

T20517

Brascote Lane, Newbold Verdon

Appendix D

Speed Measurement and Visibility Calculations

Newbold Verdon

(Weekday 24hr)

[illegible]

Direction	Volume	Speed	Total
Southbound	569	49.5	28165.5
	553	48.3	26709.9
	638	49.5	31581.0
	713	49.2	35079.6
	688	48.6	33436.8
			0.0
			0.0
			0.0
			0.0
			0.0
			0.0
			0.0
			0.0
			0.0
			0.0
Total	3161		154972.8
Average 85th Percentile Speed =			49.0265106
Wet Weather Addition?			
Dry Weather 85th Percentile Speed =			49.0265106

T20517

Newbold Verdon

MfS Visibility Calculation

ABOVE 60 KPH DESIGN/MEASURED SPEED

Para 10.1.5 MfS2

Northbound

Calculation Params		Speed Survey Result
v	21.27096	47.85967 mph
t	2	
d	2.45	
a	0 (gradient)	

SSD = 134.9 m **Vis required = 137.3 m**

Southbound

Calculation Params		Speed Survey Result
v	21.78956	49.02651 mph
t	2	
d	2.45	
a	0 (gradient)	

SSD = 140.5 m **Vis required = 142.9 m**

Note 1: Above 60kph calculation shows ABSOLUTE MINIMUM SSD

Note 2: For DESIRABLE MINIMUM SSD, change 'd' value to 2.45

Appendix E

Illustrative Masterplan



Key

- Application site boundary
- Other land under control of applicant
- Existing (retained) trees & hedgerow
- Proposed tree/hedge removal
- Indicative proposed planting
- Potential for fruit-tree planting
- Areas of new publicly-accessible open space
- Potential for equipped area of children's play (with min 20m development offset shown)
- Potential for children's play at and/or event along a trim-trail (with min 5m development offset shown)
- Indicative marginal wildflower and grassland planting
- Indicative surface water attenuation basin
- Existing Public Right of Way
- Proposed pedestrian/cycle routes
- Proposed vehicular access from Brascote Lane
- Visual link with the spire of The Church of St. James
- Potential for improvements at Windmill pub
- Indicative dwellings (and associated garages)

0 10 50 m

Richborough Estates

nineteen47
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project: Brascote Lane, Newbold Verdon

Drawing Title: Illustrative Layout

Project Code: n1741	Drawing No: 006	Rev: C
Date: 10.08.2022	Drawing Scale: 1:1,250 @ A1	

T20517

Brascote Lane, Newbold Verdon

Appendix F

Site Access/Brascote Lane – PICADY Assessment

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

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Filename: T20517 - Brascote Ln-Site Access.j10

Path: C:\Users\MaxLaw\OneDrive - Hub Transport Planning Ltd\Desktop\NV Juncs

Report generation date: 28/04/2023 13:46:29

»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
2029 + Dev Adjusted										
Stream B-AC	D1	0.4	9.18	0.29	A	D2	0.1	7.25	0.08	A
Stream C-AB		0.0	5.34	0.02	A		0.1	5.50	0.10	A

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

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

File summary

File Description

Title	Brascote Lane Site Access
Location	Newbold Verdon
Site number	
Date	29/07/2021
Version	
Status	(new file)
Identifier	
Client	
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	2029 + Dev Adjusted	AM	ONE HOUR	07:45	09:15	15	✓
D2	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

2029 + Dev Adjusted, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	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	5.50			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	20	25

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	521	0.097	0.245	0.154	0.350
B-C	672	0.105	0.268	-	-
C-B	678	0.268	0.268	-	-

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	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	✓	95	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	90
	B	71	0	74
	C	62	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	6	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	0.29	9.16	0.4	A	133	200
C-AB	0.02	5.34	0.0	A	13	20
C-A					56	84
A-B					5	7
A-C					83	124

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	109	27	564	0.194	108	0.0	0.2	7.882	A
C-AB	10	3	689	0.015	10	0.0	0.0	5.328	A
C-A	46	11			46				
A-B	4	0.94			4				
A-C	68	17			68				

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	130	33	559	0.233	130	0.2	0.3	8.385	A
C-AB	13	3	691	0.018	13	0.0	0.0	5.331	A
C-A	55	14			55				
A-B	4	1			4				
A-C	81	20			81				

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	160	40	553	0.289	159	0.3	0.4	9.145	A
C-AB	16	4	694	0.023	16	0.0	0.0	5.337	A
C-A	67	17			67				
A-B	6	1			6				
A-C	99	25			99				

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	160	40	553	0.289	160	0.4	0.4	9.163	A
C-AB	16	4	694	0.023	16	0.0	0.0	5.340	A
C-A	67	17			67				
A-B	6	1			6				
A-C	99	25			99				

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	130	33	559	0.233	131	0.4	0.3	8.412	A
C-AB	13	3	691	0.018	13	0.0	0.0	5.339	A
C-A	55	14			55				
A-B	4	1			4				
A-C	81	20			81				

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	109	27	564	0.194	109	0.3	0.2	7.924	A
C-AB	11	3	689	0.015	11	0.0	0.0	5.333	A
C-A	46	11			46				
A-B	4	0.94			4				
A-C	68	17			68				

2029 + Dev Adjusted, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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		1.66	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	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	✓	160	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	72
	B	17	0
	C	135	52

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	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	0.08	7.25	0.1	A	38	58
C-AB	0.10	5.50	0.1	A	58	87
C-A					114	170
A-B					66	99
A-C					81	121

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	31	8	560	0.055	31	0.0	0.1	6.792	A
C-AB	46	11	711	0.064	45	0.0	0.1	5.405	A
C-A	95	24			95				
A-B	54	14			54				
A-C	66	17			66				

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	37	9	553	0.067	37	0.1	0.1	6.980	A
C-AB	56	14	718	0.078	56	0.1	0.1	5.441	A
C-A	112	28			112				
A-B	65	16			65				
A-C	79	20			79				

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	45	11	542	0.083	45	0.1	0.1	7.250	A
C-AB	72	18	727	0.099	72	0.1	0.1	5.491	A
C-A	134	33			134				
A-B	79	20			79				
A-C	97	24			97				

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	45	11	542	0.083	45	0.1	0.1	7.250	A
C-AB	72	18	728	0.099	72	0.1	0.1	5.496	A
C-A	134	33			134				
A-B	79	20			79				
A-C	97	24			97				

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	37	9	552	0.067	37	0.1	0.1	6.985	A
C-AB	56	14	718	0.078	56	0.1	0.1	5.446	A
C-A	112	28			112				
A-B	65	16			65				
A-C	79	20			79				

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	31	8	560	0.055	31	0.1	0.1	6.802	A
C-AB	46	11	711	0.064	46	0.1	0.1	5.414	A
C-A	95	24			95				
A-B	54	14			54				
A-C	66	17			66				

T20517

Brascote Lane, Newbold Verdon

Appendix G

Main Street/Brascote Lane – PICADY Assessment

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.0.4.1693				
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Filename: T20517 - Main St-Brascote Ln PRTM.j10
 Path: C:\Users\MaxLaw\OneDrive - Hub Transport Planning Ltd\Desktop\NV Juncs
 Report generation date: 28/04/2023 13:48:20

- »2021 Base, AM
- »2021 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
	2021 Base									
Stream B-AC	D1	0.2	7.34	0.15	A	D2	0.4	9.12	0.28	A
Stream C-AB		0.1	6.44	0.07	A		0.2	6.90	0.14	A
	2024 Growth Base									
Stream B-AC	D3	0.2	7.40	0.16	A	D4	0.4	9.25	0.29	A
Stream C-AB		0.1	6.44	0.08	A		0.2	6.93	0.14	A
	2029 Adjusted Base									
Stream B-AC	D5	0.2	7.46	0.19	A	D6	0.5	9.52	0.33	A
Stream C-AB		0.1	6.56	0.09	A		0.2	7.07	0.16	A
	2029 + Dev Adjusted									
Stream B-AC	D7	0.5	8.93	0.33	A	D8	0.7	11.00	0.40	B
Stream C-AB		0.2	6.87	0.13	A		0.5	8.45	0.29	A

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

File summary

File Description

Title	Main St/Brascote Ln
Location	Newbold Verdon
Site number	
Date	28/06/2021
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 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

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		3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	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	8.50			75.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.58	30	22

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	526	0.085	0.216	0.136	0.308
B-C	674	0.092	0.233	-	-
C-B	617	0.213	0.213	-	-

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	✓	92	100.000
B		ONE HOUR	✓	82	100.000
C		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	A	0	39	53
	B	28	0	54
	C	61	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	7
	B	0	0	2
	C	8	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-AC	0.15	7.34	0.2	A	75	113
C-AB	0.07	6.44	0.1	A	38	58
C-A					52	79
A-B					36	54
A-C					49	73

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	62	15	596	0.104	61	0.0	0.1	6.817	A
C-AB	31	8	633	0.049	31	0.0	0.1	6.340	A
C-A	44	11			44				
A-B	29	7			29				
A-C	40	10			40				

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	74	18	592	0.125	74	0.1	0.1	7.033	A
C-AB	37	9	636	0.059	37	0.1	0.1	6.379	A
C-A	52	13			52				
A-B	35	9			35				
A-C	48	12			48				

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	90	23	587	0.154	90	0.1	0.2	7.340	A
C-AB	47	12	641	0.073	47	0.1	0.1	6.435	A
C-A	62	16			62				
A-B	43	11			43				
A-C	58	15			58				

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	90	23	587	0.154	90	0.2	0.2	7.343	A
C-AB	47	12	641	0.073	47	0.1	0.1	6.437	A
C-A	62	16			62				
A-B	43	11			43				
A-C	58	15			58				

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	74	18	592	0.125	74	0.2	0.1	7.040	A
C-AB	37	9	636	0.059	37	0.1	0.1	6.387	A
C-A	52	13			52				
A-B	35	9			35				
A-C	48	12			48				

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	62	15	596	0.104	62	0.1	0.1	6.831	A
C-AB	31	8	633	0.049	31	0.1	0.1	6.345	A
C-A	44	11			44				
A-B	29	7			29				
A-C	40	10			40				

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		4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	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	✓	127	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	46	81
	B	64	0	75
From	C	58	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	8
	B	2	0	0
From	C	5	4	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	0.28	9.12	0.4	A	128	191
C-AB	0.14	6.90	0.2	A	71	107
C-A					47	70
A-B					42	63
A-C					74	111

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	105	26	566	0.185	104	0.0	0.2	7.844	A
C-AB	57	14	626	0.092	57	0.0	0.1	6.578	A
C-A	40	10			40				
A-B	35	9			35				
A-C	61	15			61				

