
Appendix F

Junction 13 - PICADY Capacity Assessment

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.1.1519									
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Filename: T20517 - Main St-Dragon Ln PRTM v2.j10

Path: C:\Users\JamesCorbett\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2020\T20517 Brascote Lane, Newbold Verdon\Junction Assessments\Picady\PRTM Flows

Report generation date: 11/08/2023 10:53:50

- »2023 Base, AM
- »2023 Base, PM
- »2024 Growth Base, AM
- »2024 Growth Base, PM
- »2029 Adjusted Base, AM
- »2029 Adjusted Base, PM
- »2029 + Dev Adjusted, AM
- »2029 + Dev Adjusted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-AC	D1	0.0	5.92	0.03	A	D2	0.0	5.66	0.01	A
Stream C-AB		0.0	5.36	0.00	A		0.0	5.38	0.01	A
	2024 Growth Base									
Stream B-AC	D3	0.0	5.93	0.03	A	D4	0.0	5.67	0.01	A
Stream C-AB		0.0	5.35	0.00	A		0.0	5.38	0.01	A
	2029 Adjusted Base									
Stream B-AC	D5	0.0	6.01	0.03	A	D6	0.0	5.74	0.01	A
Stream C-AB		0.0	5.35	0.00	A		0.0	5.38	0.01	A
	2029 + Dev Adjusted									
Stream B-AC	D7	0.0	6.19	0.03	A	D8	0.0	5.87	0.01	A
Stream C-AB		0.0	5.35	0.00	A		0.0	5.17	0.01	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	Main Street/Dragon Lane
Location	Newbold Verdon
Site number	
Date	03/04/2023
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20517
Enumerator	AzureAD/MaxLaw
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Adjusted Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Adjusted Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	A

Arms

Arms

Arm	Name	Description	Arm type
A	Main Street (E)		Major
B	Main Street (W)		Minor
C	Dragon Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.30			125.0	✓	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	4.26	20	140

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	622	0.085	0.214	0.135	0.306
B-C	802	0.129	0.327	-	-
C-B	646	0.225	0.225	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	107	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	3	104
	B	5	0	11
From	C	96	1	0

Proportions

	To			
		A	B	C
	A	0.00	0.03	0.97
	B	0.31	0.00	0.69
From	C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	6
	B	0	0	18
From	C	3	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.180
From	C	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	81	81
	B	12	12
	C	73	73
08:00-08:15	A	96	96
	B	14	14
	C	87	87
08:15-08:30	A	118	118
	B	18	18
	C	107	107
08:30-08:45	A	118	118
	B	18	18
	C	107	107
08:45-09:00	A	96	96
	B	14	14
	C	87	87
09:00-09:15	A	81	81
	B	12	12
	C	73	73

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.92	0.0	A	15	22
C-AB	0.00	5.36	0.0	A	1	2
C-A					88	132
A-B					3	4
A-C					95	143

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	709	0.017	12	0.0	0.0	5.771	A
C-AB	0.84	0.21	675	0.001	0.84	0.0	0.0	5.354	A
C-A	72	18			72				
A-B	2	0.56			2				
A-C	78	20			78				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	704	0.020	14	0.0	0.0	5.834	A
C-AB	1	0.26	681	0.002	1	0.0	0.0	5.311	A
C-A	86	22			86				
A-B	3	0.67			3				
A-C	93	23			93				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	696	0.025	18	0.0	0.0	5.924	A
C-AB	1	0.33	689	0.002	1	0.0	0.0	5.255	A
C-A	105	26			105				
A-B	3	0.83			3				
A-C	115	29			115				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	696	0.025	18	0.0	0.0	5.924	A
C-AB	1	0.33	689	0.002	1	0.0	0.0	5.257	A
C-A	105	26			105				
A-B	3	0.83			3				
A-C	115	29			115				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	704	0.020	14	0.0	0.0	5.837	A
C-AB	1	0.26	681	0.002	1	0.0	0.0	5.317	A
C-A	88	22			88				
A-B	3	0.67			3				
A-C	93	23			93				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	709	0.017	12	0.0	0.0	5.771	A
C-AB	0.84	0.21	675	0.001	0.84	0.0	0.0	5.358	A
C-A	72	18			72				
A-B	2	0.56			2				
A-C	78	20			78				

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	A

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	76	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	7	89
	From B	4	0	2
	From C	84	5	0

Proportions

	To			
		A	B	C
	From A	0.00	0.09	0.91
	From B	0.67	0.00	0.33
	From C	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	57	57
	B	5	5
	C	67	67
17:00-17:15	A	68	68
	B	5	5
	C	80	80
17:15-17:30	A	84	84
	B	7	7
	C	98	98
17:30-17:45	A	84	84
	B	7	7
	C	98	98
17:45-18:00	A	68	68
	B	5	5
	C	80	80
18:00-18:15	A	57	57
	B	5	5
	C	67	67

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.66	0.0	A	6	8
C-AB	0.01	5.38	0.0	A	5	8
C-A					76	115
A-B					6	10
A-C					63	95

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	652	0.007	4	0.0	0.0	5.561	A
C-AB	4	1	674	0.006	4	0.0	0.0	5.380	A
C-A	63	16			63				
A-B	5	1			5				
A-C	52	13			52				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	648	0.008	5	0.0	0.0	5.603	A
C-AB	5	1	680	0.007	5	0.0	0.0	5.344	A
C-A	75	19			75				
A-B	6	2			6				
A-C	62	16			62				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	642	0.010	7	0.0	0.0	5.663	A
C-AB	6	2	668	0.009	6	0.0	0.0	5.295	A
C-A	92	23			92				
A-B	8	2			8				
A-C	76	19			76				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	642	0.010	7	0.0	0.0	5.663	A
C-AB	6	2	668	0.009	6	0.0	0.0	5.299	A
C-A	92	23			92				
A-B	8	2			8				
A-C	76	19			76				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	648	0.008	5	0.0	0.0	5.604	A
C-AB	5	1	660	0.007	5	0.0	0.0	5.348	A
C-A	75	19			75				
A-B	6	2			6				
A-C	62	16			62				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	652	0.007	5	0.0	0.0	5.561	A
C-AB	4	1	674	0.006	4	0.0	0.0	5.381	A
C-A	63	16			63				
A-B	5	1			5				
A-C	52	13			52				

2024 Growth Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	108	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	3	105
	From B	5	0	11
	From C	97	1	0

Proportions

	To			
		A	B	C
	From A	0.00	0.03	0.97
	From B	0.31	0.00	0.69
	From C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	From A	0	0	6
	From B	0	0	18
	From C	3	0	0

Average PCU Per Veh

	To			
		A	B	C
	From A	1.000	1.000	1.080
	From B	1.000	1.000	1.180
	From C	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	81	81
	B	12	12
	C	74	74
08:00-08:15	A	97	97
	B	14	14
	C	88	88
08:15-08:30	A	119	119
	B	18	18
	C	108	108
08:30-08:45	A	119	119
	B	18	18
	C	108	108
08:45-09:00	A	97	97
	B	14	14
	C	88	88
09:00-09:15	A	81	81
	B	12	12
	C	74	74

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	5.93	0.0	A	15	22
C-AB	0.00	5.35	0.0	A	1	2
C-A					89	133
A-B					3	4
A-C					96	145

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	709	0.017	12	0.0	0.0	5.773	A
C-AB	0.84	0.21	676	0.001	0.84	0.0	0.0	5.351	A
C-A	73	18			73				
A-B	2	0.56			2				
A-C	79	20			79				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	703	0.020	14	0.0	0.0	5.837	A
C-AB	1	0.26	681	0.002	1	0.0	0.0	5.309	A
C-A	87	22			87				
A-B	3	0.67			3				
A-C	94	24			94				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	696	0.025	18	0.0	0.0	5.927	A
C-AB	1	0.33	690	0.002	1	0.0	0.0	5.251	A
C-A	107	27			107				
A-B	3	0.83			3				
A-C	116	29			116				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	696	0.025	18	0.0	0.0	5.927	A
C-AB	1	0.33	690	0.002	1	0.0	0.0	5.255	A
C-A	107	27			107				
A-B	3	0.83			3				
A-C	116	29			116				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	703	0.020	14	0.0	0.0	5.837	A
C-AB	1	0.26	681	0.002	1	0.0	0.0	5.314	A
C-A	87	22			87				
A-B	3	0.67			3				
A-C	94	24			94				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	709	0.017	12	0.0	0.0	5.774	A
C-AB	0.84	0.21	676	0.001	0.85	0.0	0.0	5.353	A
C-A	73	18			73				
A-B	2	0.56			2				
A-C	79	20			79				

2024 Growth Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	77	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	7	70
	From B	4	0	2
	From C	85	5	0

Proportions

	To			
		A	B	C
	From A	0.00	0.09	0.91
	From B	0.67	0.00	0.33
	From C	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	58	58
	B	5	5
	C	68	68
17:00-17:15	A	69	69
	B	5	5
	C	81	81
17:15-17:30	A	85	85
	B	7	7
	C	99	99
17:30-17:45	A	85	85
	B	7	7
	C	99	99
17:45-18:00	A	69	69
	B	5	5
	C	81	81
18:00-18:15	A	58	58
	B	5	5
	C	68	68

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.67	0.0	A	6	8
C-AB	0.01	5.38	0.0	A	5	8
C-A					77	116
A-B					6	10
A-C					64	98

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	651	0.007	4	0.0	0.0	5.563	A
C-AB	4	1	675	0.006	4	0.0	0.0	5.377	A
C-A	64	16			64				
A-B	5	1			5				
A-C	53	13			53				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	647	0.008	5	0.0	0.0	5.606	A
C-AB	5	1	680	0.007	5	0.0	0.0	5.341	A
C-A	76	19			76				
A-B	6	2			6				
A-C	63	16			63				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	642	0.010	7	0.0	0.0	5.667	A
C-AB	6	2	688	0.009	6	0.0	0.0	5.292	A
C-A	93	23			93				
A-B	8	2			8				
A-C	77	19			77				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	642	0.010	7	0.0	0.0	5.667	A
C-AB	6	2	688	0.009	6	0.0	0.0	5.293	A
C-A	93	23			93				
A-B	8	2			8				
A-C	77	19			77				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	647	0.008	5	0.0	0.0	5.609	A
C-AB	5	1	680	0.007	5	0.0	0.0	5.343	A
C-A	76	19			76				
A-B	6	2			6				
A-C	63	16			63				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	651	0.007	5	0.0	0.0	5.563	A
C-AB	4	1	675	0.006	4	0.0	0.0	5.378	A
C-A	64	16			64				
A-B	5	1			5				
A-C	53	13			53				

2029 Adjusted Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Adjusted Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	136	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	0	3	133	
	5	0	11	
From	107	1	0	

Proportions

	To			
	A	B	C	
	0.00	0.02	0.98	
	0.31	0.00	0.69	
From	0.99	0.01	0.00	

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	0	0	6	
	0	0	18	
From	3	0	0	

Average PCU Per Veh

	To			
	A	B	C	
	1.000	1.000	1.080	
	1.000	1.000	1.180	
From	1.030	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	102	102
	B	12	12
	C	81	81
08:00-08:15	A	122	122
	B	14	14
	C	97	97
08:15-08:30	A	150	150
	B	18	18
	C	119	119
08:30-08:45	A	150	150
	B	18	18
	C	119	119
08:45-09:00	A	122	122
	B	14	14
	C	97	97
09:00-09:15	A	102	102
	B	12	12
	C	81	81

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.01	0.0	A	15	22
C-AB	0.00	5.35	0.0	A	1	2
C-A					98	147
A-B					3	4
A-C					122	183

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	702	0.017	12	0.0	0.0	5.827	A
C-AB	0.85	0.21	676	0.001	0.85	0.0	0.0	5.350	A
C-A	80	20			80				
A-B	2	0.56			2				
A-C	100	25			100				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	696	0.021	14	0.0	0.0	5.902	A
C-AB	1	0.26	682	0.002	1	0.0	0.0	5.307	A
C-A	96	24			96				
A-B	3	0.67			3				
A-C	120	30			120				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	687	0.026	18	0.0	0.0	6.010	A
C-AB	1	0.33	690	0.002	1	0.0	0.0	5.248	A
C-A	118	29			118				
A-B	3	0.83			3				
A-C	146	37			146				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	687	0.026	18	0.0	0.0	6.010	A
C-AB	1	0.33	690	0.002	1	0.0	0.0	5.250	A
C-A	118	29			118				
A-B	3	0.83			3				
A-C	146	37			146				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	696	0.021	14	0.0	0.0	5.903	A
C-AB	1	0.26	682	0.002	1	0.0	0.0	5.313	A
C-A	96	24			96				
A-B	3	0.67			3				
A-C	120	30			120				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	702	0.017	12	0.0	0.0	5.829	A
C-AB	0.86	0.21	676	0.001	0.86	0.0	0.0	5.354	A
C-A	80	20			80				
A-B	2	0.56			2				
A-C	100	25			100				

2029 Adjusted Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Adjusted Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	104	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	7	97
	From B	4	0	2
	From C	95	5	0

Proportions

	To			
		A	B	C
	From A	0.00	0.07	0.93
	From B	0.67	0.00	0.33
	From C	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	78	78
	B	5	5
	C	75	75
17:00-17:15	A	93	93
	B	5	5
	C	90	90
17:15-17:30	A	115	115
	B	7	7
	C	110	110
17:30-17:45	A	115	115
	B	7	7
	C	110	110
17:45-18:00	A	93	93
	B	5	5
	C	90	90
18:00-18:15	A	78	78
	B	5	5
	C	75	75

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.74	0.0	A	6	8
C-AB	0.01	5.38	0.0	A	5	8
C-A					86	130
A-B					6	10
A-C					89	134

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	646	0.007	4	0.0	0.0	5.613	A
C-AB	4	1	675	0.006	4	0.0	0.0	5.375	A
C-A	71	18			71				
A-B	5	1			5				
A-C	73	18			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	641	0.008	5	0.0	0.0	5.667	A
C-AB	5	1	681	0.008	5	0.0	0.0	5.338	A
C-A	85	21			85				
A-B	6	2			6				
A-C	87	22			87				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	833	0.010	7	0.0	0.0	5.743	A
C-AB	8	2	889	0.009	8	0.0	0.0	5.288	A
C-A	104	28			104				
A-B	8	2			8				
A-C	107	27			107				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	833	0.010	7	0.0	0.0	5.743	A
C-AB	8	2	889	0.009	8	0.0	0.0	5.291	A
C-A	104	28			104				
A-B	8	2			8				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	841	0.008	5	0.0	0.0	5.669	A
C-AB	5	1	881	0.008	5	0.0	0.0	5.340	A
C-A	85	21			85				
A-B	6	2			6				
A-C	87	22			87				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	848	0.007	5	0.0	0.0	5.613	A
C-AB	4	1	875	0.008	4	0.0	0.0	5.378	A
C-A	71	18			71				
A-B	5	1			5				
A-C	73	18			73				

