A	107	0.00			107			
A-B	99	0.00			99			
A-C	142	0.00			142			

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	32	0.00	758	0.043	32	0.0	5.208	A
B-A	2	0.00	505	0.004	2	0.0	9.517	A
C-AB	99	0.00	672	0.147	99	0.2	6.295	A
C-A	92	0.00			92			
A-B	81	0.00			81			
A-C	116	0.00			116			

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	27	0.00	766	0.035	27	0.0	5.116	A
B-A	2	0.00	520	0.003	2	0.0	9.241	A
C-AB	80	0.00	668	0.120	80	0.2	6.139	A
C-A	79	0.00			79			
A-B	68	0.00			68			
A-C	97	0.00			97			