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	125	31	560	0.223	125	0.2	0.3	8.343	A
C-AB	70	17	628	0.111	70	0.1	0.1	6.709	A
C-A	46	12			46				
A-B	41	10			41				
A-C	73	18			73				

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	153	38	552	0.277	153	0.3	0.4	9.097	A
C-AB	87	22	631	0.138	87	0.1	0.2	6.892	A
C-A	55	14			55				
A-B	51	13			51				
A-C	89	22			89				

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	153	38	552	0.278	153	0.4	0.4	9.116	A
C-AB	87	22	631	0.138	87	0.2	0.2	6.897	A
C-A	55	14			55				
A-B	51	13			51				
A-C	89	22			89				

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	125	31	560	0.223	125	0.4	0.3	8.366	A
C-AB	70	17	628	0.111	70	0.2	0.1	6.717	A
C-A	46	12			46				
A-B	41	10			41				
A-C	73	18			73				

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	105	26	566	0.185	105	0.3	0.2	7.884	A
C-AB	57	14	626	0.092	58	0.1	0.1	6.590	A
C-A	40	10			40				
A-B	35	9			35				
A-C	61	15			61				

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		3.21	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	94	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	40	54
	B	29	0	55
	C	63	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	2
	C	8	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-AC	0.16	7.40	0.2	A	77	116
C-AB	0.08	6.44	0.1	A	39	59
C-A					54	81
A-B					37	55
A-C					50	74

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	63	16	595	0.106	63	0.0	0.1	6.850	A
C-AB	32	8	634	0.050	31	0.0	0.1	6.343	A
C-A	45	11			45				
A-B	30	8			30				
A-C	41	10			41				

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	76	19	591	0.128	75	0.1	0.1	7.073	A
C-AB	39	10	637	0.080	38	0.1	0.1	6.383	A
C-A	53	13			53				
A-B	36	9			36				
A-C	49	12			49				

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	92	23	585	0.158	92	0.1	0.2	7.393	A
C-AB	48	12	642	0.075	48	0.1	0.1	6.439	A
C-A	64	16			64				
A-B	44	11			44				
A-C	59	15			59				

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	92	23	585	0.158	92	0.2	0.2	7.396	A
C-AB	48	12	642	0.075	48	0.1	0.1	6.441	A
C-A	64	16			64				
A-B	44	11			44				
A-C	59	15			59				

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	76	19	591	0.128	76	0.2	0.1	7.083	A
C-AB	39	10	637	0.060	39	0.1	0.1	6.390	A
C-A	53	13			53				
A-B	36	9			36				
A-C	49	12			49				

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	63	16	595	0.106	63	0.1	0.1	6.867	A
C-AB	32	8	634	0.050	32	0.1	0.1	6.348	A
C-A	45	11			45				
A-B	30	8			30				
A-C	41	10			41				

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		4.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.64	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	✓	130	100.000
B		ONE HOUR	✓	143	100.000
C		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	47	83
	B	66	0	77
	C	59	73	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	8
	B	2	0	0
	C	5	4	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	0.29	9.25	0.4	A	131	197
C-AB	0.14	6.93	0.2	A	74	110
C-A					48	71
A-B					43	65
A-C					76	114

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	108	27	565	0.191	107	0.0	0.2	7.910	A
C-AB	59	15	628	0.094	59	0.0	0.1	6.598	A
C-A	40	10			40				
A-B	35	9			35				
A-C	62	16			62				

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	129	32	559	0.230	128	0.2	0.3	8.433	A
C-AB	72	18	628	0.114	72	0.1	0.1	6.733	A
C-A	47	12			47				
A-B	42	11			42				
A-C	75	19			75				

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	157	39	550	0.286	157	0.3	0.4	9.231	A
C-AB	90	22	631	0.142	89	0.1	0.2	6.925	A
C-A	56	14			56				
A-B	52	13			52				
A-C	91	23			91				

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	157	39	550	0.286	157	0.4	0.4	9.249	A
C-AB	90	22	631	0.142	90	0.2	0.2	6.927	A
C-A	56	14			56				
A-B	52	13			52				
A-C	91	23			91				

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	129	32	559	0.230	129	0.4	0.3	8.461	A
C-AB	72	18	628	0.114	72	0.2	0.1	6.742	A
C-A	47	12			47				
A-B	42	11			42				
A-C	75	19			75				

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	108	27	565	0.191	108	0.3	0.2	7.953	A
C-AB	59	15	626	0.095	59	0.1	0.1	6.610	A
C-A	40	10			40				
A-B	35	9			35				
A-C	62	16			62				

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		3.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.78	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
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	✓	86	100.000
B		ONE HOUR	✓	107	100.000
C		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	32	54
	B	24	0	83
	C	63	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	2
	C	8	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-AC	0.19	7.46	0.2	A	98	147
C-AB	0.09	6.56	0.1	A	50	74
C-A					53	80
A-B					29	44
A-C					50	74

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	81	20	616	0.131	80	0.0	0.2	6.810	A
C-AB	40	10	635	0.063	40	0.0	0.1	6.413	A
C-A	44	11			44				
A-B	24	6			24				
A-C	41	10			41				

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	96	24	613	0.157	96	0.2	0.2	7.073	A
C-AB	48	12	639	0.076	48	0.1	0.1	6.473	A
C-A	52	13			52				
A-B	29	7			29				
A-C	49	12			49				

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	118	29	608	0.194	118	0.2	0.2	7.452	A
C-AB	61	15	644	0.094	60	0.1	0.1	6.555	A
C-A	63	16			63				
A-B	35	9			35				
A-C	59	15			59				

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	118	29	608	0.194	118	0.2	0.2	7.458	A
C-AB	61	15	644	0.094	61	0.1	0.1	6.560	A
C-A	63	16			63				
A-B	35	9			35				
A-C	59	15			59				

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	96	24	613	0.157	96	0.2	0.2	7.082	A
C-AB	48	12	639	0.076	48	0.1	0.1	6.481	A
C-A	52	13			52				
A-B	29	7			29				
A-C	49	12			49				

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	81	20	616	0.131	81	0.2	0.2	6.831	A
C-AB	40	10	635	0.063	40	0.1	0.1	6.422	A
C-A	44	11			44				
A-B	24	6			24				
A-C	41	10			41				

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		5.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.18	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	✓	122	100.000
B		ONE HOUR	✓	167	100.000
C		ONE HOUR	✓	142	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	A	0	39	83
	B	63	0	104
	C	59	83	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	8
	B	2	0	0
	C	5	4	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	0.33	9.52	0.5	A	153	230
C-AB	0.16	7.07	0.2	A	84	125
C-A					47	70
A-B					36	54
A-C					76	114

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	126	31	579	0.217	125	0.0	0.3	7.963	A
C-AB	67	17	627	0.107	67	0.0	0.1	6.676	A
C-A	40	10			40				
A-B	29	7			29				
A-C	62	16			62				

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	150	38	573	0.262	150	0.3	0.4	8.565	A
C-AB	82	20	630	0.129	81	0.1	0.2	6.835	A
C-A	46	12			46				
A-B	35	9			35				
A-C	75	19			75				

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	184	46	565	0.326	183	0.4	0.5	9.500	A
C-AB	102	25	633	0.161	102	0.2	0.2	7.058	A
C-A	54	14			54				
A-B	43	11			43				
A-C	91	23			91				

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	184	46	565	0.326	184	0.5	0.5	9.525	A
C-AB	102	25	633	0.161	102	0.2	0.2	7.067	A
C-A	54	14			54				
A-B	43	11			43				
A-C	91	23			91				

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	150	38	573	0.262	151	0.5	0.4	8.597	A
C-AB	82	20	630	0.130	82	0.2	0.2	6.845	A
C-A	46	12			46				
A-B	35	9			35				
A-C	75	19			75				

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	126	31	579	0.217	126	0.4	0.3	8.014	A
C-AB	67	17	628	0.107	67	0.2	0.1	6.691	A
C-A	40	10			40				
A-B	29	7			29				
A-C	62	16			62				

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		5.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.30	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	✓	90	100.000
B		ONE HOUR	✓	179	100.000
C		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	A	0	36	54
	B	39	0	140
From	C	63	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	7
	B	0	0	2
From	C	8	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-AC	0.33	8.93	0.5	A	164	246
C-AB	0.13	6.87	0.2	A	71	106
C-A					51	77
A-B					33	50
A-C					50	74

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	135	34	615	0.219	134	0.0	0.3	7.571	A
C-AB	57	14	634	0.090	57	0.0	0.1	6.608	A
C-A	43	11			43				
A-B	27	7			27				
A-C	41	10			41				

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	161	40	612	0.263	161	0.3	0.4	8.100	A
C-AB	69	17	638	0.108	69	0.1	0.1	6.717	A
C-A	50	13			50				
A-B	32	8			32				
A-C	49	12			49				

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	197	49	606	0.325	197	0.4	0.5	8.913	A
C-AB	86	22	643	0.135	86	0.1	0.2	6.872	A
C-A	60	15			60				
A-B	40	10			40				
A-C	59	15			59				

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	197	49	606	0.325	197	0.5	0.5	8.934	A
C-AB	86	22	643	0.135	86	0.2	0.2	6.875	A
C-A	60	15			60				
A-B	40	10			40				
A-C	59	15			59				

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	161	40	612	0.263	161	0.5	0.4	8.131	A
C-AB	69	17	638	0.108	69	0.2	0.1	6.728	A
C-A	50	13			50				
A-B	32	8			32				
A-C	49	12			49				

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	135	34	615	0.219	135	0.4	0.3	7.618	A
C-AB	57	14	635	0.090	57	0.1	0.1	6.620	A
C-A	43	11			43				
A-B	27	7			27				
A-C	41	10			41				

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		6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	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	✓	146	100.000
B		ONE HOUR	✓	200	100.000
C		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
	A	0	63	83
	B	75	0	125
	C	59	149	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
	A	0	0	8
	B	2	0	0
	C	5	4	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	0.40	11.00	0.7	B	184	275
C-AB	0.29	8.45	0.5	A	150	225
C-A					41	61
A-B					58	87
A-C					76	114

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	151	38	569	0.264	149	0.0	0.4	8.600	A
C-AB	121	30	624	0.194	120	0.0	0.3	7.422	A
C-A	36	9			36				
A-B	47	12			47				
A-C	62	16			62				

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	180	45	561	0.320	179	0.4	0.5	9.488	A
C-AB	146	37	625	0.234	146	0.3	0.3	7.820	A
C-A	41	10			41				
A-B	57	14			57				
A-C	75	19			75				