2029 + Dev Adjusted, 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		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	193	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	3	190
	B	5	0	11
From	C	128	1	0

Proportions

	To			
		A	B	C
	A	0.00	0.02	0.98
	B	0.31	0.00	0.69
From	C	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	6
	B	0	0	18
From	C	3	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.080
	B	1.000	1.000	1.180
From	C	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	145	145
	B	12	12
	C	97	97
08:00-08:15	A	174	174
	B	14	14
	C	116	116
08:15-08:30	A	212	212
	B	18	18
	C	142	142
08:30-08:45	A	212	212
	B	18	18
	C	142	142
08:45-09:00	A	174	174
	B	14	14
	C	116	116
09:00-09:15	A	145	145
	B	12	12
	C	97	97

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	6.19	0.0	A	15	22
C-AB	0.00	5.35	0.0	A	1	2
C-A					117	176
A-B					3	4
A-C					174	282

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	689	0.017	12	0.0	0.0	5.939	A
C-AB	0.88	0.22	677	0.001	0.87	0.0	0.0	5.345	A
C-A	96	24			96				
A-B	2	0.56			2				
A-C	143	36			143				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	680	0.021	14	0.0	0.0	6.041	A
C-AB	1	0.27	683	0.002	1	0.0	0.0	5.299	A
C-A	115	29			115				
A-B	3	0.67			3				
A-C	171	43			171				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	668	0.026	18	0.0	0.0	6.187	A
C-AB	1	0.35	693	0.002	1	0.0	0.0	5.238	A
C-A	141	35			141				
A-B	3	0.83			3				
A-C	209	52			209				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	4	668	0.026	18	0.0	0.0	6.187	A
C-AB	1	0.35	693	0.002	1	0.0	0.0	5.239	A
C-A	141	35			141				
A-B	3	0.83			3				
A-C	209	52			209				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	660	0.021	14	0.0	0.0	6.041	A
C-AB	1	0.27	683	0.002	1	0.0	0.0	5.306	A
C-A	115	29			115				
A-B	3	0.67			3				
A-C	171	43			171				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	689	0.017	12	0.0	0.0	5.942	A
C-AB	0.88	0.22	677	0.001	0.88	0.0	0.0	5.349	A
C-A	96	24			96				
A-B	2	0.56			2				
A-C	143	36			143				

2029 + Dev Adjusted, 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		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	125	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	From A	0	7	118
	From B	4	0	2
	From C	161	5	0

Proportions

	To			
		A	B	C
	From A	0.00	0.06	0.94
	From B	0.67	0.00	0.33
	From C	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

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

Average PCU Per Veh

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	94	94
	B	5	5
	C	125	125
17:00-17:15	A	112	112
	B	5	5
	C	149	149
17:15-17:30	A	138	138
	B	7	7
	C	183	183
17:30-17:45	A	138	138
	B	7	7
	C	183	183
17:45-18:00	A	112	112
	B	5	5
	C	149	149
18:00-18:15	A	94	94
	B	5	5
	C	125	125

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	5.87	0.0	A	6	8
C-AB	0.01	5.17	0.0	A	6	9
C-A					147	220
A-B					6	10
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	637	0.007	4	0.0	0.0	5.694	A
C-AB	5	1	704	0.006	5	0.0	0.0	5.161	A
C-A	120	30			120				
A-B	5	1			5				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	630	0.009	5	0.0	0.0	5.766	A
C-AB	6	1	716	0.008	6	0.0	0.0	5.067	A
C-A	144	36			144				
A-B	6	2			6				
A-C	106	27			106				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	620	0.011	7	0.0	0.0	5.888	A
C-AB	7	2	732	0.010	7	0.0	0.0	4.988	A
C-A	175	44			175				
A-B	8	2			8				
A-C	130	32			130				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	620	0.011	7	0.0	0.0	5.888	A
C-AB	7	2	732	0.010	7	0.0	0.0	4.992	A
C-A	175	44			175				
A-B	8	2			8				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	630	0.009	5	0.0	0.0	5.788	A
C-AB	6	1	716	0.008	6	0.0	0.0	5.093	A
C-A	144	36			144				
A-B	6	2			6				
A-C	106	27			106				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	637	0.007	5	0.0	0.0	5.696	A
C-AB	5	1	704	0.006	5	0.0	0.0	5.165	A
C-A	120	30			120				
A-B	5	1			5				
A-C	89	22			89				

Appendix G

Junction 17 - PICADY Capacity Assessment

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.0.1820									
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Filename: T20517 - Church Rd-Barwell Ln PRTM rev A.j10

Path: C:\Users\ConnorRead\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2020\T20517 Brascote Lane, Newbold Verdon\Junction Assessments

Report generation date: 09/08/2023 10:33:50

- » 2023 Base, AM
- » 2023 Base, PM
- » 2024 Growth Base, AM
- » 2024 Growth Base, PM
- » 2029 Adjusted Base, AM
- » 2029 Adjusted Base, PM
- » 2029 + Dev Adjusted, AM
- » 2029 + Dev Adjusted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base									
Stream B-AC	D1	0.2	7.99	0.14	A	D2	0.1	7.20	0.07	A
Stream C-AB		0.0	5.79	0.01	A		0.0	5.85	0.00	A
	2024 Growth Base									
Stream B-AC	D3	0.2	7.99	0.14	A	D4	0.1	7.20	0.07	A
Stream C-AB		0.0	5.79	0.01	A		0.0	5.88	0.00	A
	2029 Adjusted Base									
Stream B-AC	D5	0.2	8.63	0.19	A	D6	0.2	8.09	0.14	A
Stream C-AB		0.0	5.90	0.01	A		0.0	5.94	0.00	A
	2029 + Dev Adjusted									
Stream B-AC	D7	0.3	8.85	0.20	A	D8	0.2	8.56	0.18	A
Stream C-AB		0.0	6.02	0.01	A		0.0	6.00	0.00	A

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

File summary

File Description

Title	Church Road/Barwell Lane
Location	Newbold Verdon
Site number	
Date	03/04/2023
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20517
Enumerator	AzureAD/MaxLaw
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	38.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Adjusted Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Adjusted Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 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		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Road (E)		Major
B	Barwell Lane		Minor
C	Church Road (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	6.20			100.0	✓	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	3.40	40	35

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	528	0.098	0.243	0.153	0.347
B-C	872	0.101	0.256	-	-
C-B	632	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	52	19
	B	60	0	5
	C	19	3	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.99	0.2	A	60	89
C-AB	0.01	5.79	0.0	A	3	4
C-A					17	26
A-B					48	72
A-C					17	26

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	527	0.093	49	0.0	0.1	7.520	A
C-AB	2	0.58	628	0.004	2	0.0	0.0	5.763	A
C-A	14	4			14				
A-B	39	10			39				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	525	0.111	58	0.1	0.1	7.714	A
C-AB	3	0.69	628	0.004	3	0.0	0.0	5.775	A
C-A	17	4			17				
A-B	47	12			47				
A-C	17	4			17				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	522	0.137	71	0.1	0.2	7.985	A
C-AB	3	0.85	627	0.005	3	0.0	0.0	5.792	A
C-A	21	5			21				
A-B	57	14			57				
A-C	21	5			21				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	522	0.137	72	0.2	0.2	7.989	A
C-AB	3	0.85	627	0.005	3	0.0	0.0	5.794	A
C-A	21	5			21				
A-B	57	14			57				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	525	0.111	59	0.2	0.1	7.723	A
C-AB	3	0.69	628	0.004	3	0.0	0.0	5.778	A
C-A	17	4			17				
A-B	47	12			47				
A-C	17	4			17				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	527	0.093	49	0.1	0.1	7.535	A
C-AB	2	0.58	628	0.004	2	0.0	0.0	5.764	A
C-A	14	4			14				
A-B	39	10			39				
A-C	14	4			14				

2023 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		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	88	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	68	20
	B	26	0	6
	C	12	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	7.20	0.1	A	29	44
C-AB	0.00	5.85	0.0	A	0.93	1
C-A					11	16
A-B					62	94
A-C					18	28

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	540	0.045	24	0.0	0.0	6.974	A
C-AB	0.76	0.19	622	0.001	0.76	0.0	0.0	5.802	A
C-A	9	2			9				
A-B	51	13			51				
A-C	15	4			15				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	538	0.053	29	0.0	0.1	7.067	A
C-AB	0.91	0.23	620	0.001	0.91	0.0	0.0	5.823	A
C-A	11	3			11				
A-B	61	15			61				
A-C	18	4			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	535	0.066	35	0.1	0.1	7.197	A
C-AB	1	0.28	617	0.002	1	0.0	0.0	5.852	A
C-A	13	3			13				
A-B	75	19			75				
A-C	22	6			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	535	0.066	35	0.1	0.1	7.197	A
C-AB	1	0.28	617	0.002	1	0.0	0.0	5.853	A
C-A	13	3			13				
A-B	75	19			75				
A-C	22	6			22				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	538	0.053	29	0.1	0.1	7.069	A
C-AB	0.92	0.23	620	0.001	0.92	0.0	0.0	5.827	A
C-A	11	3			11				
A-B	61	15			61				
A-C	18	4			18				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	540	0.045	24	0.1	0.0	6.977	A
C-AB	0.76	0.19	622	0.001	0.77	0.0	0.0	5.805	A
C-A	9	2			9				
A-B	51	13			51				
A-C	15	4			15				

2024 Growth 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		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	71	100.000
B		ONE HOUR	✓	65	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From	A	B	C	
	0	52	19	
	60	0	5	
	19	3	0	

Vehicle Mix

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

Heavy Vehicle %

	To			
From	A	B	C	
	0	0	0	
	0	0	0	
	11	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.99	0.2	A	60	89
C-AB	0.01	5.79	0.0	A	3	4
C-A					17	28
A-B					48	72
A-C					17	28

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	527	0.093	49	0.0	0.1	7.520	A
C-AB	2	0.58	628	0.004	2	0.0	0.0	5.763	A
C-A	14	4			14				
A-B	39	10			39				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	525	0.111	58	0.1	0.1	7.714	A
C-AB	3	0.69	628	0.004	3	0.0	0.0	5.775	A
C-A	17	4			17				
A-B	47	12			47				
A-C	17	4			17				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	522	0.137	71	0.1	0.2	7.985	A
C-AB	3	0.85	627	0.005	3	0.0	0.0	5.792	A
C-A	21	5			21				
A-B	57	14			57				
A-C	21	5			21				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	522	0.137	72	0.2	0.2	7.989	A
C-AB	3	0.85	627	0.005	3	0.0	0.0	5.794	A
C-A	21	5			21				
A-B	57	14			57				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	15	525	0.111	59	0.2	0.1	7.723	A
C-AB	3	0.69	628	0.004	3	0.0	0.0	5.778	A
C-A	17	4			17				
A-B	47	12			47				
A-C	17	4			17				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	12	527	0.093	49	0.1	0.1	7.535	A
C-AB	2	0.58	628	0.004	2	0.0	0.0	5.764	A
C-A	14	4			14				
A-B	39	10			39				
A-C	14	4			14				

2024 Growth 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		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	89	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	89	20
	B	26	0	6
	C	12	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	7.20	0.1	A	29	44
C-AB	0.00	5.86	0.0	A	0.93	1
C-A					11	16
A-B					63	95
A-C					18	28

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	540	0.045	24	0.0	0.0	6.975	A
C-AB	0.76	0.19	622	0.001	0.76	0.0	0.0	5.804	A
C-A	9	2			9				
A-B	52	13			52				
A-C	15	4			15				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	538	0.053	29	0.0	0.1	7.069	A
C-AB	0.92	0.23	620	0.001	0.91	0.0	0.0	5.825	A
C-A	11	3			11				
A-B	62	16			62				
A-C	18	4			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	535	0.066	35	0.1	0.1	7.199	A
C-AB	1	0.28	617	0.002	1	0.0	0.0	5.854	A
C-A	13	3			13				
A-B	76	19			76				
A-C	22	6			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	535	0.066	35	0.1	0.1	7.199	A
C-AB	1	0.28	617	0.002	1	0.0	0.0	5.857	A
C-A	13	3			13				
A-B	76	19			76				
A-C	22	6			22				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	538	0.053	29	0.1	0.1	7.073	A
C-AB	0.92	0.23	620	0.001	0.92	0.0	0.0	5.826	A
C-A	11	3			11				
A-B	62	16			62				
A-C	18	4			18				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	540	0.045	24	0.1	0.0	6.978	A
C-AB	0.76	0.19	622	0.001	0.77	0.0	0.0	5.807	A
C-A	9	2			9				
A-B	52	13			52				
A-C	15	4			15				

2029 Adjusted 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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Adjusted Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	114	100.000
B		ONE HOUR	✓	89	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	95	19
	B	84	0	5
	C	19	3	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	8.63	0.2	A	82	123
C-AB	0.01	5.90	0.0	A	3	4
C-A					17	28
A-B					87	131
A-C					17	28

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	521	0.129	66	0.0	0.1	7.904	A
C-AB	2	0.58	620	0.004	2	0.0	0.0	5.836	A
C-A	14	4			14				
A-B	72	18			72				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	519	0.154	80	0.1	0.2	8.201	A
C-AB	3	0.69	618	0.004	3	0.0	0.0	5.862	A
C-A	17	4			17				
A-B	85	21			85				
A-C	17	4			17				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	515	0.190	98	0.2	0.2	8.621	A
C-AB	3	0.85	615	0.008	3	0.0	0.0	5.900	A
C-A	21	5			21				
A-B	105	26			105				
A-C	21	5			21				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	24	515	0.190	98	0.2	0.2	8.630	A
C-AB	3	0.86	615	0.008	3	0.0	0.0	5.904	A
C-A	21	5			21				
A-B	105	26			105				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	20	519	0.154	80	0.2	0.2	8.215	A
C-AB	3	0.69	618	0.004	3	0.0	0.0	5.888	A
C-A	17	4			17				
A-B	85	21			85				
A-C	17	4			17				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	17	521	0.129	67	0.2	0.1	7.929	A
C-AB	2	0.58	620	0.004	2	0.0	0.0	5.837	A
C-A	14	4			14				
A-B	72	18			72				
A-C	14	4			14				

2029 Adjusted 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		2.75	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Adjusted Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	121	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	101	20
	B	62	0	6
	C	12	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	8.09	0.2	A	62	94
C-AB	0.00	5.94	0.0	A	0.93	1
C-A					11	16
A-B					93	139
A-C					18	28