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	220	55	550	0.400	219	0.5	0.7	10.950	B
C-AB	183	46	627	0.292	183	0.3	0.5	8.427	A
C-A	46	11			46				
A-B	69	17			69				
A-C	91	23			91				

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	220	55	550	0.401	220	0.7	0.7	11.002	B
C-AB	183	46	627	0.292	183	0.5	0.5	8.445	A
C-A	46	11			46				
A-B	69	17			69				
A-C	91	23			91				

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	180	45	561	0.320	181	0.7	0.5	9.548	A
C-AB	147	37	625	0.234	147	0.5	0.3	7.848	A
C-A	40	10			40				
A-B	57	14			57				
A-C	75	19			75				

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	151	38	569	0.265	151	0.5	0.4	8.684	A
C-AB	121	30	624	0.194	121	0.3	0.3	7.463	A
C-A	36	9			36				
A-B	47	12			47				
A-C	62	16			62				

T20517

Brascote Lane, Newbold Verdon

Appendix H

B582/Main Street – PICADY Assessment

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.0.4.1693				
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Filename: T20517 - Main St-B582 PRTM.j10

Path: C:\Users\MaxLaw\OneDrive - Hub Transport Planning Ltd\Desktop\NV Juncs

Report generation date: 28/04/2023 13:51:10

- »2021 Base, AM
- »2021 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
	2021 Base									
Stream B-AC	D1	0.5	13.07	0.31	B	D2	0.4	13.89	0.29	B
Stream C-AB		0.0	4.73	0.02	A		0.1	5.03	0.06	A
	2024 Growth Base									
Stream B-AC	D3	0.5	13.39	0.32	B	D4	0.4	14.31	0.30	B
Stream C-AB		0.0	4.71	0.02	A		0.1	5.03	0.07	A
	2029 Adjusted Base									
Stream B-AC	D5	0.5	13.23	0.32	B	D6	0.5	14.40	0.32	B
Stream C-AB		0.0	4.73	0.02	A		0.1	5.05	0.08	A
	2029 + Dev Adjusted									
Stream B-AC	D7	0.6	14.29	0.36	B	D8	0.6	15.45	0.36	C
Stream C-AB		0.0	4.73	0.02	A		0.1	5.07	0.07	A

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

File summary

File Description

Title	Barlestone Rd/Desford Rd/Main St
Location	Newbold Verdon
Site number	
Date	28/06/2021
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 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

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		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	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			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.92	17	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	552	0.098	0.243	0.153	0.347
B-C	712	0.104	0.264	-	-
C-B	719	0.268	0.268	-	-

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	✓	400	100.000
B		ONE HOUR	✓	117	100.000
C		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	
	0	72	328	
	90	0	27	
	403	8	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
	0	3	9	
	4	0	14	
	4	11	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	0.31	13.07	0.5	B	107	161
C-AB	0.02	4.73	0.0	A	13	20
C-A					364	546
A-B					66	99
A-C					301	451

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	88	22	473	0.186	87	0.0	0.2	9.888	A
C-AB	9	2	834	0.011	9	0.0	0.0	4.728	A
C-A	300	75			300				
A-B	54	14			54				
A-C	247	62			247				

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	105	26	451	0.233	105	0.2	0.3	11.028	B
C-AB	12	3	880	0.014	12	0.0	0.0	4.592	A
C-A	357	89			357				
A-B	65	16			65				
A-C	295	74			295				

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	129	32	421	0.306	128	0.3	0.5	13.023	B
C-AB	17	4	897	0.019	17	0.0	0.0	4.405	A
C-A	435	109			435				
A-B	79	20			79				
A-C	361	90			361				

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	129	32	421	0.306	129	0.5	0.5	13.071	B
C-AB	17	4	897	0.019	17	0.0	0.0	4.398	A
C-A	435	109			435				
A-B	79	20			79				
A-C	361	90			361				

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	105	26	451	0.233	106	0.5	0.3	11.082	B
C-AB	12	3	880	0.015	12	0.0	0.0	4.573	A
C-A	357	89			357				
A-B	65	16			65				
A-C	295	74			295				

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	88	22	473	0.186	88	0.3	0.2	9.954	A
C-AB	9	2	834	0.011	10	0.0	0.0	4.717	A
C-A	300	75			300				
A-B	54	14			54				
A-C	247	62			247				

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		1.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.58	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	✓	555	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	112	443
	B	84	0	17
	C	338	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	3	1
	B	4	0	0
	C	2	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-AC	0.29	13.89	0.4	B	93	139
C-AB	0.06	5.03	0.1	A	39	58
C-A					295	442
A-B					103	154
A-C					407	610

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	76	19	441	0.172	75	0.0	0.2	10.142	B
C-AB	28	7	776	0.036	28	0.0	0.1	5.034	A
C-A	245	61			245				
A-B	84	21			84				
A-C	334	83			334				

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	91	23	415	0.219	91	0.2	0.3	11.448	B
C-AB	37	9	791	0.046	37	0.1	0.1	4.990	A
C-A	290	72			290				
A-B	101	25			101				
A-C	398	100			398				

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	111	28	379	0.293	111	0.3	0.4	13.831	B
C-AB	51	13	813	0.063	51	0.1	0.1	4.922	A
C-A	349	87			349				
A-B	123	31			123				
A-C	488	122			488				

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	111	28	379	0.293	111	0.4	0.4	13.887	B
C-AB	51	13	813	0.063	51	0.1	0.1	4.918	A
C-A	349	87			349				
A-B	123	31			123				
A-C	488	122			488				

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	91	23	415	0.219	91	0.4	0.3	11.510	B
C-AB	37	9	791	0.046	37	0.1	0.1	4.979	A
C-A	290	72			290				
A-B	101	25			101				
A-C	398	100			398				

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	76	19	441	0.172	76	0.3	0.2	10.207	B
C-AB	28	7	776	0.036	28	0.1	0.1	5.033	A
C-A	245	61			245				
A-B	84	21			84				
A-C	334	83			334				

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		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
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	✓	410	100.000
B		ONE HOUR	✓	120	100.000
C		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	74	336
	B	92	0	28
	C	413	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	9
	B	4	0	14
	C	4	11	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	0.32	13.39	0.5	B	110	165
C-AB	0.02	4.71	0.0	A	13	20
C-A					373	559
A-B					68	102
A-C					308	462

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	90	23	470	0.192	89	0.0	0.2	10.008	B
C-AB	10	2	837	0.011	10	0.0	0.0	4.708	A
C-A	307	77			307				
A-B	56	14			56				
A-C	253	63			253				

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	108	27	448	0.241	108	0.2	0.3	11.206	B
C-AB	13	3	864	0.015	13	0.0	0.0	4.569	A
C-A	366	91			366				
A-B	67	17			67				
A-C	302	76			302				

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	132	33	418	0.316	132	0.3	0.5	13.337	B
C-AB	18	4	902	0.020	18	0.0	0.0	4.379	A
C-A	446	111			446				
A-B	81	20			81				
A-C	370	92			370				

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	132	33	418	0.316	132	0.5	0.5	13.389	B
C-AB	18	4	902	0.020	18	0.0	0.0	4.371	A
C-A	446	111			446				
A-B	81	20			81				
A-C	370	92			370				

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	108	27	448	0.241	108	0.5	0.3	11.287	B
C-AB	13	3	864	0.015	13	0.0	0.0	4.548	A
C-A	366	91			366				
A-B	67	17			67				
A-C	302	76			302				

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	90	23	470	0.192	91	0.3	0.3	10.078	B
C-AB	10	2	838	0.011	10	0.0	0.0	4.699	A
C-A	307	77			307				
A-B	56	14			56				
A-C	253	63			253				

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		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	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	✓	569	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	115	454
	B	86	0	17
	C	347	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	1
	B	4	0	0
	C	2	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-AC	0.30	14.31	0.4	B	95	142
C-AB	0.07	5.03	0.1	A	41	81
C-A					302	452
A-B					106	158
A-C					417	625

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	78	19	437	0.177	77	0.0	0.2	10.298	B
C-AB	29	7	778	0.038	29	0.0	0.1	5.028	A
C-A	251	63			251				
A-B	87	22			87				
A-C	342	85			342				

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	93	23	410	0.226	92	0.2	0.3	11.681	B
C-AB	39	10	794	0.049	39	0.1	0.1	4.984	A
C-A	297	74			297				
A-B	103	26			103				
A-C	408	102			408				

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	113	28	373	0.304	113	0.3	0.4	14.246	B
C-AB	54	13	817	0.066	54	0.1	0.1	4.917	A
C-A	357	89			357				
A-B	127	32			127				
A-C	500	125			500				

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	113	28	373	0.304	113	0.4	0.4	14.309	B
C-AB	54	14	817	0.066	54	0.1	0.1	4.912	A
C-A	357	89			357				
A-B	127	32			127				
A-C	500	125			500				

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	93	23	410	0.226	93	0.4	0.3	11.749	B
C-AB	39	10	794	0.049	39	0.1	0.1	4.973	A
C-A	297	74			297				
A-B	103	26			103				
A-C	408	102			408				

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	78	19	437	0.177	78	0.3	0.2	10.365	B
C-AB	30	7	778	0.038	30	0.1	0.1	5.025	A
C-A	251	63			251				
A-B	87	22			87				
A-C	342	85			342				

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		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
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	✓	418	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	80	338
	B	88	0	36
From	C	408	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	9
	B	4	0	14
From	C	4	11	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	0.32	13.23	0.5	B	114	171
C-AB	0.02	4.73	0.0	A	13	20
C-A					388	553
A-B					73	110
A-C					310	465

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	93	23	479	0.195	92	0.0	0.3	9.899	A
C-AB	10	2	834	0.011	9	0.0	0.0	4.730	A
C-A	304	76			304				
A-B	60	15			60				
A-C	254	64			254				

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	111	28	458	0.244	111	0.3	0.3	11.079	B
C-AB	13	3	859	0.015	13	0.0	0.0	4.594	A
C-A	361	90			361				
A-B	72	18			72				
A-C	304	76			304				

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	137	34	427	0.320	136	0.3	0.5	13.175	B
C-AB	18	4	897	0.020	18	0.0	0.0	4.408	A
C-A	440	110			440				
A-B	88	22			88				
A-C	372	93			372				

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	137	34	427	0.320	137	0.5	0.5	13.225	B
C-AB	18	4	897	0.020	18	0.0	0.0	4.399	A
C-A	440	110			440				
A-B	88	22			88				
A-C	372	93			372				

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	111	28	458	0.244	112	0.5	0.3	11.139	B
C-AB	13	3	859	0.015	13	0.0	0.0	4.573	A
C-A	361	90			361				
A-B	72	18			72				
A-C	304	76			304				

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	93	23	479	0.195	94	0.3	0.3	9.968	A
C-AB	10	2	834	0.011	10	0.0	0.0	4.719	A
C-A	304	76			304				
A-B	60	15			60				
A-C	254	64			254				

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		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
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	✓	568	100.000
B		ONE HOUR	✓	111	100.000
C		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	112	454
	B	87	0	24
	C	348	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	1
	B	4	0	0
	C	2	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-AC	0.32	14.40	0.5	B	102	153
C-AB	0.08	5.05	0.1	A	47	71
C-A					300	450
A-B					103	154
A-C					417	625

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	84	21	444	0.188	83	0.0	0.2	10.243	B
C-AB	34	9	779	0.044	34	0.0	0.1	5.052	A
C-A	251	63			251				
A-B	84	21			84				
A-C	342	85			342				

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	100	25	417	0.239	99	0.2	0.3	11.665	B
C-AB	45	11	795	0.056	44	0.1	0.1	5.016	A
C-A	295	74			295				
A-B	101	25			101				
A-C	408	102			408				

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	122	31	380	0.322	122	0.3	0.5	14.327	B
C-AB	62	16	818	0.076	62	0.1	0.1	4.964	A
C-A	354	88			354				
A-B	123	31			123				
A-C	500	125			500				

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	122	31	380	0.322	122	0.5	0.5	14.396	B
C-AB	62	16	818	0.076	62	0.1	0.1	4.960	A
C-A	354	88			354				
A-B	123	31			123				
A-C	500	125			500				

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	100	25	417	0.239	100	0.5	0.3	11.741	B
C-AB	45	11	795	0.056	45	0.1	0.1	5.005	A
C-A	295	74			295				
A-B	101	25			101				
A-C	408	102			408				

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	84	21	444	0.188	84	0.3	0.2	10.318	B
C-AB	34	9	779	0.044	34	0.1	0.1	5.049	A
C-A	250	63			250				
A-B	84	21			84				
A-C	342	85			342				

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		2.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.10	A

Traffic Demand

Demand Set Details

ID	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	✓	422	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	416	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	84	338
	B	103	0	36
From	C	408	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	9
	B	4	0	14
From	C	4	11	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	0.36	14.29	0.6	B	128	191
C-AB	0.02	4.73	0.0	A	13	20
C-A					368	553
A-B					77	116
A-C					310	465

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	105	26	474	0.221	103	0.0	0.3	10.309	B
C-AB	10	2	833	0.011	9	0.0	0.0	4.734	A
C-A	304	76			304				
A-B	63	16			63				
A-C	254	64			254				

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	125	31	452	0.277	125	0.3	0.4	11.690	B
C-AB	13	3	859	0.015	13	0.0	0.0	4.598	A
C-A	361	90			361				
A-B	76	19			76				
A-C	304	76			304				

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	153	38	421	0.364	152	0.4	0.6	14.211	B
C-AB	18	4	896	0.020	18	0.0	0.0	4.410	A
C-A	440	110			440				
A-B	92	23			92				
A-C	372	93			372				

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	153	38	421	0.364	153	0.6	0.6	14.288	B
C-AB	18	4	896	0.020	18	0.0	0.0	4.401	A
C-A	440	110			440				
A-B	92	23			92				
A-C	372	93			372				

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	125	31	452	0.277	125	0.6	0.4	11.776	B
C-AB	13	3	859	0.015	13	0.0	0.0	4.577	A
C-A	361	90			361				
A-B	76	19			76				
A-C	304	76			304				

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	105	26	474	0.221	105	0.4	0.3	10.400	B
C-AB	10	2	833	0.011	10	0.0	0.0	4.723	A
C-A	304	76			304				
A-B	63	16			63				
A-C	254	64			254				

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		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	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	✓	589	100.000
B		ONE HOUR	✓	122	100.000
C		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	135	454
	B	98	0	24
	C	348	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	1
	B	4	0	0
	C	2	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-AC	0.36	15.45	0.6	C	112	168
C-AB	0.07	5.07	0.1	A	46	68
C-A					300	450
A-B					124	186
A-C					417	625

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	92	23	440	0.209	91	0.0	0.3	10.619	B
C-AB	33	8	775	0.043	33	0.0	0.1	5.071	A
C-A	251	63			251				
A-B	102	25			102				
A-C	342	85			342				

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	110	27	412	0.266	109	0.3	0.4	12.237	B
C-AB	43	11	790	0.055	43	0.1	0.1	5.037	A
C-A	296	74			296				
A-B	121	30			121				
A-C	408	102			408				

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	134	34	375	0.358	134	0.4	0.6	15.348	C
C-AB	61	15	813	0.075	60	0.1	0.1	4.985	A
C-A	354	89			354				
A-B	149	37			149				
A-C	500	125			500				

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	134	34	375	0.358	134	0.6	0.6	15.446	C
C-AB	61	15	813	0.075	61	0.1	0.1	4.983	A
C-A	354	89			354				
A-B	149	37			149				
A-C	500	125			500				

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	110	27	412	0.288	110	0.6	0.4	12.335	B
C-AB	43	11	790	0.055	44	0.1	0.1	5.024	A
C-A	296	74			296				
A-B	121	30			121				
A-C	408	102			408				

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	92	23	439	0.209	92	0.4	0.3	10.713	B
C-AB	33	8	775	0.043	33	0.1	0.1	5.070	A
C-A	251	63			251				
A-B	102	25			102				
A-C	342	85			342				

Appendix I

B582/Dragon Lane – PICADY Assessment

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.0.4.1693				
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Filename: T20517 - Barlestone Rd-Dragon Ln PRTM.j10

Path: C:\Users\MaxLaw\OneDrive - Hub Transport Planning Ltd\Desktop\NV Juncs

Report generation date: 28/04/2023 13:52:00

- »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	9.77	0.27	A	D2	0.3	9.26	0.20	A
Stream B-A		0.2	14.28	0.15	B		0.1	15.10	0.08	C
Stream C-AB		0.6	5.53	0.26	A		1.0	6.87	0.37	A
	2024 Growth Base									
Stream B-C	D3	0.4	9.94	0.28	A	D4	0.3	9.40	0.21	A
Stream B-A		0.2	14.61	0.16	B		0.1	15.47	0.08	C
Stream C-AB		0.7	5.56	0.26	A		1.0	6.99	0.38	A
	2029 Base Adjusted									
Stream B-C	D5	0.5	10.91	0.34	B	D6	0.4	10.21	0.27	B
Stream B-A		0.2	14.95	0.16	B		0.1	15.86	0.08	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	13.31	0.46	B	D8	0.5	10.94	0.32	B
Stream B-A		0.2	15.40	0.17	C		0.1	17.66	0.09	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		2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	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	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	2.98	2.38	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

ID	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	
	A	0	21	357
	B	42	0	131
	C	458	97	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	0.27	9.77	0.4	A	120	180
B-A	0.15	14.28	0.2	B	39	58
C-AB	0.26	5.53	0.6	A	175	263
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	574	0.172	98	0.0	0.2	7.991	A
B-A	32	8	358	0.088	31	0.0	0.1	11.010	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	558	0.211	118	0.2	0.3	8.858	A
B-A	38	9	333	0.113	38	0.1	0.1	12.188	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	535	0.270	144	0.3	0.4	9.748	A
B-A	46	12	299	0.155	46	0.1	0.2	14.243	B
C-AB	236	59	925	0.255	235	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	535	0.270	144	0.4	0.4	9.772	A
B-A	46	12	298	0.155	46	0.2	0.2	14.275	B
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	558	0.211	118	0.4	0.3	8.688	A
B-A	38	9	333	0.114	38	0.2	0.1	12.226	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	574	0.172	99	0.3	0.2	8.033	A
B-A	32	8	357	0.088	32	0.1	0.1	11.057	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		2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.48	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
	A	0	24	499
	B	19	0	94
From	C	404	136	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	0.20	9.26	0.3	A	85	129
B-A	0.08	15.10	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	555	0.127	70	0.0	0.2	7.709	A
B-A	14	4	331	0.043	14	0.0	0.0	11.343	B
C-AB	166	41	794	0.209	164	0.0	0.4	5.885	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	301	0.057	17	0.0	0.1	12.670	B
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	508	0.204	103	0.2	0.3	9.246	A
B-A	21	5	260	0.081	21	0.1	0.1	15.089	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	508	0.204	103	0.3	0.3	9.280	A
B-A	21	5	259	0.081	21	0.1	0.1	15.100	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	301	0.057	17	0.1	0.1	12.705	B
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	555	0.127	71	0.2	0.2	7.736	A
B-A	14	4	331	0.043	14	0.1	0.0	11.381	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		2.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.70	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
	A	0	22	388
	B	43	0	134
	C	470	99	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	0.28	9.94	0.4	A	123	184
B-A	0.16	14.61	0.2	B	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	572	0.176	100	0.0	0.2	8.063	A
B-A	32	8	355	0.091	32	0.0	0.1	11.142	B
C-AB	128	32	848	0.151	127	0.0	0.3	5.287	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	555	0.217	120	0.2	0.3	8.761	A
B-A	39	10	329	0.117	39	0.1	0.1	12.388	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	532	0.278	147	0.3	0.4	9.913	A
B-A	47	12	294	0.161	47	0.1	0.2	14.574	B
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	531	0.278	148	0.4	0.4	9.940	A
B-A	47	12	294	0.161	47	0.2	0.2	14.611	B
C-AB	247	62	932	0.265	247	0.7	0.7	5.560	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	555	0.217	121	0.4	0.3	8.794	A
B-A	39	10	329	0.118	39	0.2	0.1	12.427	B
C-AB	172	43	883	0.195	173	0.7	0.4	5.383	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	572	0.176	101	0.3	0.2	8.107	A
B-A	32	8	354	0.091	33	0.1	0.1	11.191	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		2.53	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
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)