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	526	0.097	51	0.0	0.1	7.574	A
C-AB	0.76	0.19	616	0.001	0.76	0.0	0.0	5.859	A
C-A	9	2			9				
A-B	76	19			76				
A-C	15	4			15				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	523	0.117	61	0.1	0.1	7.787	A
C-AB	0.92	0.23	613	0.001	0.91	0.0	0.0	5.891	A
C-A	11	3			11				
A-B	91	23			91				
A-C	18	4			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	520	0.144	75	0.1	0.2	8.085	A
C-AB	1	0.28	608	0.002	1	0.0	0.0	5.936	A
C-A	13	3			13				
A-B	111	28			111				
A-C	22	6			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	19	520	0.144	75	0.2	0.2	8.090	A
C-AB	1	0.28	608	0.002	1	0.0	0.0	5.939	A
C-A	13	3			13				
A-B	111	28			111				
A-C	22	6			22				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	15	523	0.117	61	0.2	0.1	7.796	A
C-AB	0.92	0.23	613	0.001	0.92	0.0	0.0	5.893	A
C-A	11	3			11				
A-B	91	23			91				
A-C	18	4			18				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	13	526	0.097	51	0.1	0.1	7.589	A
C-AB	0.76	0.19	616	0.001	0.77	0.0	0.0	5.880	A
C-A	9	2			9				
A-B	76	19			76				
A-C	15	4			15				

2029 + Dev Adjusted, 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		3.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	157	100.000
B		ONE HOUR	✓	94	100.000
C		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	138	19
	B	89	0	5
	C	19	3	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	8.85	0.3	A	88	129
C-AB	0.01	6.02	0.0	A	3	4
C-A					17	28
A-B					127	190
A-C					17	28

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	518	0.137	70	0.0	0.2	8.031	A
C-AB	2	0.68	613	0.004	2	0.0	0.0	5.910	A
C-A	14	4			14				
A-B	104	28			104				
A-C	14	4			14				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	515	0.164	84	0.2	0.2	8.365	A
C-AB	3	0.69	609	0.005	3	0.0	0.0	5.952	A
C-A	17	4			17				
A-B	124	31			124				
A-C	17	4			17				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	28	510	0.203	103	0.2	0.3	8.842	A
C-AB	3	0.86	604	0.006	3	0.0	0.0	6.012	A
C-A	21	5			21				
A-B	152	38			152				
A-C	21	5			21				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	28	510	0.203	103	0.3	0.3	8.851	A
C-AB	3	0.86	604	0.006	3	0.0	0.0	6.016	A
C-A	21	5			21				
A-B	152	38			152				
A-C	21	5			21				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	85	21	515	0.164	85	0.3	0.2	8.378	A
C-AB	3	0.69	609	0.005	3	0.0	0.0	5.956	A
C-A	17	4			17				
A-B	124	31			124				
A-C	17	4			17				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	71	18	518	0.137	71	0.2	0.2	8.060	A
C-AB	2	0.58	613	0.004	2	0.0	0.0	5.914	A
C-A	14	4			14				
A-B	104	26			104				
A-C	14	4			14				

2029 + Dev Adjusted, 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		3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	144	100.000
B		ONE HOUR	✓	88	100.000
C		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	124	20
	B	80	0	8
	C	12	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	10
	B	0	0	0
	C	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.56	0.2	A	79	118
C-AB	0.00	6.00	0.0	A	0.94	1
C-A					11	16
A-B					114	171
A-C					18	28

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	522	0.124	64	0.0	0.1	7.857	A
C-AB	0.76	0.19	612	0.001	0.76	0.0	0.0	5.899	A
C-A	9	2			9				
A-B	93	23			93				
A-C	15	4			15				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	519	0.149	77	0.1	0.2	8.144	A
C-AB	0.92	0.23	608	0.002	0.91	0.0	0.0	5.940	A
C-A	11	3			11				
A-B	111	28			111				
A-C	18	4			18				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	515	0.184	94	0.2	0.2	8.553	A
C-AB	1	0.28	602	0.002	1	0.0	0.0	5.997	A
C-A	13	3			13				
A-B	137	34			137				
A-C	22	6			22				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	24	515	0.184	95	0.2	0.2	8.560	A
C-AB	1	0.28	602	0.002	1	0.0	0.0	5.997	A
C-A	13	3			13				
A-B	137	34			137				
A-C	22	6			22				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	77	19	519	0.149	78	0.2	0.2	8.157	A
C-AB	0.92	0.23	608	0.002	0.92	0.0	0.0	5.941	A
C-A	11	3			11				
A-B	111	28			111				
A-C	18	4			18				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	522	0.124	65	0.2	0.1	7.882	A
C-AB	0.76	0.19	612	0.001	0.77	0.0	0.0	5.900	A
C-A	9	2			9				
A-B	93	23			93				
A-C	15	4			15				

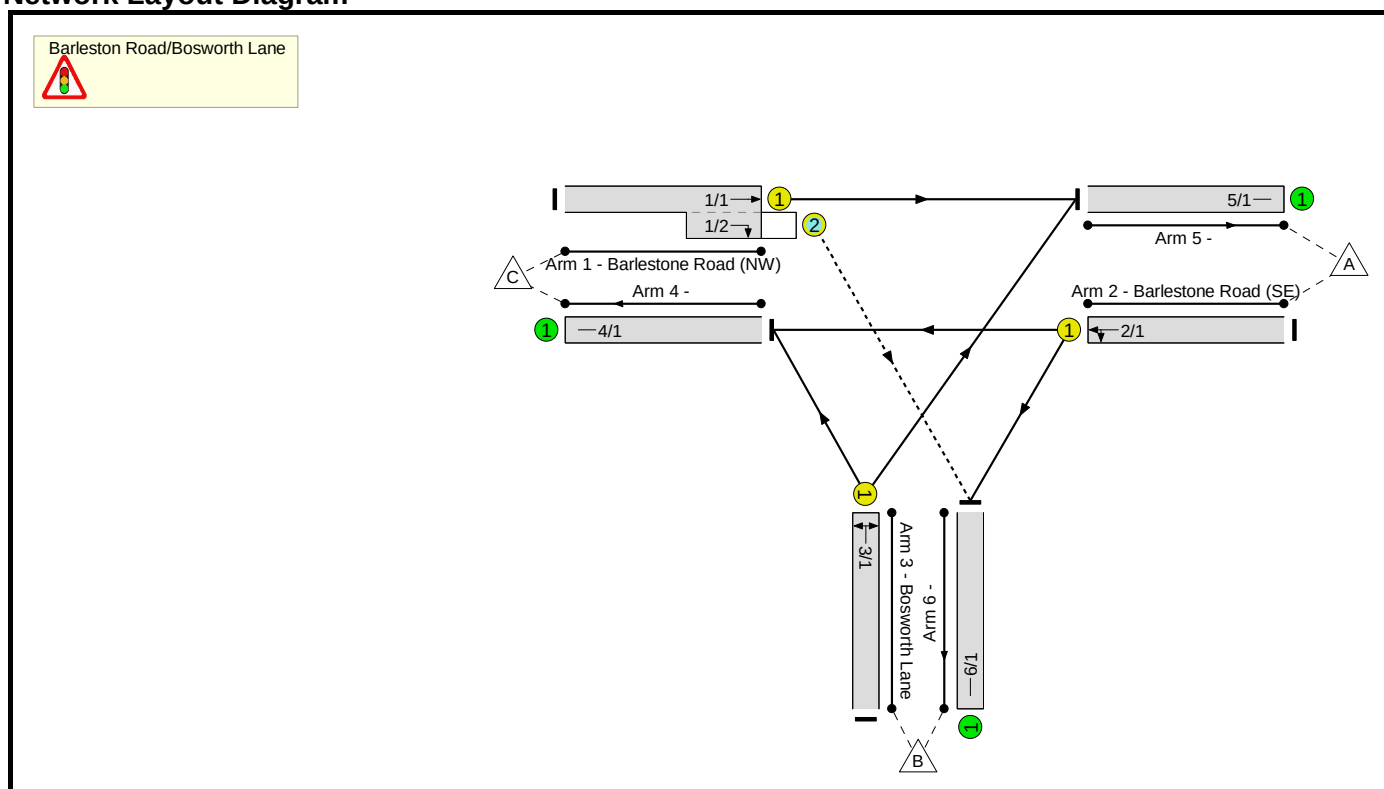
Appendix H

Junction 5 - LINSIG Capacity Assessment

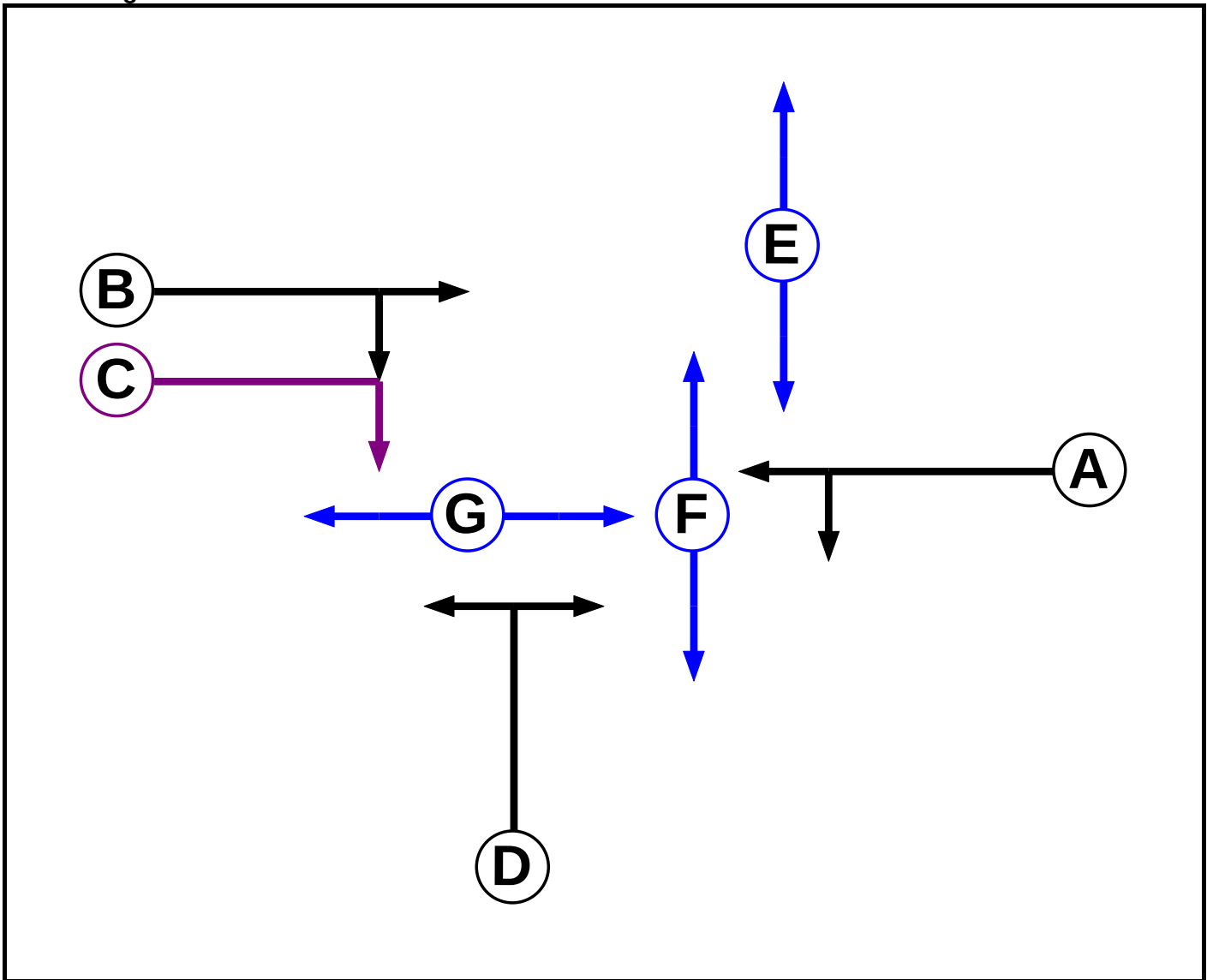
User and Project Details

Project:	Newbold Verdon
Title:	Barlestone Road (B582)/Bosworth Lane (B585)
Location:	Newbold Verdon
Client:	Richborough Estates
Site Ref(s):	T20517
Date Started:	11/08/2023
Additional detail:	
File name:	T20517 - Barlestone Rd-Bosworth Ln - Bloor Scheme PRTM V2.lsg3x
Author:	James Corbett
Company:	Hub Transport Planning Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

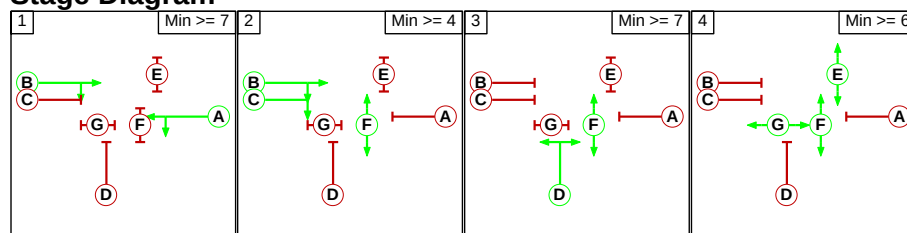
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6

Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram**Phase Delays**

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

Prohibited Stage Change

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

Give-Way Lane Input Data

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

Lane Input Data

Junction: Barlestone Road/Bosworth Lane												
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 (Barlestone Road (NW))	U	B	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (Barlestone Road (NW))	O	B C	2	3	4.3	Geom	-	3.23	0.00	N	Arm 6 Right	20.50
2/1 (Barlestone Road (SE))	U	A	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
3/1 (Bosworth Lane)	U	D	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 6 Left	17.00
											Arm 4 Left	13.80
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 + Com Dev AM'	08:00	09:00	01:00	
2: '2026 + Com Dev PM'	17:00	18:00	01:00	
3: '2026 + Com Dev + Dev AM'	08:00	09:00	01:00	
4: '2026 + Com Dev + Dev PM'	17:00	18:00	01:00	
5: '2036 + Com Dev + Dev AM'	08:00	09:00	01:00	
6: '2036 + Com Dev + Dev PM'	17:00	18:00	01:00	
7: '2024 Growth Base AM'	08:00	09:00	01:00	
8: '2024 Growth Base PM'	17:00	18:00	01:00	
9: '2029 Adjusted Base AM'	08:00	09:00	01:00	
10: '2029 Adjusted Base PM'	17:00	18:00	01:00	
11: '2029 + Development AM'	08:00	09:00	01:00	
12: '2029 + Development PM'	17:00	18:00	01:00	

Scenario 1: '2024 Adjusted Base AM' (FG7: '2024 Growth Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	254	261	515
	B	239	0	84	323
	C	382	89	0	471
	Tot.	621	343	345	1309

Traffic Lane Flows

Lane	Scenario 1: 2024 Adjusted Base AM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	471(In) 382(Out)
1/2 (short)	89
2/1	515
3/1	323
4/1	345
5/1	621
6/1	343

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 17.00	50.7 % 49.3 %	1927	1927
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left Arm 5 Right	13.80 22.60	26.0 % 74.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Adjusted Base PM' (FG8: '2024 Growth Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	235	441	676
	B	275	0	85	360
	C	282	81	0	363
	Tot.	557	316	526	1399

Traffic Lane Flows

Lane	Scenario 2: 2024 Adjusted Base PM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	363(In) 282(Out)
1/2 (short)	81
2/1	676
3/1	360
4/1	526
5/1	557
6/1	316

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	65.2 %	1951	1951
				Arm 6 Left	17.00	34.8 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	23.6 %	1812	1812
				Arm 5 Right	22.60	76.4 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 3: '2029 Adjusted Base AM' (FG9: '2029 Adjusted Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	265	289	554
	B	237	0	84	321
	C	391	152	0	543
	Tot.	628	417	373	1418

Traffic Lane Flows

Lane	Scenario 3: 2029 Adjusted Base AM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	543(In) 391(Out)
1/2 (short)	152
2/1	554
3/1	321
4/1	373
5/1	628
6/1	417

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	52.2 %	1930	1930
				Arm 6 Left	17.00	47.8 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	26.2 %	1810	1810
				Arm 5 Right	22.60	73.8 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 4: '2029 Adjusted Base PM' (FG10: '2029 Adjusted Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	241	470	711
	B	280	0	59	339
	C	292	86	0	378
	Tot.	572	327	529	1428

Traffic Lane Flows

Lane	Scenario 4: 2029 Adjusted Base PM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	378(In) 292(Out)
1/2 (short)	86
2/1	711
3/1	339
4/1	529
5/1	572
6/1	327

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	66.1 %	1953	1953
				Arm 6 Left	17.00	33.9 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	17.4 %	1816	1816
				Arm 5 Right	22.60	82.6 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 5: '2029 + Development AM' (FG11: '2029 + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	284	326	610
	B	237	0	84	321
	C	412	129	0	541
	Tot.	649	413	410	1472

Traffic Lane Flows

Lane	Scenario 5: 2029 + Development AM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	541(In) 412(Out)
1/2 (short)	129
2/1	610
3/1	321
4/1	410
5/1	649
6/1	413

Lane Saturation Flows

Junction: Barlestone Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	53.4 %	1932	1932
				Arm 6 Left	17.00	46.6 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	26.2 %	1810	1810
				Arm 5 Right	22.60	73.8 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 6: '2029 + Development PM' (FG12: '2029 + Development PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	244	488	732
	B	297	0	68	365
	C	340	67	0	407
	Tot.	637	311	556	1504

Traffic Lane Flows

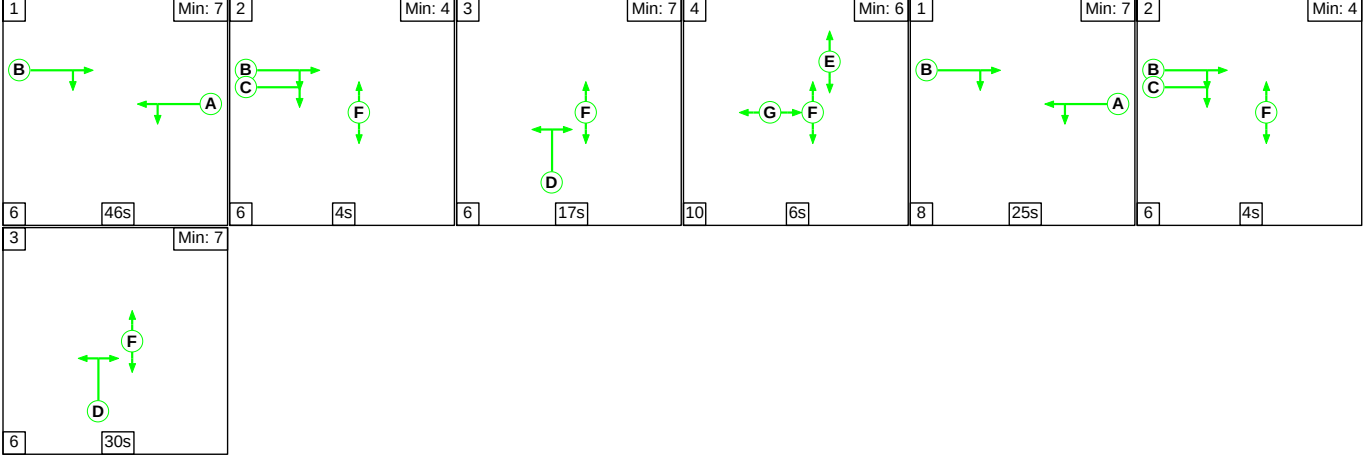
Lane	Scenario 6: 2029 + Development PM
Junction: Barleston Road/Bosworth Lane	
1/1 (with short)	407(In) 340(Out)
1/2 (short)	67
2/1	732
3/1	365
4/1	556
5/1	637
6/1	311

Lane Saturation Flows

Junction: Barleston Road/Bosworth Lane								
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 (Barlestone Road (NW))	3.43	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1958	1958
1/2 (Barlestone Road (NW))	3.23	0.00	N	Arm 6 Right	20.50	100.0 %	1936	1936
2/1 (Barlestone Road (SE))	3.96	0.00	Y	Arm 4 Ahead	Inf	66.7 %	1954	1954
				Arm 6 Left	17.00	33.3 %		
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 4 Left	13.80	18.6 %	1815	1815
				Arm 5 Right	22.60	81.4 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

Scenario 1: '2024 Adjusted Base AM' (FG7: '2024 Growth Base AM', Plan 1: 'Network Control Plan 1')

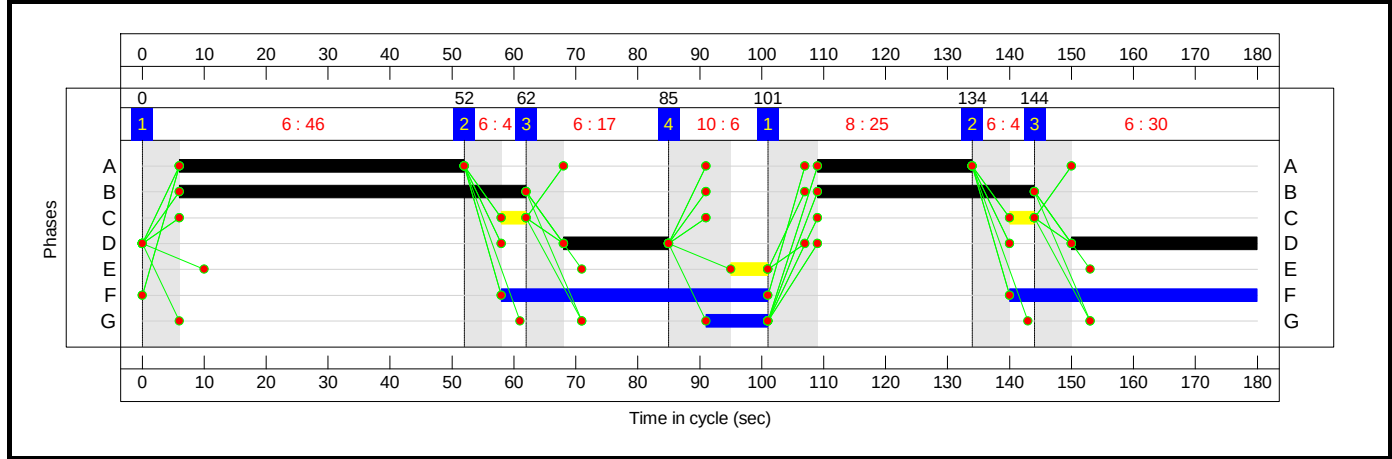
Stage Sequence Diagram



Stage Timings

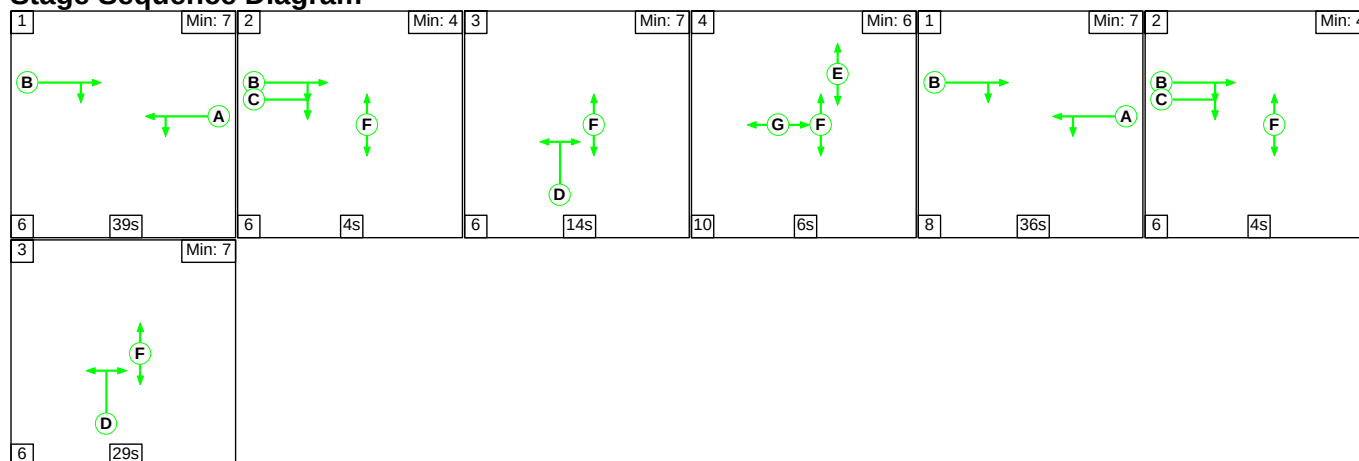
Stage	1	2	3	4	1	2	3
Duration	46	4	17	6	25	4	30
Change Point	0	52	62	85	101	134	144

Signal Timings Diagram

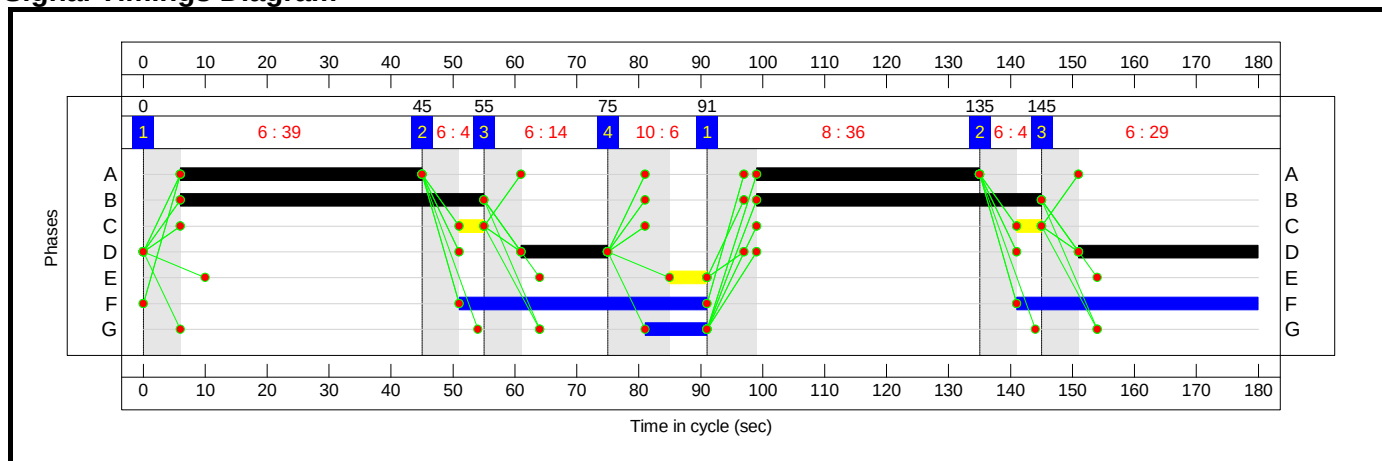


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	65.9%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	91	8	471	1958:1936	863+201	44.3 : 44.3%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	71	-	515	1927	782	65.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	47	-	323	1810	493	65.6%
4/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	69	18	2	7.4	2.3	0.3	10.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	69	18	2	7.4	2.3	0.3	10.0	-	-	-	-
1/1+1/2	471	471	69	18	2	1.7	0.4	0.3	2.4	18.4	6.5	0.4	6.9
2/1	515	515	-	-	-	3.1	1.0	-	4.1	28.5	10.9	1.0	11.8
3/1	323	323	-	-	-	2.6	0.9	-	3.5	39.5	7.3	0.9	8.2
4/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	343	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 36.6 Total Delay for Signalled Lanes (pcuHr): 10.02 Cycle Time (s): 180 PRC Over All Lanes (%): 36.6 Total Delay Over All Lanes(pcuHr): 10.02													

Scenario 2: '2024 Adjusted Base PM' (FG8: '2024 Growth Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	39	4	14	6	36	4	29
Change Point	0	45	55	75	91	135	145