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

Vehicle Mix

Heavy Vehicle Percentages

From	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	9.40	0.3	A	88	132
B-A	0.08	15.47	0.1	C	17	28
C-AB	0.38	6.99	1.0	A	244	385
C-A					264	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	7.772	A
B-A	14	4	327	0.044	14	0.0	0.0	11.483	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	533	0.162	86	0.2	0.2	8.383	A
B-A	17	4	296	0.058	17	0.0	0.1	12.880	B
C-AB	229	57	822	0.279	229	0.4	0.6	6.233	A
C-A	268	67			268				
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	504	0.210	105	0.2	0.3	9.384	A
B-A	21	5	254	0.082	21	0.1	0.1	15.436	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	504	0.210	105	0.3	0.3	9.399	A
B-A	21	5	254	0.082	21	0.1	0.1	15.470	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	8.402	A
B-A	17	4	296	0.058	17	0.1	0.1	12.918	B
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	7.801	A
B-A	14	4	327	0.044	14	0.1	0.0	11.520	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		3.12	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
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
	A	0	22	378
	B	43	0	162
	C	466	109	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	0.34	10.91	0.5	B	149	223
B-A	0.16	14.95	0.2	B	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	570	0.214	121	0.0	0.3	8.473	A
B-A	32	8	351	0.092	32	0.0	0.1	11.276	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	553	0.264	145	0.3	0.4	9.357	A
B-A	39	10	324	0.119	39	0.1	0.1	12.585	B
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	528	0.338	178	0.4	0.5	10.874	B
B-A	47	12	288	0.164	47	0.1	0.2	14.912	B
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	528	0.338	178	0.5	0.5	10.915	B
B-A	47	12	288	0.164	47	0.2	0.2	14.954	B
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	36	552	0.264	146	0.5	0.4	9.406	A
B-A	39	10	324	0.119	39	0.2	0.1	12.633	B
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	570	0.214	122	0.4	0.3	8.534	A
B-A	32	8	350	0.092	33	0.1	0.1	11.328	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		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	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	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	✓	142	100.000
C		ONE HOUR	✓	567	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	0.08	15.86	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	551	0.168	92	0.0	0.2	8.131	A
B-A	14	4	324	0.044	14	0.0	0.0	11.626	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	531	0.208	110	0.2	0.3	8.897	A
B-A	17	4	292	0.059	17	0.0	0.1	13.096	B
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	10.188	B
B-A	21	5	248	0.084	21	0.1	0.1	15.817	C
C-AB	355	89	861	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	10.214	B
B-A	21	5	248	0.084	21	0.1	0.1	15.859	C
C-AB	356	89	861	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	531	0.208	111	0.4	0.3	8.927	A
B-A	17	4	291	0.059	17	0.1	0.1	13.139	B
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	551	0.168	93	0.3	0.2	8.171	A
B-A	14	4	323	0.044	14	0.1	0.0	11.668	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		4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	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	
From	A	0	22	377
	B	43	0	219
	C	466	130	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	0.46	13.31	0.9	B	201	301
B-A	0.17	15.40	0.2	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	570	0.289	163	0.0	0.4	9.339	A
B-A	32	8	346	0.094	32	0.0	0.1	11.441	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	553	0.356	196	0.4	0.6	10.691	B
B-A	39	10	319	0.121	39	0.1	0.1	12.836	B
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	528	0.457	240	0.6	0.9	13.205	B
B-A	47	12	281	0.168	47	0.1	0.2	15.351	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	528	0.457	241	0.9	0.9	13.313	B
B-A	47	12	281	0.168	47	0.2	0.2	15.400	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	552	0.356	198	0.9	0.6	10.802	B
B-A	39	10	318	0.121	39	0.2	0.1	12.890	B
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	570	0.289	166	0.6	0.4	9.453	A
B-A	32	8	346	0.094	33	0.1	0.1	11.503	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		4.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.76	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
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			
From		A	B	C
	A	0	25	519
	B	19	0	144
	C	418	215	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		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	0.32	10.94	0.5	B	132	198
B-A	0.09	17.66	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	551	0.197	107	0.0	0.3	8.420	A
B-A	14	4	308	0.046	14	0.0	0.0	12.222	B
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	530	0.244	129	0.3	0.3	9.324	A
B-A	17	4	273	0.062	17	0.0	0.1	14.034	B
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	501	0.317	158	0.3	0.5	10.898	B
B-A	21	5	226	0.093	21	0.1	0.1	17.556	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	0.317	159	0.5	0.5	10.939	B
B-A	21	5	225	0.093	21	0.1	0.1	17.657	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	530	0.244	130	0.5	0.3	9.389	A
B-A	17	4	272	0.063	17	0.1	0.1	14.127	B
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	551	0.197	109	0.3	0.3	8.472	A
B-A	14	4	307	0.047	14	0.1	0.0	12.288	B
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				

T20517

Brascote Lane, Newbold Verdon



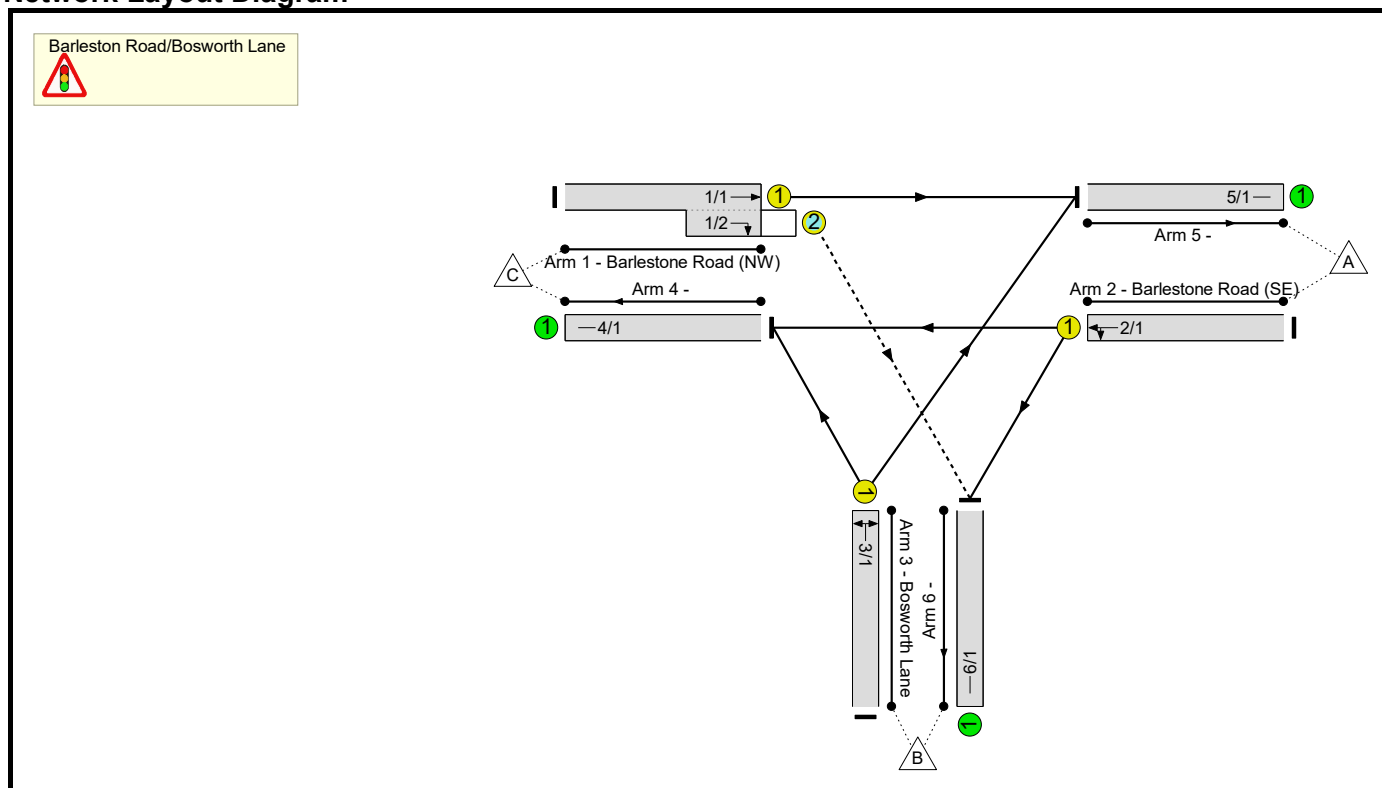
Appendix J

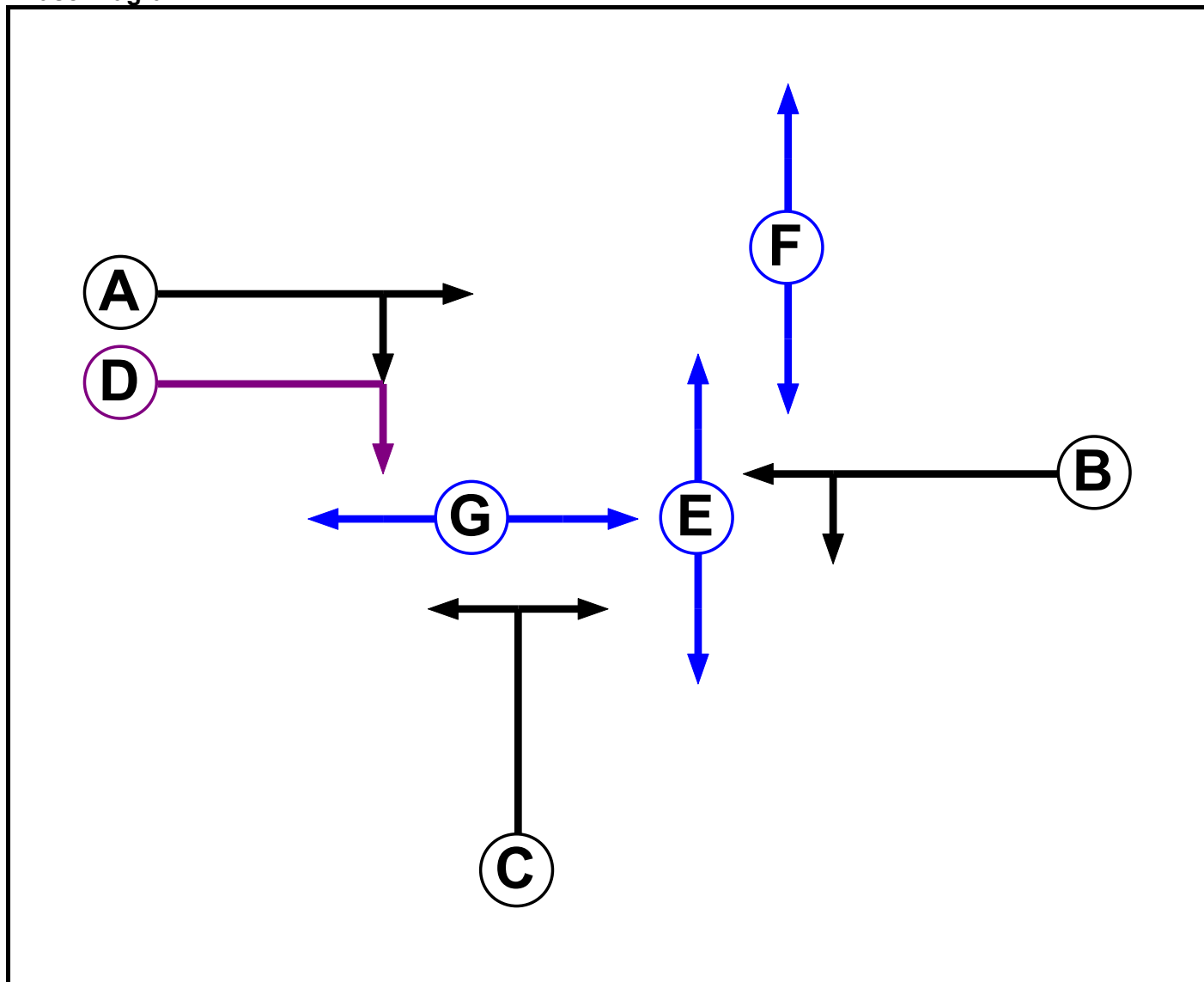
B582/B585 – LinSig Assessment

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:	22/09/2021
Additional detail:	
File name:	T20517 - Barlestone Rd-Bosworth Ln - Bloor Scheme PRTM.lsg3x
Author:	Max Law
Company:	Hub Transport Planning Ltd
Address:	Radclyffe House, 66/68 Hagley Road, Edgbaston, Birmingham, West Midlands, B16 8PF

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	Traffic		7	7
D	Ind. Arrow	A	4	4
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

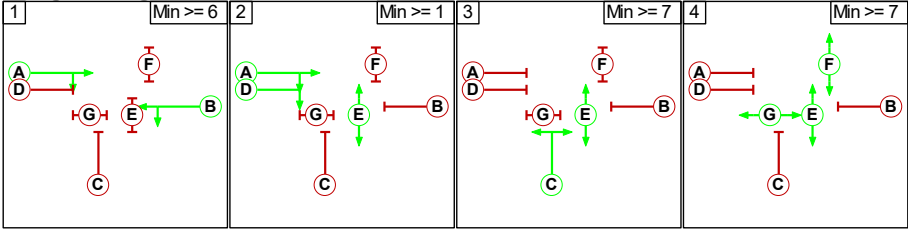
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	10	-	-	6	-
	B	-		7	3	6	-	6
	C	9	8		7	-	6	6
	D	-	7	9		-	-	6
	E	-	5	-	-		-	-
	F	7	-	7	-	-		-
	G	-	8	8	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A D E
3	C E
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	10	6
	2	7		10	6
	3	9	X		6
	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	A	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
1/2 (Barlestone Road (NW))	O	A D	2	3	4.3	Geom	-	3.23	0.00	N	Arm 6 Right	20.50
2/1 (Barlestone Road (SE))	U	B	2	3	60.0	Geom	-	3.96	0.00	Y	Arm 4 Ahead	Inf
3/1 (Bosworth Lane)	U	C	2	3	60.0	Geom	-	3.35	0.00	Y	Arm 6 Left	17.00
											Arm 4 Left	13.80
											Arm 5 Right	22.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

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	

Traffic Flows, Desired

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

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

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	50.7 %	1927	1927
3/1 (Bosworth Lane)	3.35	0.00	Y	Arm 6 Left	17.00	49.3 %	1810	1810
				Arm 4 Left	13.80	26.0 %		
				Arm 5 Right	22.60	74.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Traffic Flows, Desired

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

Lane	Scenario 2: 2024 Adjusted Base PM
Junction: Barleston 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

[illegible]

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

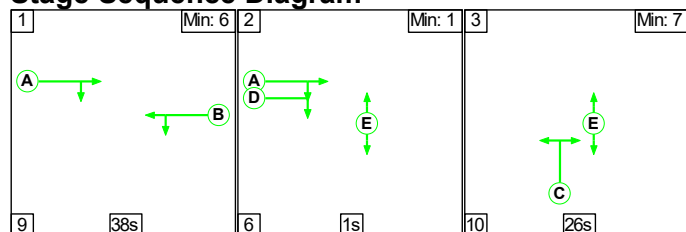
Lane	Scenario 6: 2029 + Development PM
Junction: Barlestone Road/Bosworth Lane	
1/1 (with short)	407(In) 340(Out)
1/2 (short)	67
2/1	732
3/1	365
4/1	556
5/1	637
6/1	311

Lane Saturation Flows

Junction: 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	66.7 %	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')

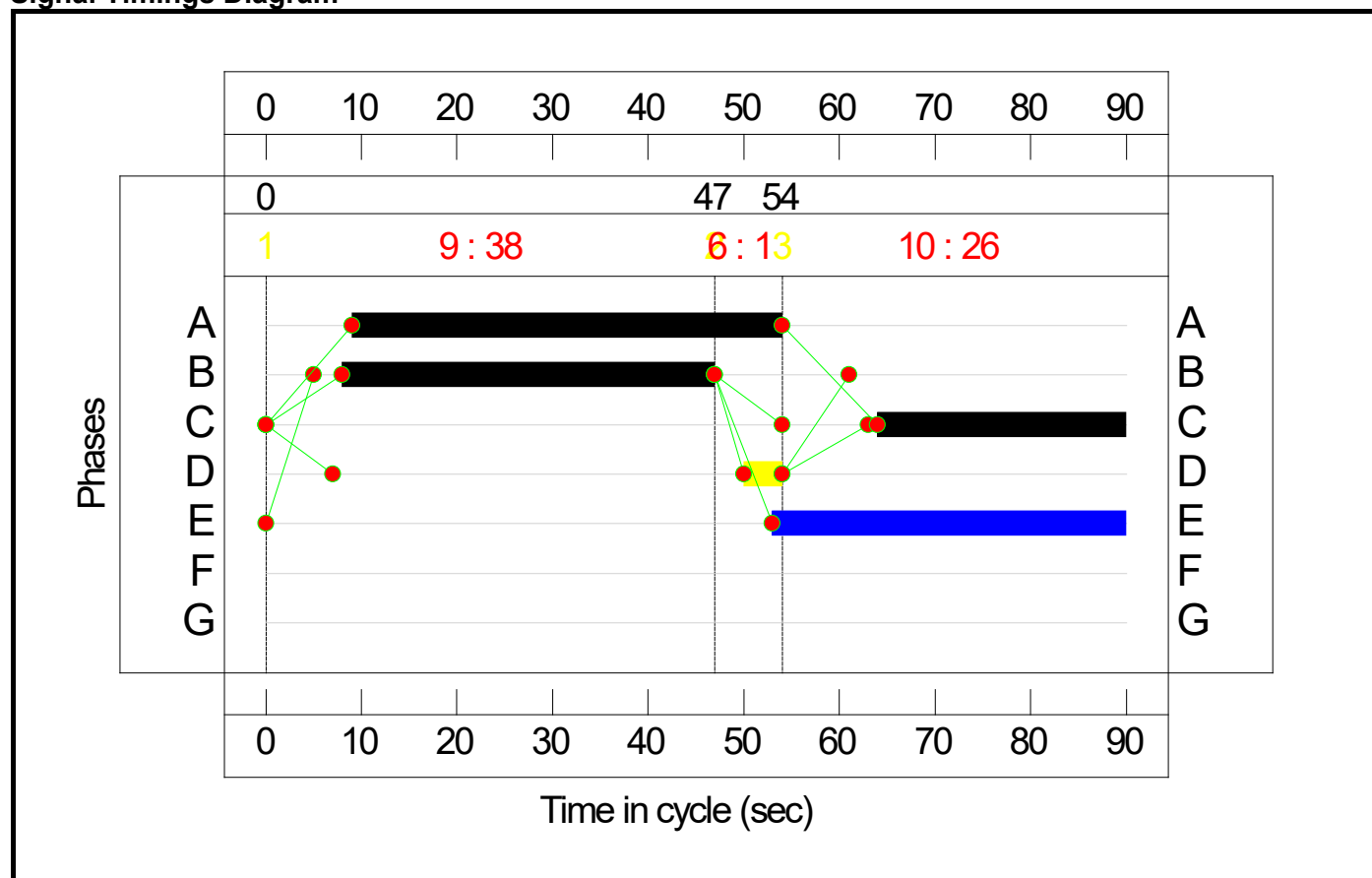
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	38	1	26
Change Point	0	47	54

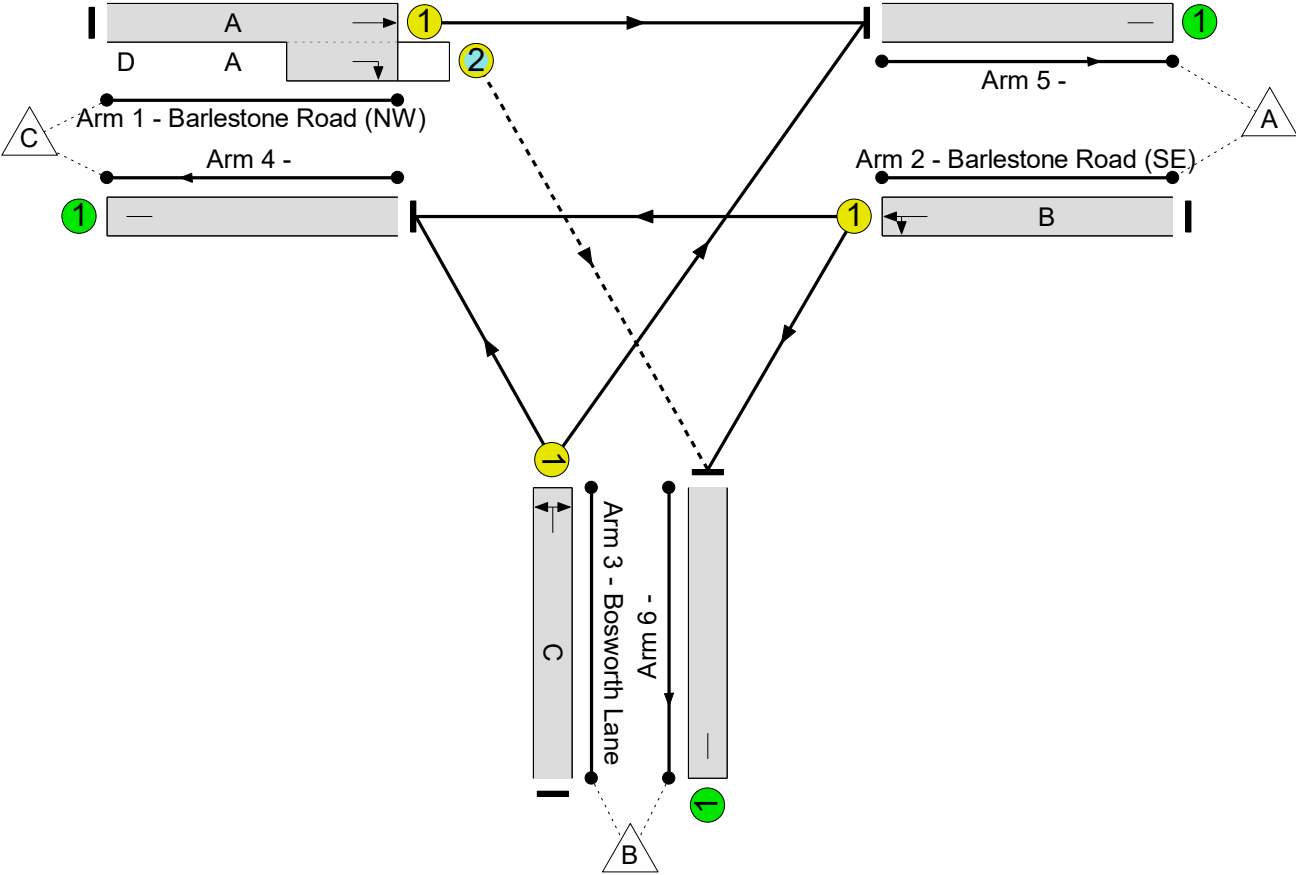
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 49.7 %
Total Traffic Delay: 9.0 pcuHr