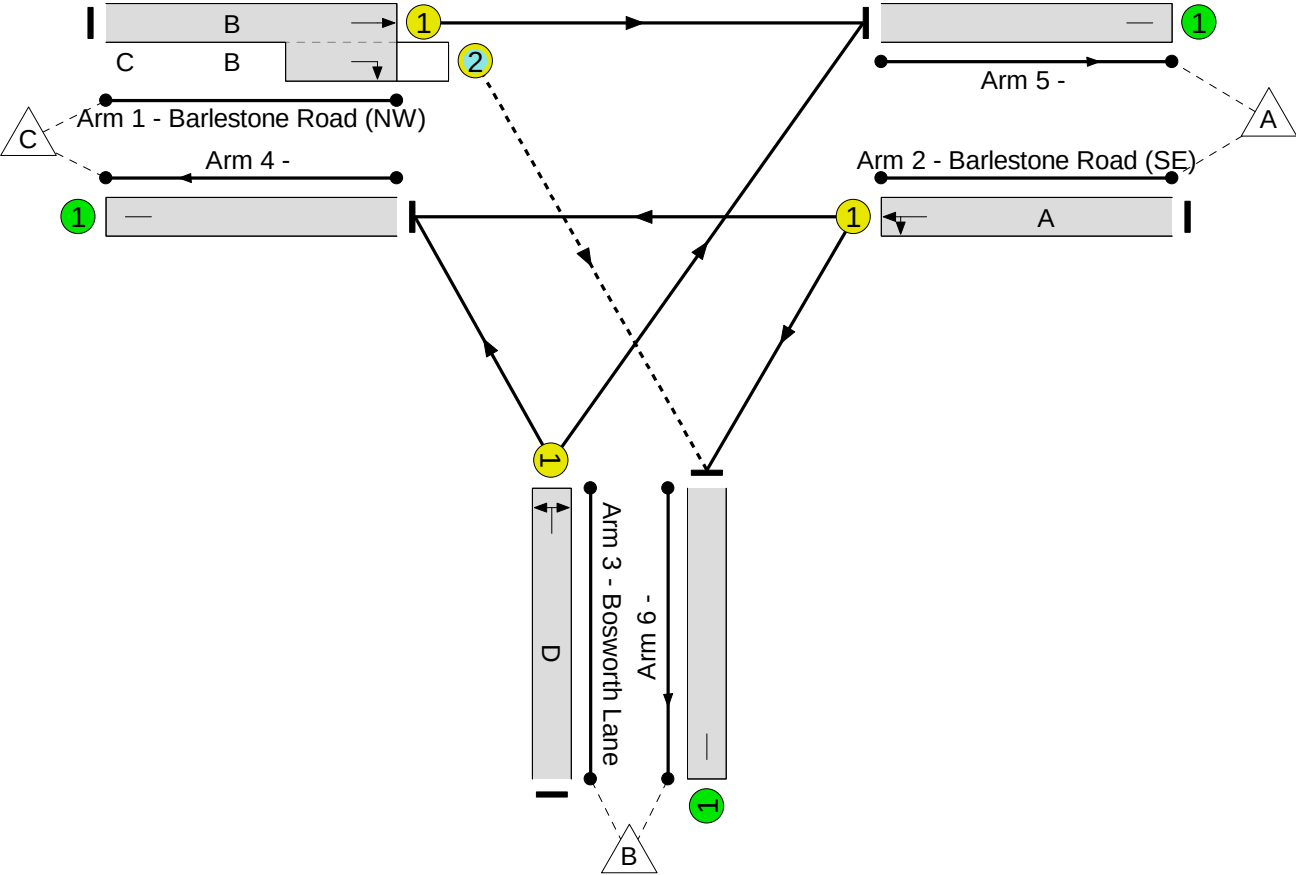
Signal Timings Diagram



Barleston Road/Bosworth Lane

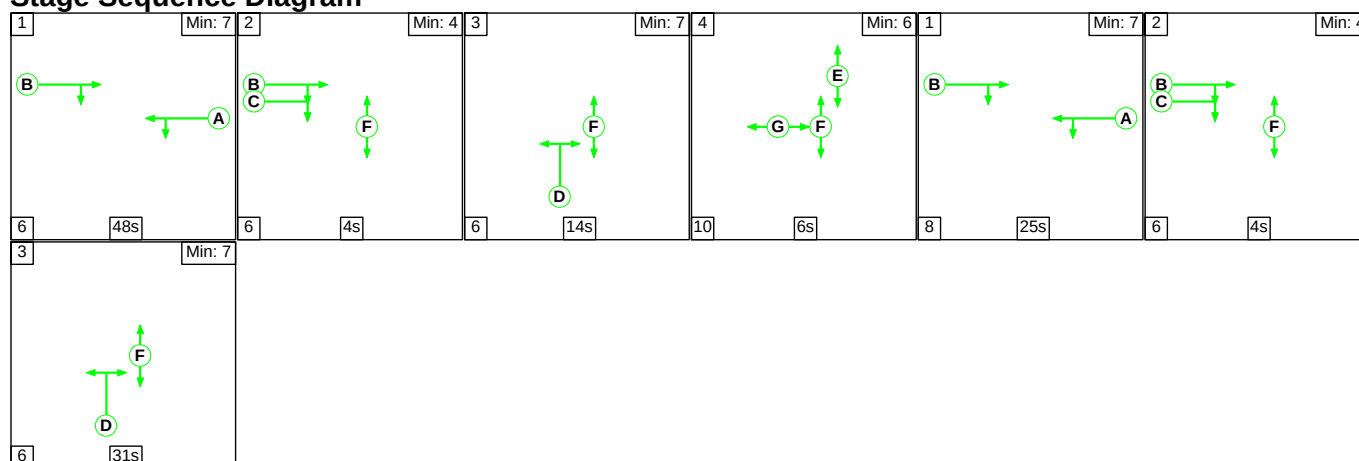
PRC: 11.1 %

Total Traffic Delay: 13.2 pcuHr

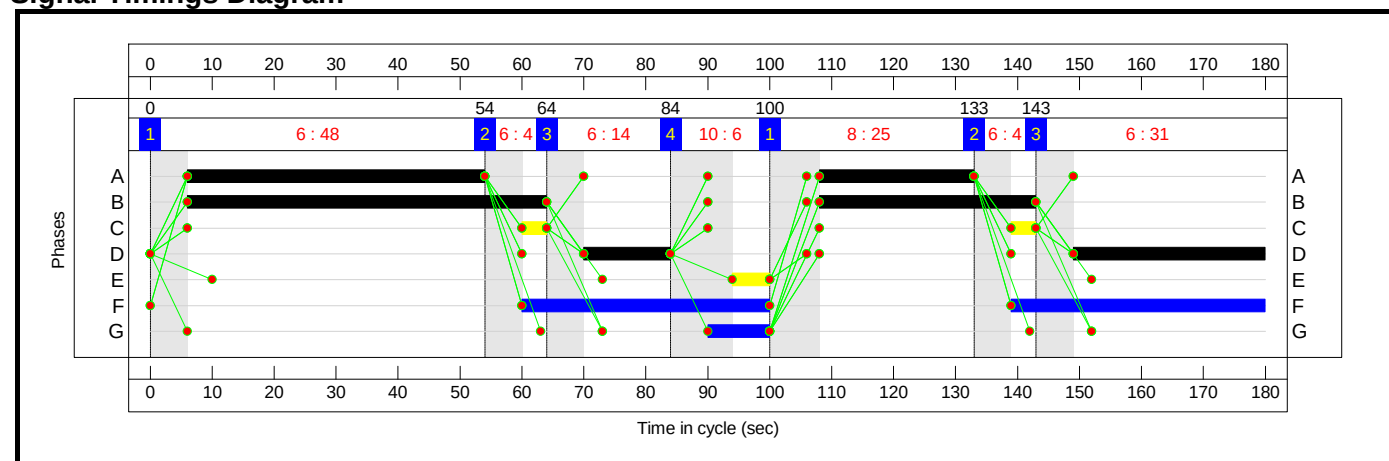


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	95	8	363	1958:1936	867+249	32.5 : 32.5%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	75	-	676	1951	835	81.0%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	43	-	360	1812	453	79.5%
4/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	70	9	2	8.5	4.2	0.5	13.2	-	-	-	-
Barleston Road/Bosworth Lane	-	-	70	9	2	8.5	4.2	0.5	13.2	-	-	-	-
1/1+1/2	363	363	70	9	2	1.1	0.2	0.5	1.8	17.8	3.9	0.2	4.2
2/1	676	676	-	-	-	4.2	2.1	-	6.3	33.6	15.2	2.1	17.3
3/1	360	360	-	-	-	3.2	1.9	-	5.1	50.6	9.3	1.9	11.2
4/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													

Scenario 3: '2029 Adjusted Base AM' (FG9: '2029 Adjusted Base AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

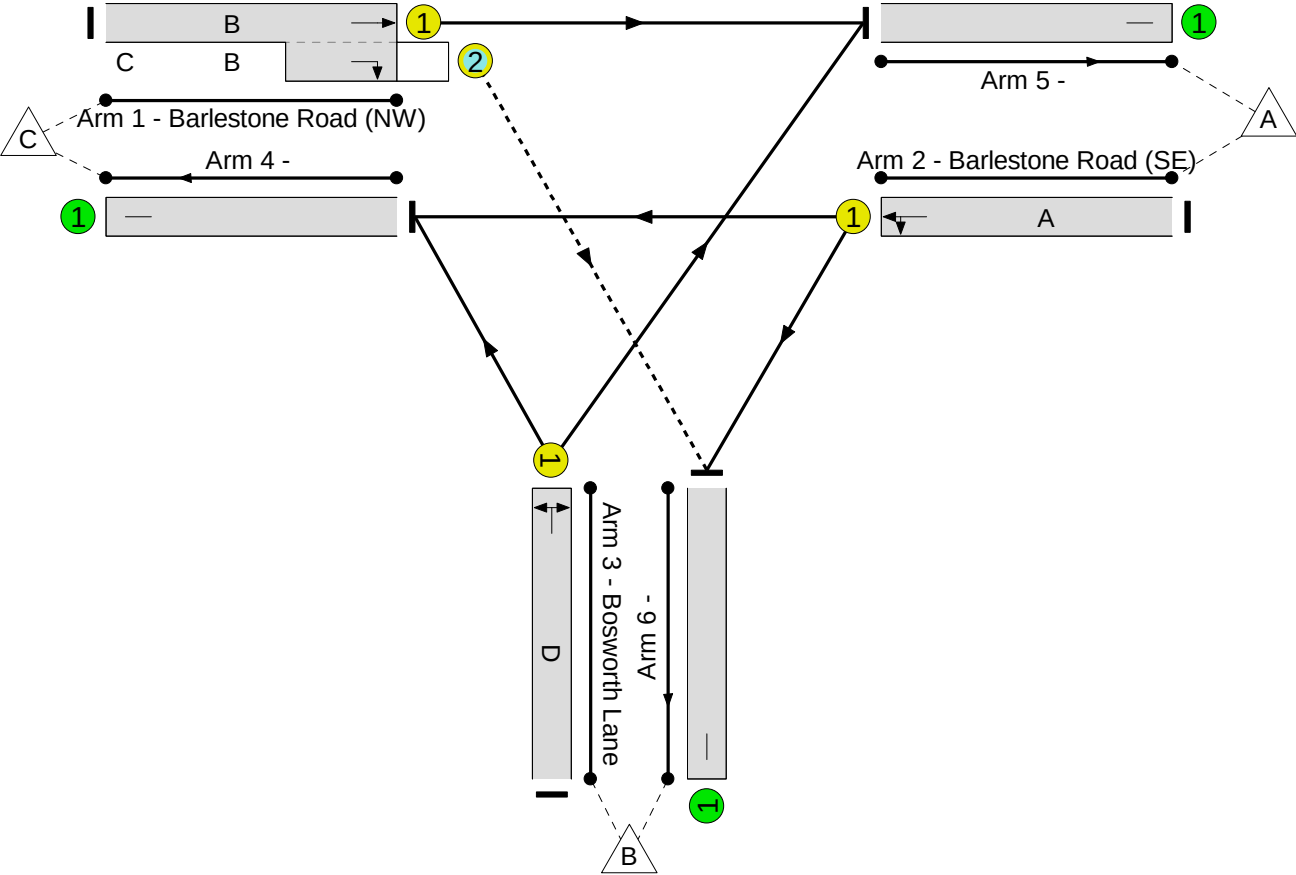
Stage	1	2	3	4	1	2	3
Duration	48	4	14	6	25	4	31
Change Point	0	54	64	84	100	133	143

Signal Timings Diagram

Barleston Road/Bosworth Lane

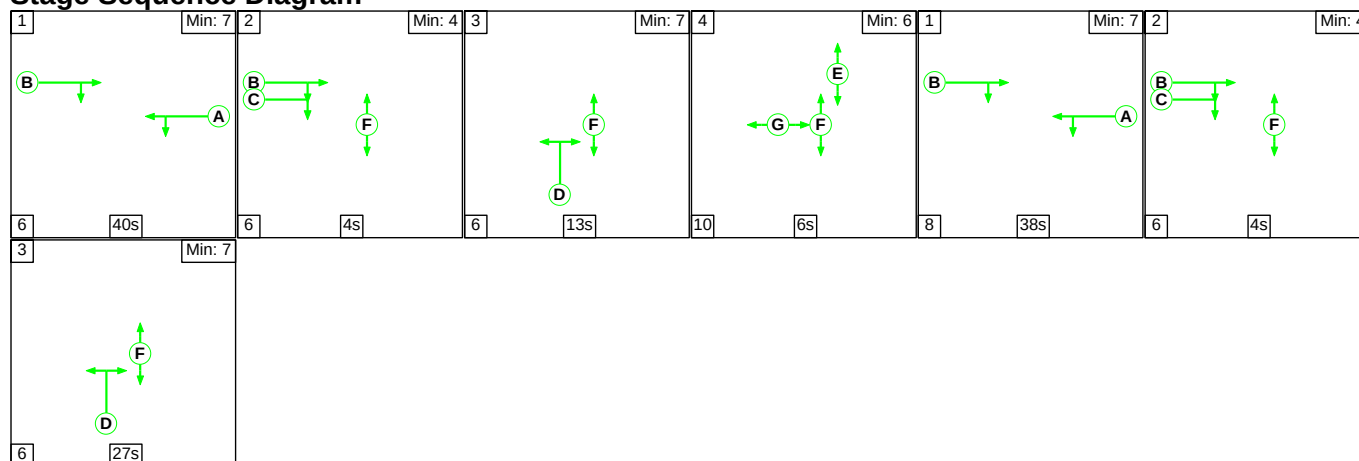


PRC: 30.6 %
Total Traffic Delay: 11.1 pcuHr

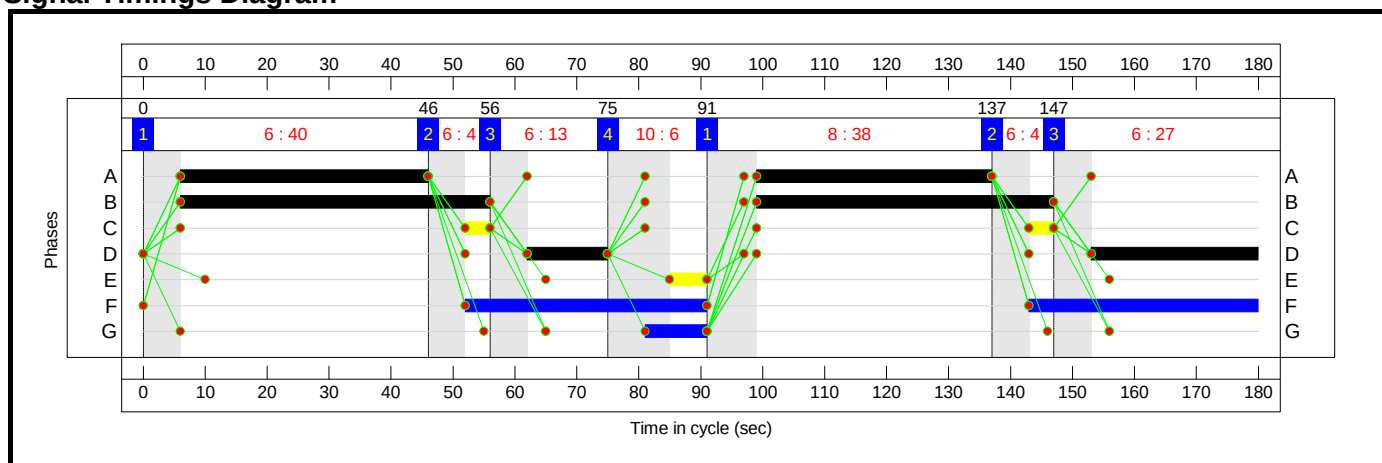


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	68.9%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	93	8	543	1958:1936	801+311	48.8 : 48.8%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	73	-	554	1930	804	68.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	45	-	321	1810	473	67.9%
4/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	97	51	3	7.9	2.6	0.6	11.1	-	-	-	-
Barleston Road/Bosworth Lane	-	-	97	51	3	7.9	2.6	0.6	11.1	-	-	-	-
1/1+1/2	543	543	97	51	3	1.9	0.5	0.6	3.0	19.7	6.5	0.5	6.9
2/1	554	554	-	-	-	3.3	1.1	-	4.4	28.6	11.4	1.1	12.5
3/1	321	321	-	-	-	2.7	1.0	-	3.7	41.6	7.4	1.0	8.4
4/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													