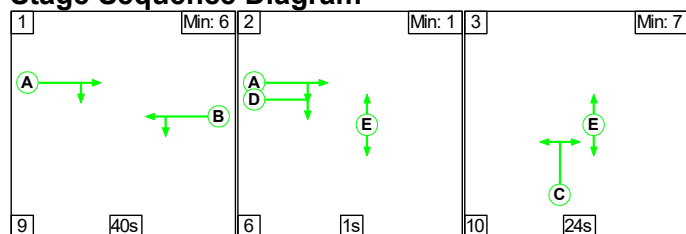


Network Results

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	-	-		-	-	-	-	-	-	60.1%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	60.1%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	45	4	471	1958:1936	854+199	44.7 : 44.7%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	39	-	515	1927	856	60.1%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	26	-	323	1810	543	59.5%
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)	-	-	82	5	2	6.8	1.9	0.3	9.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	82	5	2	6.8	1.9	0.3	9.0	-	-	-	-
1/1+1/2	471	471	82	5	2	1.7	0.4	0.3	2.4	18.3	6.1	0.4	6.5
2/1	515	515	-	-	-	2.7	0.8	-	3.5	24.2	9.7	0.8	10.5
3/1	323	323	-	-	-	2.4	0.7	-	3.1	35.0	6.8	0.7	7.5
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 (%): 49.7 Total Delay for Signalled Lanes (pcuHr): 9.00 Cycle Time (s): 90 PRC Over All Lanes (%): 49.7 Total Delay Over All Lanes(pcuHr): 9.00													

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

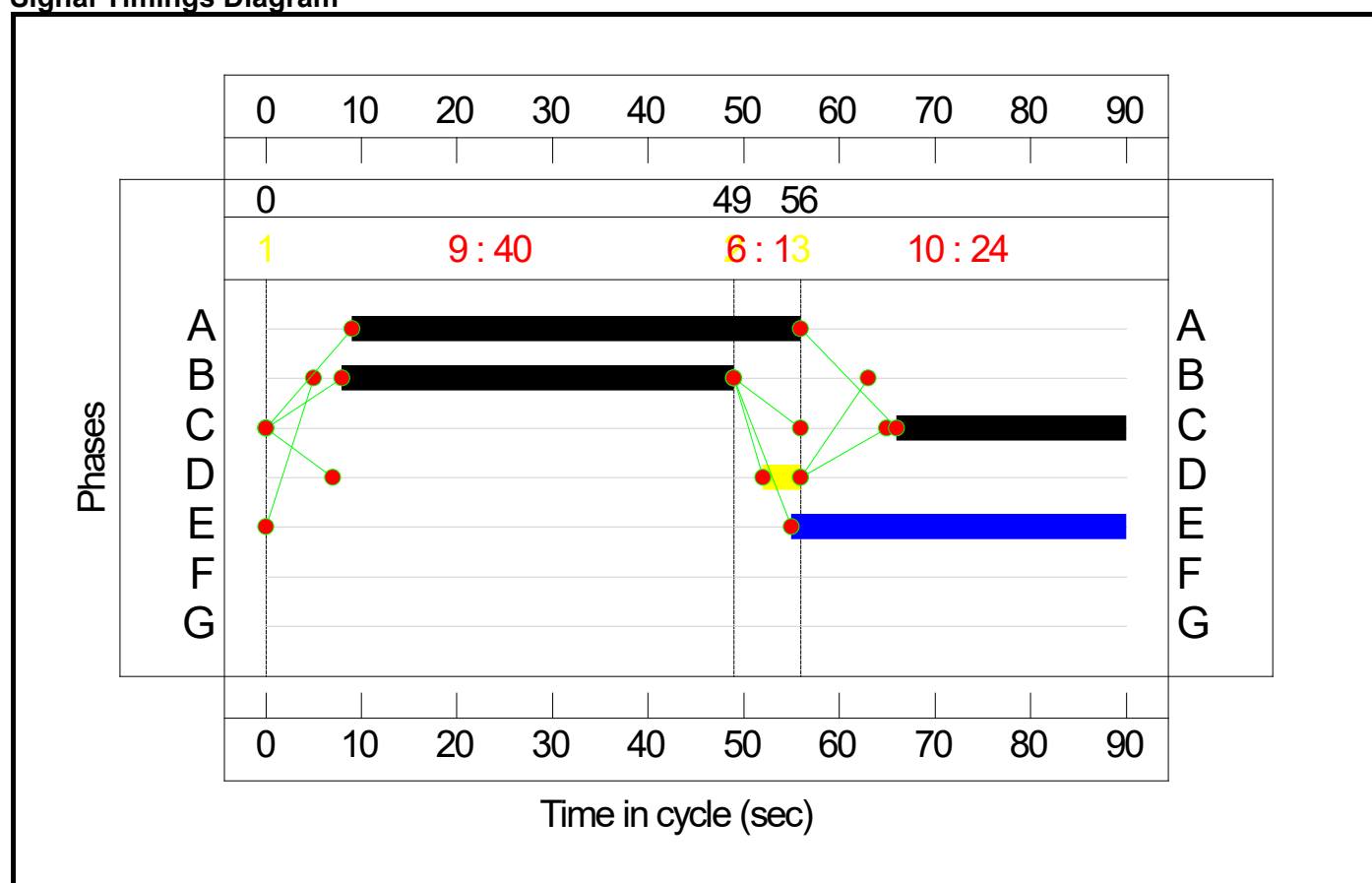
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	40	1	24
Change Point	0	49	56

Signal Timings Diagram

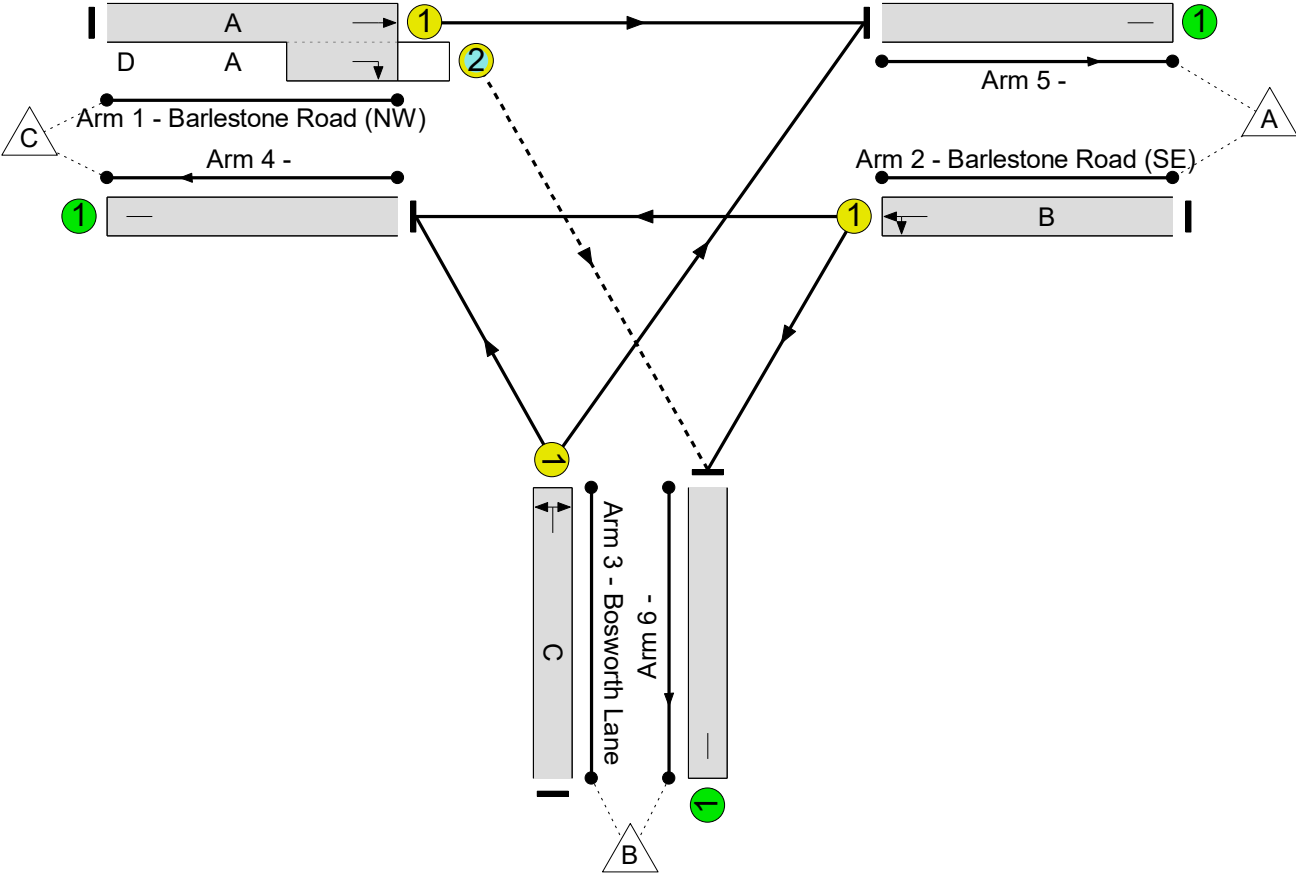




Barleston Road/Bosworth Lane

PRC: 21.2 %

Total Traffic Delay: 11.0 pcuHr

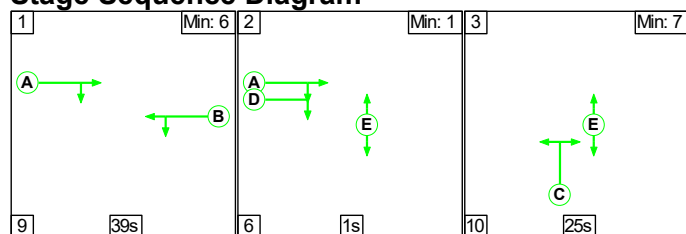


Network Results

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	-	-		-	-	-	-	-	-	74.2%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	47	4	363	1958:1936	859+247	32.8 : 32.8%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	41	-	676	1951	910	74.2%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	24	-	360	1812	503	71.5%
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)	-	-	75	5	2	7.7	2.9	0.4	11.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	75	5	2	7.7	2.9	0.4	11.0	-	-	-	-
1/1+1/2	363	363	75	5	2	1.1	0.2	0.4	1.8	17.6	3.8	0.2	4.1
2/1	676	676	-	-	-	3.7	1.4	-	5.1	27.2	13.7	1.4	15.1
3/1	360	360	-	-	-	2.9	1.2	-	4.2	41.6	8.1	1.2	9.3
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 PRC for Signalled Lanes (%): 21.2 PRC Over All Lanes (%): 21.2 Total Delay for Signalled Lanes (pcuHr): 11.04 Total Delay Over All Lanes(pcuHr): 11.04 Cycle Time (s): 90													