Scenario 4: '2029 Adjusted Base PM' (FG10: '2029 Adjusted Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	40	4	13	6	38	4	27
Change Point	0	46	56	75	91	137	147

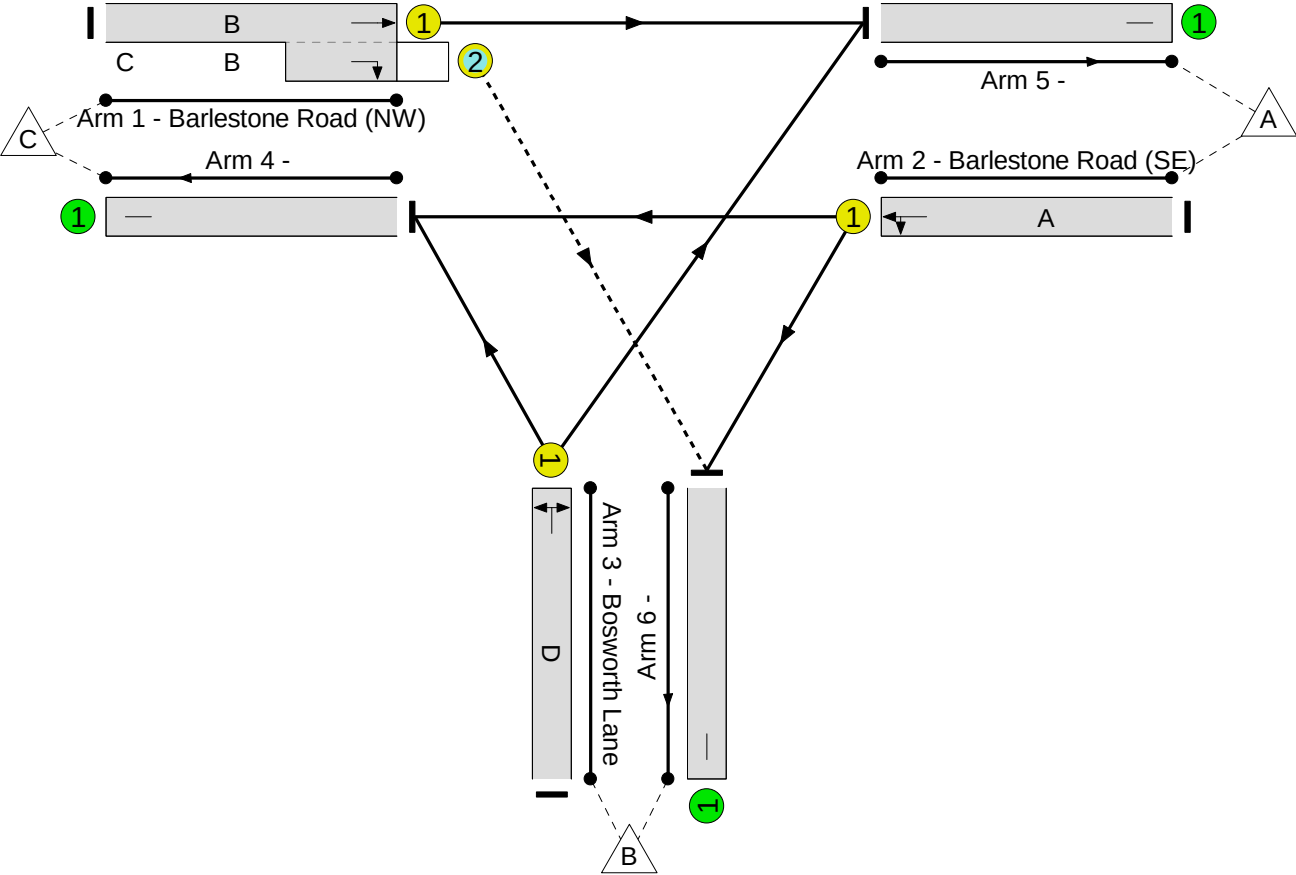
Signal Timings Diagram



Barleston Road/Bosworth Lane

PRC: 9.9 %

Total Traffic Delay: 13.4 pcuHr

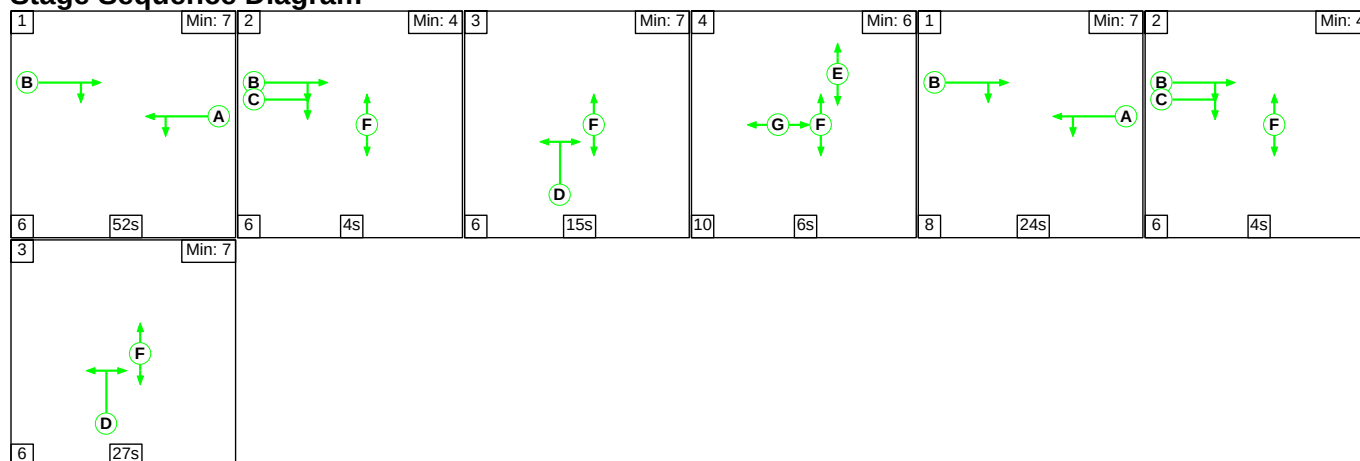


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	98	8	378	1958:1936	889+262	32.9 : 32.9%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	78	-	711	1953	868	81.9%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	40	-	339	1816	424	80.0%
4/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	71	13	2	8.5	4.4	0.5	13.4	-	-	-	-
Barleston Road/Bosworth Lane	-	-	71	13	2	8.5	4.4	0.5	13.4	-	-	-	-
1/1+1/2	378	378	71	13	2	1.1	0.2	0.5	1.8	17.3	4.0	0.2	4.2
2/1	711	711	-	-	-	4.3	2.2	-	6.5	33.0	16.0	2.2	18.2
3/1	339	339	-	-	-	3.1	1.9	-	5.0	53.3	8.9	1.9	10.8
4/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):			9.9	Total Delay for Signalled Lanes (pcuHr):		13.36	Cycle Time (s): 180				
		PRC Over All Lanes (%):			9.9	Total Delay Over All Lanes(pcuHr):		13.36					

Scenario 5: '2029 + Development AM' (FG11: '2029 + Development AM', Plan 1: 'Network Control Plan 1')

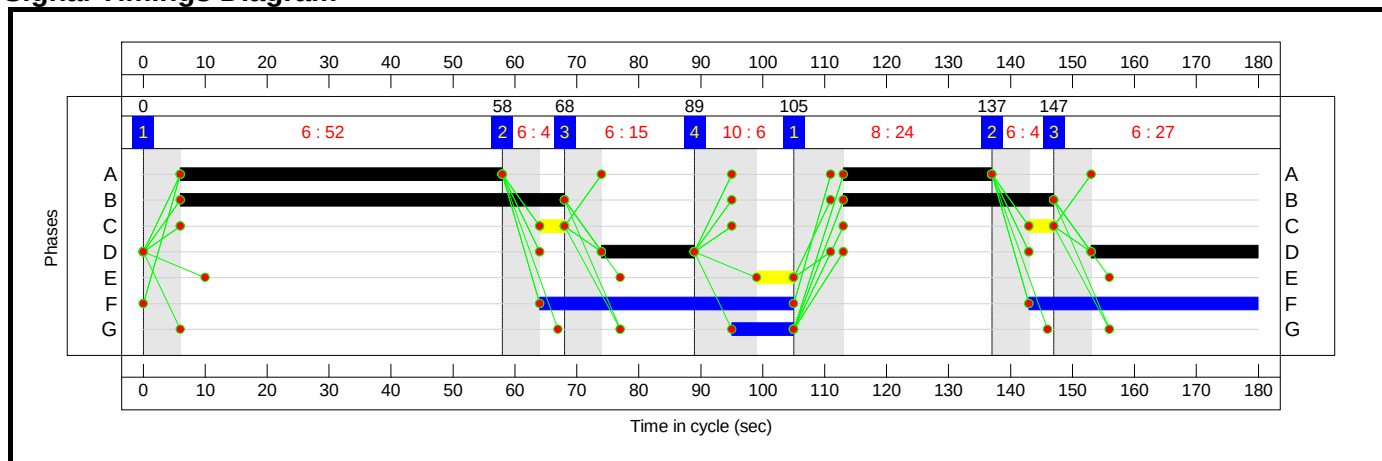
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	52	4	15	6	24	4	27
Change Point	0	58	68	89	105	137	147

Signal Timings Diagram

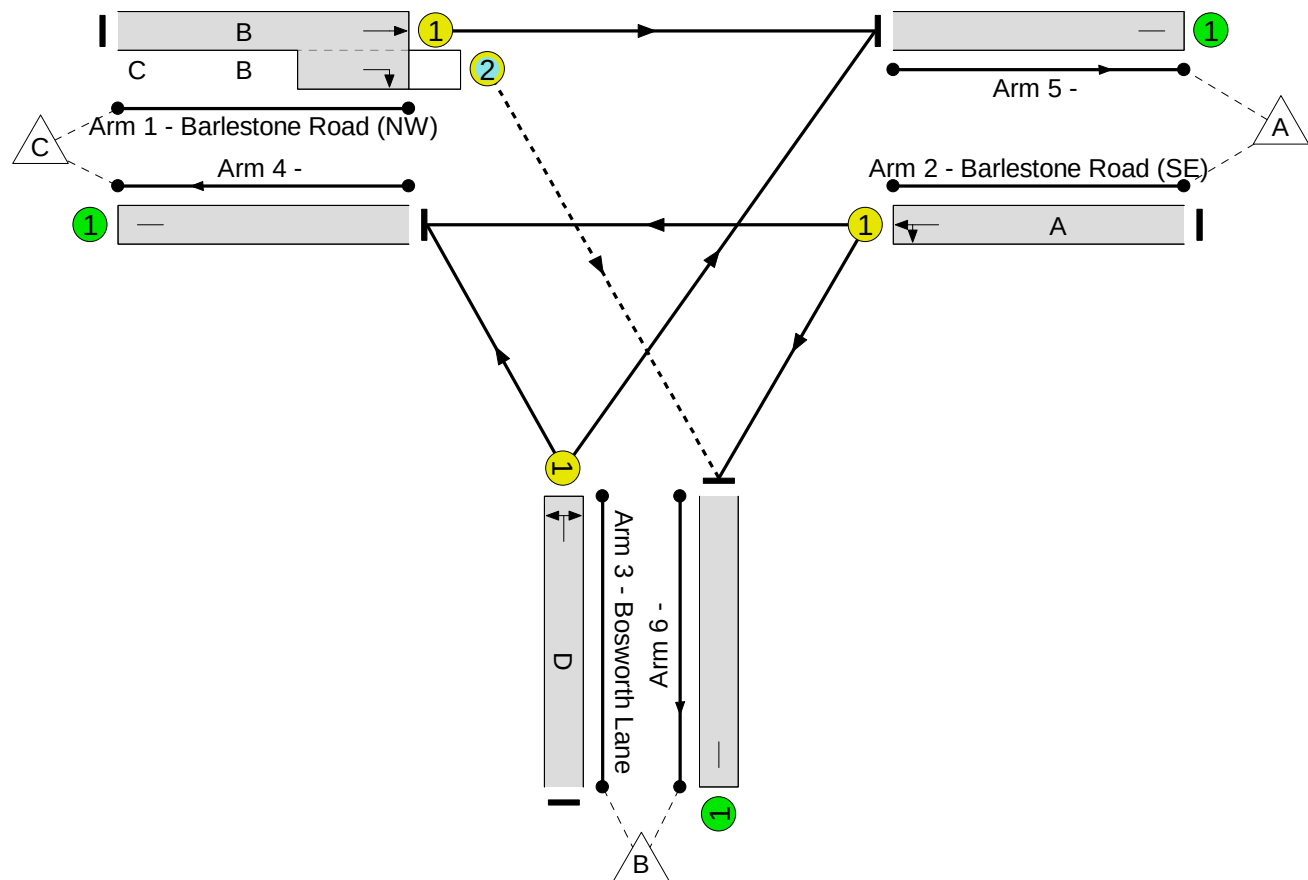




Barleston Road/Bosworth Lane

PRC: 23.5 %

Total Traffic Delay: 11.8 pcuHr

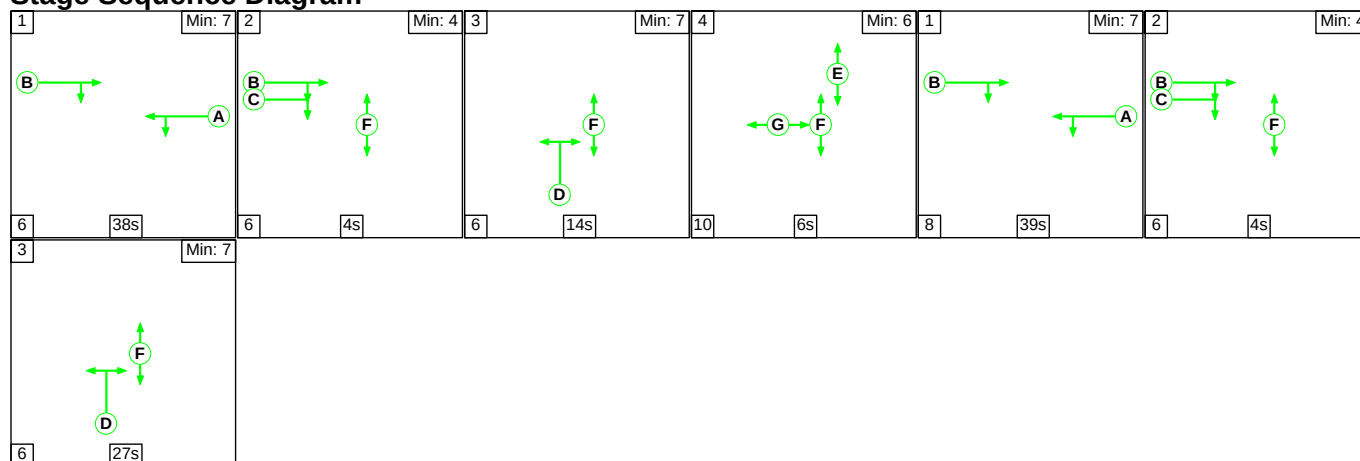


Network Results

[illegible]

Scenario 6: '2029 + Development PM' (FG12: '2029 + Development PM', Plan 1: 'Network Control Plan 1')

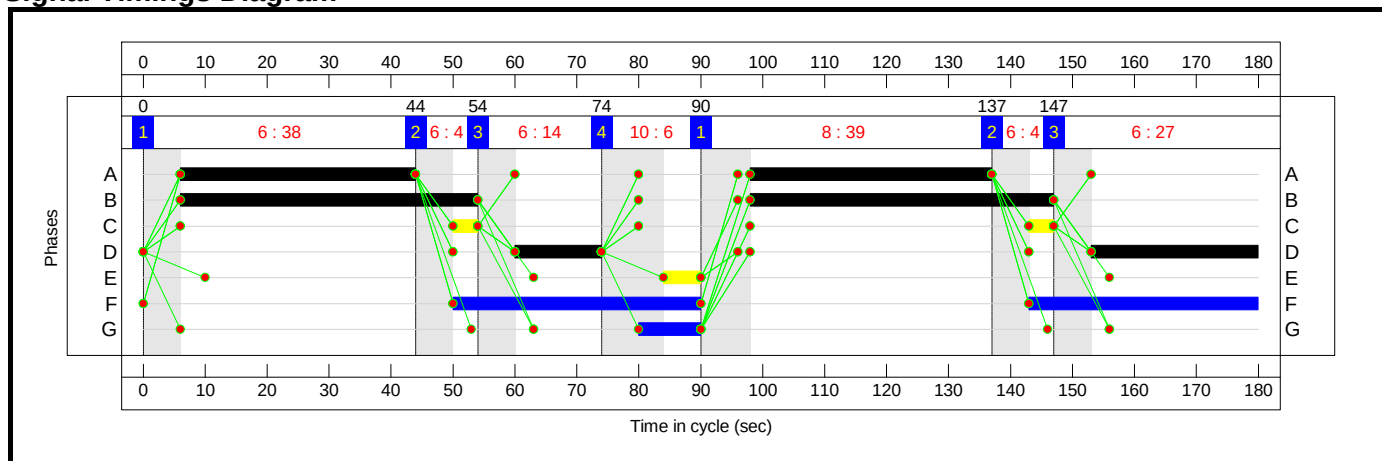
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	38	4	14	6	39	4	27
Change Point	0	44	54	74	90	137	147

Signal Timings Diagram

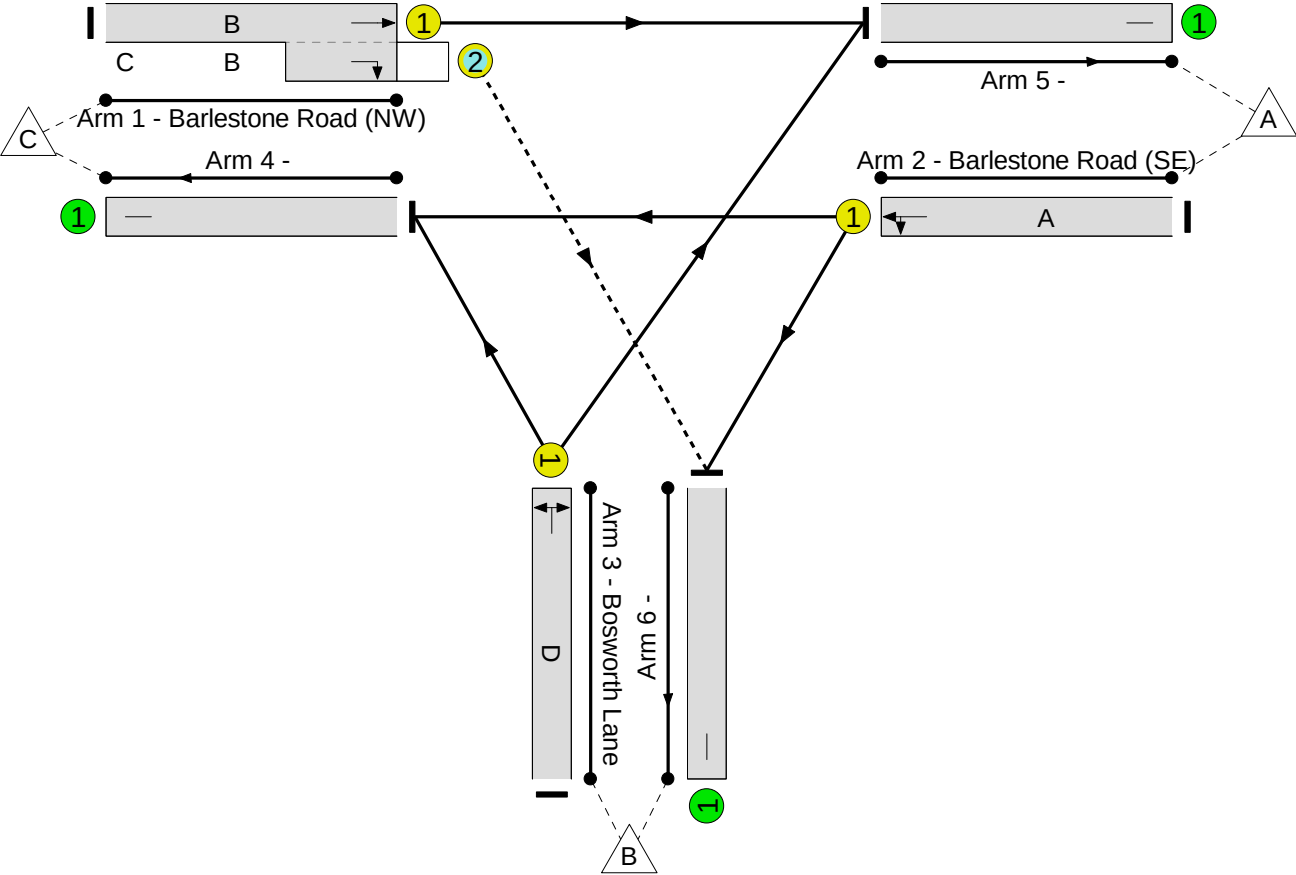




Barleston Road/Bosworth Lane

PRC: 5.4 %

Total Traffic Delay: 15.2 pcuHr



Network Results

Network Results													
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	B	C	2	97	8	407	1958:1936	938+185	36.2 : 36.2%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	A		2	77	-	732	1954	858	85.4%
3/1	Bosworth Lane Left Right	U	N/A	N/A	D		2	41	-	365	1815	434	84.2%
4/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Barlestone Road (B582)/Bosworth Lane (B585)	-	-	57	8	1	9.2	5.6	0.4	15.2	-	-	-	-
Barleston Road/Bosworth Lane	-	-	57	8	1	9.2	5.6	0.4	15.2	-	-	-	-
1/1+1/2	407	407	57	8	1	1.2	0.3	0.4	1.9	16.9	4.9	0.3	5.2
2/1	732	732	-	-	-	4.6	2.8	-	7.4	36.4	17.1	2.8	19.9
3/1	365	365	-	-	-	3.4	2.5	-	5.9	57.7	9.8	2.5	12.3
4/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 15.18 Cycle Time (s): 180 PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 15.18													

Appendix I

Junction 4 - PICADY Capacity Assessment

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.1.1519									
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Filename: T20517 - Barlestone Rd-Dragon Ln PRTM V2.j10

Path: C:\Users\JamesCorbett\Hub Transport Planning Ltd\Hub Transport Planning - General\Projects\2020\T20517 Brascote Lane, Newbold Verdon\Junction Assessments\Picady\PRTM Flows

Report generation date: 11/08/2023 11:13:27

- »2021 Base, AM
- »2021 Base, PM
- »2024 Growth Base, AM
- »2024 Growth Base, PM
- »2029 Base Adjusted, AM
- »2029 Base Adjusted, PM
- »2029 + Dev Adjusted, AM
- »2029 + Dev Adjusted, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 Base									
Stream B-C	D1	0.4	9.93	0.27	A	D2	0.3	9.28	0.20	A
Stream B-A		0.2	17.15	0.18	C		0.1	18.62	0.10	C
Stream C-AB		0.6	5.53	0.28	A		1.0	6.87	0.37	A
	2024 Growth Base									
Stream B-C	D3	0.4	10.11	0.28	B	D4	0.3	9.42	0.21	A
Stream B-A		0.2	17.59	0.19	C		0.1	19.12	0.10	C
Stream C-AB		0.7	5.56	0.28	A		1.0	6.99	0.38	A
	2029 Base Adjusted									
Stream B-C	D5	0.5	11.10	0.34	B	D6	0.4	10.21	0.27	B
Stream B-A		0.2	18.57	0.20	C		0.1	20.08	0.10	C
Stream C-AB		0.8	5.81	0.29	A		1.2	7.34	0.41	A
	2029 + Dev Adjusted									
Stream B-C	D7	0.9	13.56	0.46	B	D8	0.5	10.92	0.32	B
Stream B-A		0.3	20.46	0.21	C		0.1	22.77	0.12	C
Stream C-AB		1.0	6.32	0.35	A		2.3	10.77	0.60	B

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

File summary

File Description

Title	Barlestone Rd (B582)/Dragon Ln TWO-LANES
Location	Newbold Verdon
Site number	
Date	23/08/2021
Version	
Status	(new file)
Identifier	
Client	Richborough Estates
Jobnumber	T20517
Enumerator	HUBTRANSPORT\Max.Law
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	38.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base Adjusted	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base Adjusted	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 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		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	4.40	3.00	2.80	2.80	2.80		2.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	418	0.073	0.184	0.116	0.283
B-C	652	0.096	0.242	-	-
C-B	690	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	378	100.000
B		ONE HOUR	✓	173	100.000
C		ONE HOUR	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	21	357
	B	42	0	131
	C	458	97	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	6
	C	5	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	9.93	0.4	A	120	180
B-A	0.18	17.15	0.2	C	39	58
C-AB	0.26	5.53	0.6	A	175	283
C-A					334	501
A-B					19	29
A-C					328	491

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	570	0.173	98	0.0	0.2	8.060	A
B-A	32	8	308	0.103	31	0.0	0.1	12.975	B
C-AB	124	31	844	0.146	122	0.0	0.3	5.267	A
C-A	294	74			294				
A-B	16	4			16				
A-C	269	67			269				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	553	0.213	118	0.2	0.3	8.752	A
B-A	38	9	286	0.132	38	0.1	0.1	14.458	B
C-AB	165	41	877	0.188	165	0.3	0.4	5.339	A
C-A	334	83			334				
A-B	19	5			19				
A-C	321	80			321				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	529	0.273	144	0.3	0.4	9.904	A
B-A	46	12	256	0.180	46	0.1	0.2	17.100	C
C-AB	236	59	925	0.255	236	0.4	0.6	5.519	A
C-A	375	94			375				
A-B	23	6			23				
A-C	393	98			393				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	528	0.273	144	0.4	0.4	9.930	A
B-A	46	12	256	0.181	46	0.2	0.2	17.150	C
C-AB	237	59	925	0.256	237	0.6	0.6	5.529	A
C-A	375	94			375				
A-B	23	6			23				
A-C	393	98			393				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	29	553	0.213	118	0.4	0.3	8.787	A
B-A	38	9	286	0.132	38	0.2	0.2	14.508	B
C-AB	166	41	878	0.189	166	0.6	0.4	5.354	A
C-A	333	83			333				
A-B	19	5			19				
A-C	321	80			321				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	570	0.173	99	0.3	0.2	8.106	A
B-A	32	8	308	0.103	32	0.2	0.1	13.036	B
C-AB	124	31	844	0.147	125	0.4	0.3	5.290	A
C-A	294	73			294				
A-B	16	4			16				
A-C	269	67			269				

2021 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		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	523	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	24	499
	B	19	0	94
	C	404	138	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	4
	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	9.28	0.3	A	86	129
B-A	0.10	18.62	0.1	C	17	28
C-AB	0.37	6.87	1.0	A	234	351
C-A					261	392
A-B					22	33
A-C					458	687

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	556	0.127	70	0.0	0.2	7.701	A
B-A	14	4	274	0.052	14	0.0	0.1	13.848	B
C-AB	166	41	794	0.209	164	0.0	0.4	5.865	A
C-A	241	60			241				
A-B	18	5			18				
A-C	376	94			376				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	536	0.158	84	0.2	0.2	8.298	A
B-A	17	4	249	0.069	17	0.1	0.1	15.522	C
C-AB	221	55	818	0.270	220	0.4	0.6	6.181	A
C-A	265	66			265				
A-B	22	5			22				
A-C	449	112			449				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	507	0.204	103	0.2	0.3	9.263	A
B-A	21	5	214	0.098	21	0.1	0.1	18.579	C
C-AB	314	79	854	0.368	313	0.6	1.0	6.837	A
C-A	280	70			280				
A-B	26	7			26				
A-C	549	137			549				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	26	507	0.204	103	0.3	0.3	9.279	A
B-A	21	5	214	0.098	21	0.1	0.1	18.623	C
C-AB	315	79	855	0.369	315	1.0	1.0	6.873	A
C-A	280	70			280				
A-B	26	7			26				
A-C	549	137			549				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	535	0.158	85	0.3	0.2	8.314	A
B-A	17	4	249	0.069	17	0.1	0.1	15.564	C
C-AB	222	55	819	0.270	223	1.0	0.6	6.222	A
C-A	264	66			264				
A-B	22	5			22				
A-C	449	112			449				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	18	556	0.127	71	0.2	0.2	7.730	A
B-A	14	4	274	0.052	14	0.1	0.1	13.893	B
C-AB	167	42	794	0.210	168	0.6	0.4	5.907	A
C-A	240	60			240				
A-B	18	5			18				
A-C	376	94			376				

2024 Growth 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		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Growth Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	388	100.000
B		ONE HOUR	✓	177	100.000
C		ONE HOUR	✓	569	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	388
	B	43	0	134
	C	470	99	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	6
	C	5	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	10.11	0.4	B	123	184
B-A	0.19	17.59	0.2	C	39	59
C-AB	0.26	5.56	0.7	A	182	273
C-A					340	510
A-B					20	30
A-C					336	504

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	568	0.178	100	0.0	0.2	8.135	A
B-A	32	8	305	0.106	32	0.0	0.1	13.139	B
C-AB	128	32	848	0.151	127	0.0	0.3	5.267	A
C-A	300	75			300				
A-B	17	4			17				
A-C	276	69			276				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	551	0.219	120	0.2	0.3	8.862	A
B-A	39	10	283	0.137	39	0.1	0.2	14.705	B
C-AB	171	43	882	0.194	171	0.3	0.4	5.348	A
C-A	340	85			340				
A-B	20	5			20				
A-C	329	82			329				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	525	0.281	147	0.3	0.4	10.081	B
B-A	47	12	252	0.188	47	0.2	0.2	17.534	C
C-AB	247	62	932	0.265	246	0.4	0.7	5.547	A
C-A	380	95			380				
A-B	24	6			24				
A-C	403	101			403				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	148	37	525	0.281	148	0.4	0.4	10.110	B
B-A	47	12	252	0.188	47	0.2	0.2	17.587	C
C-AB	247	62	932	0.265	247	0.7	0.7	5.580	A
C-A	379	95			379				
A-B	24	6			24				
A-C	403	101			403				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	550	0.219	121	0.4	0.3	8.897	A
B-A	39	10	283	0.137	39	0.2	0.2	14.764	B
C-AB	172	43	883	0.195	173	0.7	0.4	5.363	A
C-A	340	85			340				
A-B	20	5			20				
A-C	329	82			329				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	568	0.178	101	0.3	0.2	8.184	A
B-A	32	8	305	0.106	33	0.2	0.1	13.207	B
C-AB	129	32	849	0.152	129	0.4	0.3	5.290	A
C-A	300	75			300				
A-B	17	4			17				
A-C	276	69			276				

2024 Growth 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		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Growth Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	537	100.000
B		ONE HOUR	✓	115	100.000
C		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	25	512
	B	19	0	96
	C	414	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	4
	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	9.42	0.3	A	88	132
B-A	0.10	19.12	0.1	C	17	28
C-AB	0.38	6.99	1.0	A	244	385
C-A					284	396
A-B					23	34
A-C					470	705

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	553	0.131	72	0.0	0.2	7.762	A
B-A	14	4	270	0.053	14	0.0	0.1	14.045	B
C-AB	172	43	797	0.216	170	0.0	0.4	5.891	A
C-A	244	61			244				
A-B	19	5			19				
A-C	385	96			385				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	553	0.162	86	0.2	0.2	8.382	A
B-A	17	4	245	0.070	17	0.1	0.1	15.811	C
C-AB	229	57	822	0.279	229	0.4	0.6	6.233	A
C-A	288	67			288				
A-B	22	6			22				
A-C	460	115			460				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	503	0.210	105	0.2	0.3	9.400	A
B-A	21	5	209	0.100	21	0.1	0.1	19.077	C
C-AB	328	82	859	0.382	326	0.6	1.0	6.953	A
C-A	281	70			281				
A-B	28	7			28				
A-C	564	141			564				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	26	503	0.210	105	0.3	0.3	9.416	A
B-A	21	5	209	0.100	21	0.1	0.1	19.124	C
C-AB	329	82	860	0.383	329	1.0	1.0	6.993	A
C-A	280	70			280				
A-B	28	7			28				
A-C	564	141			564				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	22	532	0.162	87	0.3	0.2	8.404	A
B-A	17	4	244	0.070	17	0.1	0.1	15.858	C
C-AB	230	58	823	0.280	232	1.0	0.6	6.279	A
C-A	267	67			267				
A-B	22	6			22				
A-C	460	115			460				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	553	0.131	72	0.2	0.2	7.793	A
B-A	14	4	270	0.053	14	0.1	0.1	14.093	B
C-AB	173	43	797	0.217	174	0.6	0.4	5.939	A
C-A	243	61			243				
A-B	19	5			19				
A-C	385	96			385				

2029 Base Adjusted, 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		3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base Adjusted	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	400	100.000
B		ONE HOUR	✓	205	100.000
C		ONE HOUR	✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	378
	B	43	0	162
	C	466	109	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	6
	C	5	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	11.10	0.5	B	149	223
B-A	0.20	18.57	0.2	C	39	59
C-AB	0.29	5.81	0.8	A	200	300
C-A					328	491
A-B					20	30
A-C					347	520

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	567	0.215	121	0.0	0.3	8.529	A
B-A	32	8	296	0.109	32	0.0	0.1	13.587	B
C-AB	140	35	844	0.166	139	0.0	0.3	5.386	A
C-A	292	73			292				
A-B	17	4			17				
A-C	285	71			285				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	36	549	0.265	145	0.3	0.4	9.446	A
B-A	39	10	274	0.141	38	0.1	0.2	15.305	C
C-AB	188	47	878	0.214	188	0.3	0.5	5.511	A
C-A	329	82			329				
A-B	20	5			20				
A-C	340	85			340				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	522	0.341	178	0.4	0.5	11.051	B
B-A	47	12	241	0.196	47	0.2	0.2	18.499	C
C-AB	271	68	926	0.292	269	0.5	0.8	5.794	A
C-A	363	91			363				
A-B	24	6			24				
A-C	416	104			416				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	178	45	522	0.342	178	0.5	0.5	11.098	B
B-A	47	12	241	0.196	47	0.2	0.2	18.570	C
C-AB	271	68	927	0.292	271	0.8	0.8	5.811	A
C-A	362	91			362				
A-B	24	6			24				
A-C	416	104			416				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	38	549	0.265	146	0.5	0.4	9.500	A
B-A	39	10	273	0.141	39	0.2	0.2	15.377	C
C-AB	189	47	879	0.215	190	0.8	0.5	5.531	A
C-A	328	82			328				
A-B	20	5			20				
A-C	340	85			340				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	30	567	0.215	122	0.4	0.3	8.594	A
B-A	32	8	296	0.109	33	0.2	0.1	13.662	B
C-AB	141	35	845	0.167	142	0.5	0.3	5.415	A
C-A	292	73			292				
A-B	17	4			17				
A-C	285	71			285				

2029 Base Adjusted, 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		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base Adjusted	PM	ONE HOUR	18:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	544	100.000
B		ONE HOUR	✓	142	100.000
C		ONE HOUR	✓	587	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	519
	B	19	0	123
	C	418	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	4
	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	10.21	0.4	B	113	189
B-A	0.10	20.08	0.1	C	17	28
C-AB	0.41	7.34	1.2	A	263	395
C-A					257	386
A-B					23	34
A-C					476	714

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	553	0.167	92	0.0	0.2	8.096	A
B-A	14	4	262	0.055	14	0.0	0.1	14.498	B
C-AB	185	46	797	0.232	183	0.0	0.5	6.009	A
C-A	242	60			242				
A-B	19	5			19				
A-C	391	98			391				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	532	0.208	110	0.2	0.3	8.868	A
B-A	17	4	236	0.072	17	0.1	0.1	16.414	C
C-AB	248	62	823	0.301	247	0.5	0.7	6.416	A
C-A	262	66			262				
A-B	22	6			22				
A-C	467	117			467				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	502	0.270	135	0.3	0.4	10.178	B
B-A	21	5	200	0.104	21	0.1	0.1	20.019	C
C-AB	355	89	881	0.412	353	0.7	1.2	7.295	A
C-A	269	67			269				
A-B	28	7			28				
A-C	571	143			571				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	34	502	0.270	135	0.4	0.4	10.208	B
B-A	21	5	200	0.105	21	0.1	0.1	20.080	C
C-AB	356	89	881	0.413	356	1.2	1.2	7.344	A
C-A	268	67			268				
A-B	28	7			28				
A-C	571	143			571				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	28	532	0.208	111	0.4	0.3	8.900	A
B-A	17	4	236	0.072	17	0.1	0.1	16.474	C
C-AB	249	62	824	0.302	250	1.2	0.7	6.470	A
C-A	261	65			261				
A-B	22	6			22				
A-C	467	117			467				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	23	553	0.167	93	0.3	0.2	8.138	A
B-A	14	4	262	0.055	14	0.1	0.1	14.557	B
C-AB	186	47	798	0.233	187	0.7	0.5	6.064	A
C-A	241	60			241				
A-B	19	5			19				
A-C	391	98			391				

2029 + Dev Adjusted, 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		4.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	399	100.000
B		ONE HOUR	✓	282	100.000
C		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	377
	B	43	0	219
	C	466	130	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	7
	B	0	0	6
	C	5	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.46	13.56	0.9	B	201	301
B-A	0.21	20.46	0.3	C	39	59
C-AB	0.35	6.32	1.0	A	239	358
C-A					308	462
A-B					20	30
A-C					346	519

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	569	0.290	163	0.0	0.4	9.365	A
B-A	32	8	284	0.114	32	0.0	0.1	14.259	B
C-AB	167	42	844	0.198	166	0.0	0.4	5.599	A
C-A	281	70			281				
A-B	17	4			17				
A-C	284	71			284				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	197	49	550	0.358	196	0.4	0.6	10.762	B
B-A	39	10	259	0.149	38	0.1	0.2	16.281	C
C-AB	224	56	878	0.256	224	0.4	0.6	5.814	A
C-A	311	78			311				
A-B	20	5			20				
A-C	339	85			339				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	523	0.461	240	0.6	0.9	13.439	B
B-A	47	12	224	0.212	47	0.2	0.3	20.338	C
C-AB	323	81	927	0.348	321	0.6	0.9	6.287	A
C-A	334	83			334				
A-B	24	6			24				
A-C	415	104			415				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	241	60	522	0.462	241	0.9	0.9	13.562	B
B-A	47	12	223	0.212	47	0.3	0.3	20.458	C
C-AB	323	81	927	0.349	323	0.9	1.0	6.317	A
C-A	333	83			333				
A-B	24	6			24				
A-C	415	104			415				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	197	49	550	0.358	198	0.9	0.6	10.887	B
B-A	39	10	259	0.149	39	0.3	0.2	16.389	C
C-AB	225	56	879	0.256	227	1.0	0.6	5.846	A
C-A	311	78			311				
A-B	20	5			20				
A-C	339	85			339				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	41	569	0.290	166	0.6	0.4	9.484	A
B-A	32	8	283	0.114	33	0.2	0.1	14.362	B
C-AB	168	42	845	0.199	169	0.6	0.4	5.635	A
C-A	280	70			280				
A-B	17	4			17				
A-C	284	71			284				

2029 + Dev Adjusted, 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		4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 + Dev Adjusted	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	544	100.000
B		ONE HOUR	✓	163	100.000
C		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	A	0	25	519
	B	19	0	144
From	C	418	215	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	1
	B	0	0	4
From	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.32	10.92	0.5	B	132	198
B-A	0.12	22.77	0.1	C	17	28
C-AB	0.60	10.77	2.3	B	380	570
C-A					201	301
A-B					23	34
A-C					476	714

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	554	0.196	107	0.0	0.3	8.370	A
B-A	14	4	247	0.058	14	0.0	0.1	15.426	C
C-AB	267	67	797	0.335	264	0.0	0.7	6.915	A
C-A	209	52			209				
A-B	19	5			19				
A-C	391	98			391				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	532	0.243	129	0.3	0.3	9.280	A
B-A	17	4	219	0.078	17	0.1	0.1	17.825	C
C-AB	357	89	823	0.434	356	0.7	1.1	7.917	A
C-A	212	53			212				
A-B	22	6			22				
A-C	467	117			467				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	502	0.316	158	0.3	0.5	10.879	B
B-A	21	5	180	0.116	21	0.1	0.1	22.626	C
C-AB	513	128	861	0.595	508	1.1	2.2	10.508	B
C-A	184	46			184				
A-B	28	7			28				
A-C	571	143			571				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	501	0.316	159	0.5	0.5	10.922	B
B-A	21	5	179	0.117	21	0.1	0.1	22.772	C
C-AB	515	129	863	0.597	515	2.2	2.3	10.772	B
C-A	182	45			182				
A-B	28	7			28				
A-C	571	143			571				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	532	0.243	130	0.5	0.3	9.328	A
B-A	17	4	218	0.078	17	0.1	0.1	17.955	C
C-AB	360	90	826	0.436	364	2.3	1.2	8.116	A
C-A	209	52			209				
A-B	22	6			22				
A-C	467	117			467				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	553	0.196	109	0.3	0.3	8.425	A
B-A	14	4	246	0.058	14	0.1	0.1	15.517	C
C-AB	269	67	799	0.337	271	1.2	0.8	7.040	A
C-A	207	52			207				
A-B	19	5			19				
A-C	391	98			391				