Scenario 3: '2029 Adjusted Base AM' (FG9: '2029 Adjusted Base AM', Plan 1: 'Network Control Plan 1')

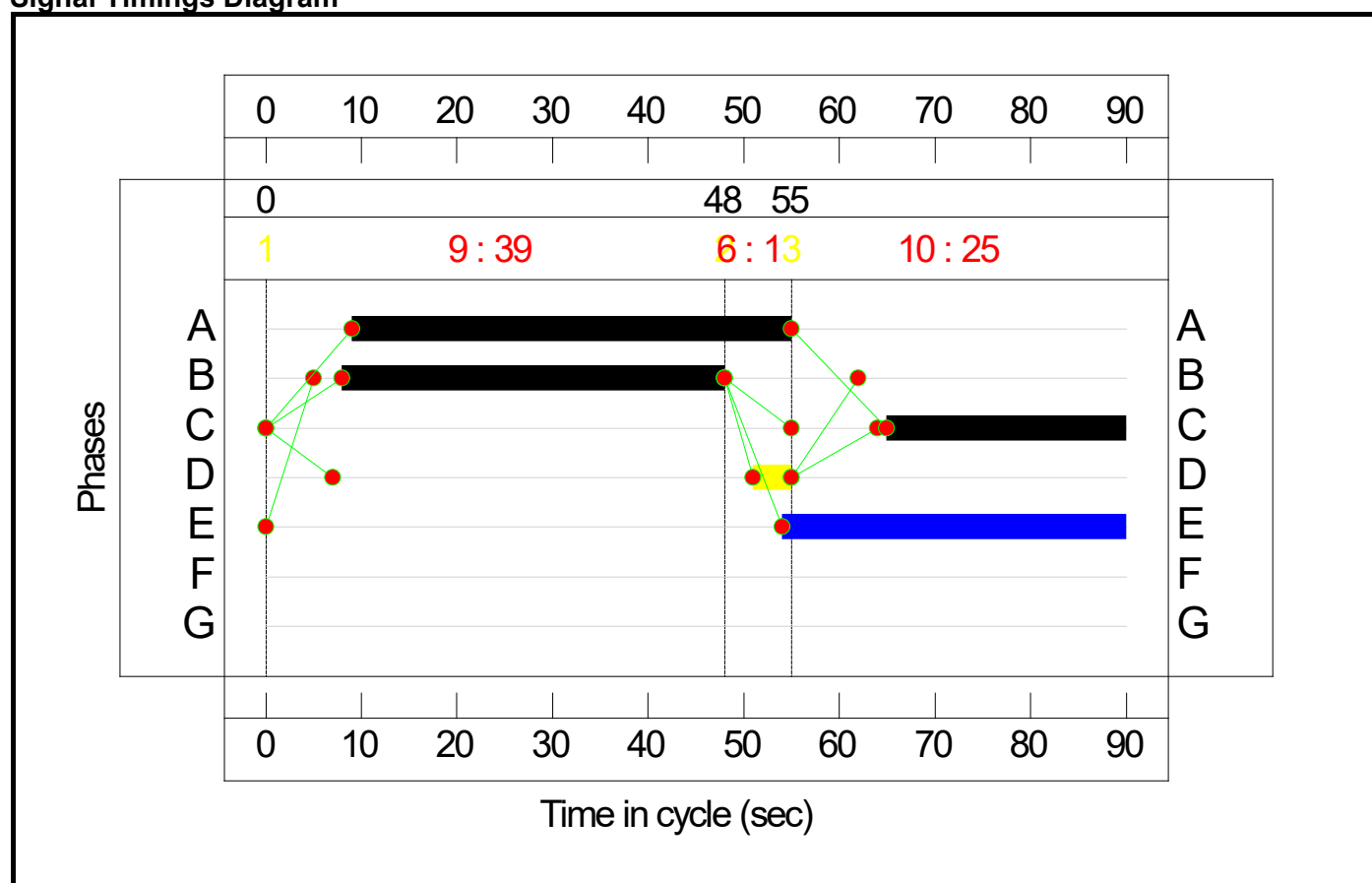
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	39	1	25
Change Point	0	48	55

Signal Timings Diagram

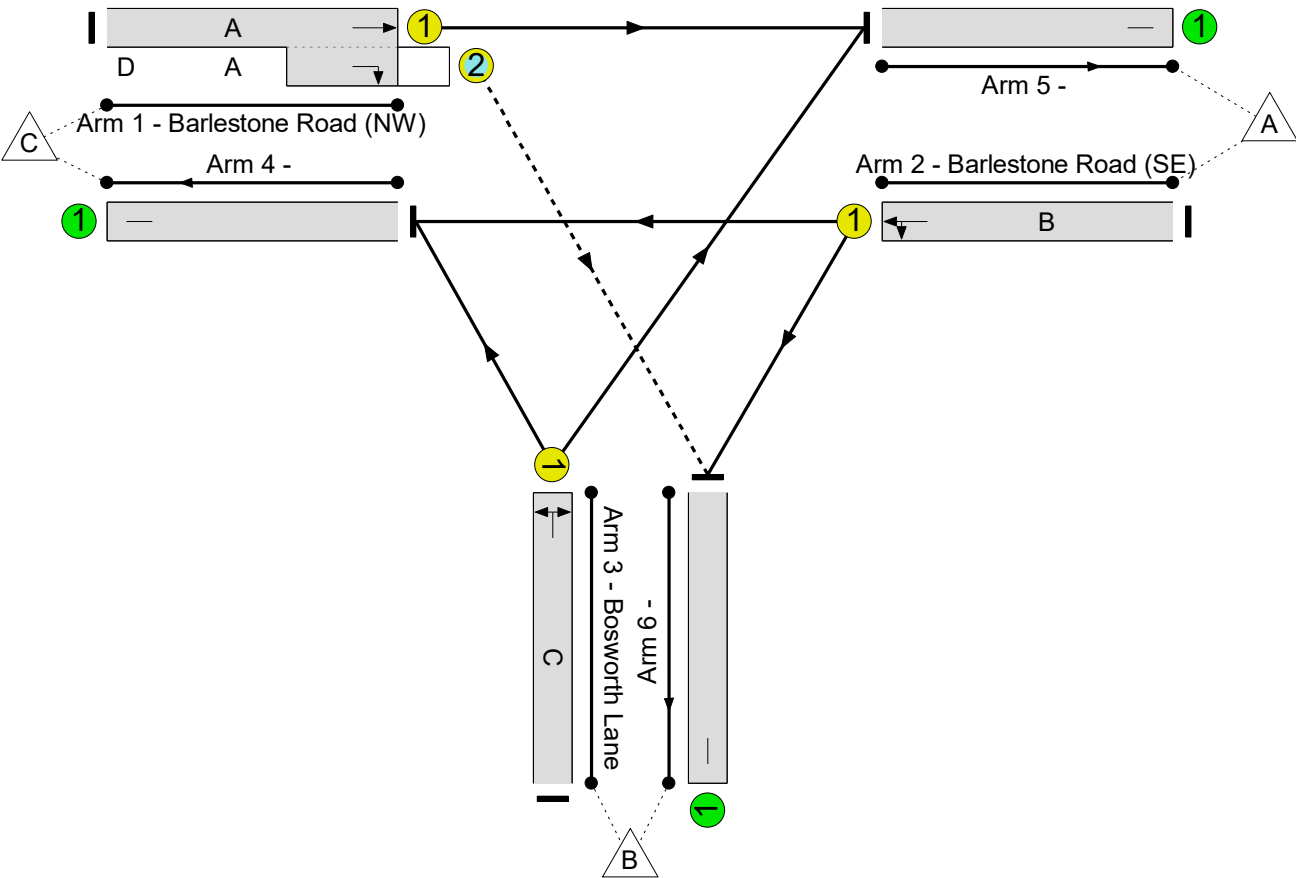




Barleston Road/Bosworth Lane

PRC: 42.8 %

Total Traffic Delay: 10.0 pcuHr

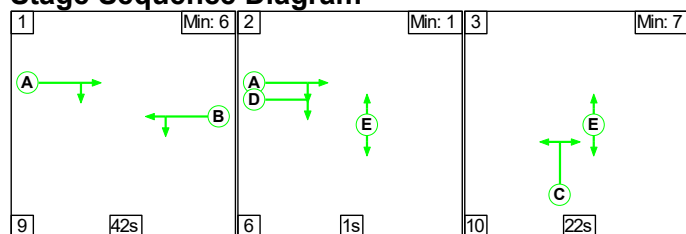


Network Results

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	-	-		-	-	-	-	-	-	63.0%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	46	4	543	1958:1936	793+308	49.3 : 49.3%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	40	-	554	1930	879	63.0%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	25	-	321	1810	523	61.4%
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)	-	-	140	8	3	7.3	2.1	0.5	10.0	-	-	-	-
Barleston Road/Bosworth Lane	-	-	140	8	3	7.3	2.1	0.5	10.0	-	-	-	-
1/1+1/2	543	543	140	8	3	2.0	0.5	0.5	3.0	19.8	6.5	0.5	7.0
2/1	554	554	-	-	-	2.9	0.8	-	3.7	24.2	10.5	0.8	11.3
3/1	321	321	-	-	-	2.5	0.8	-	3.3	36.5	6.9	0.8	7.7
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')

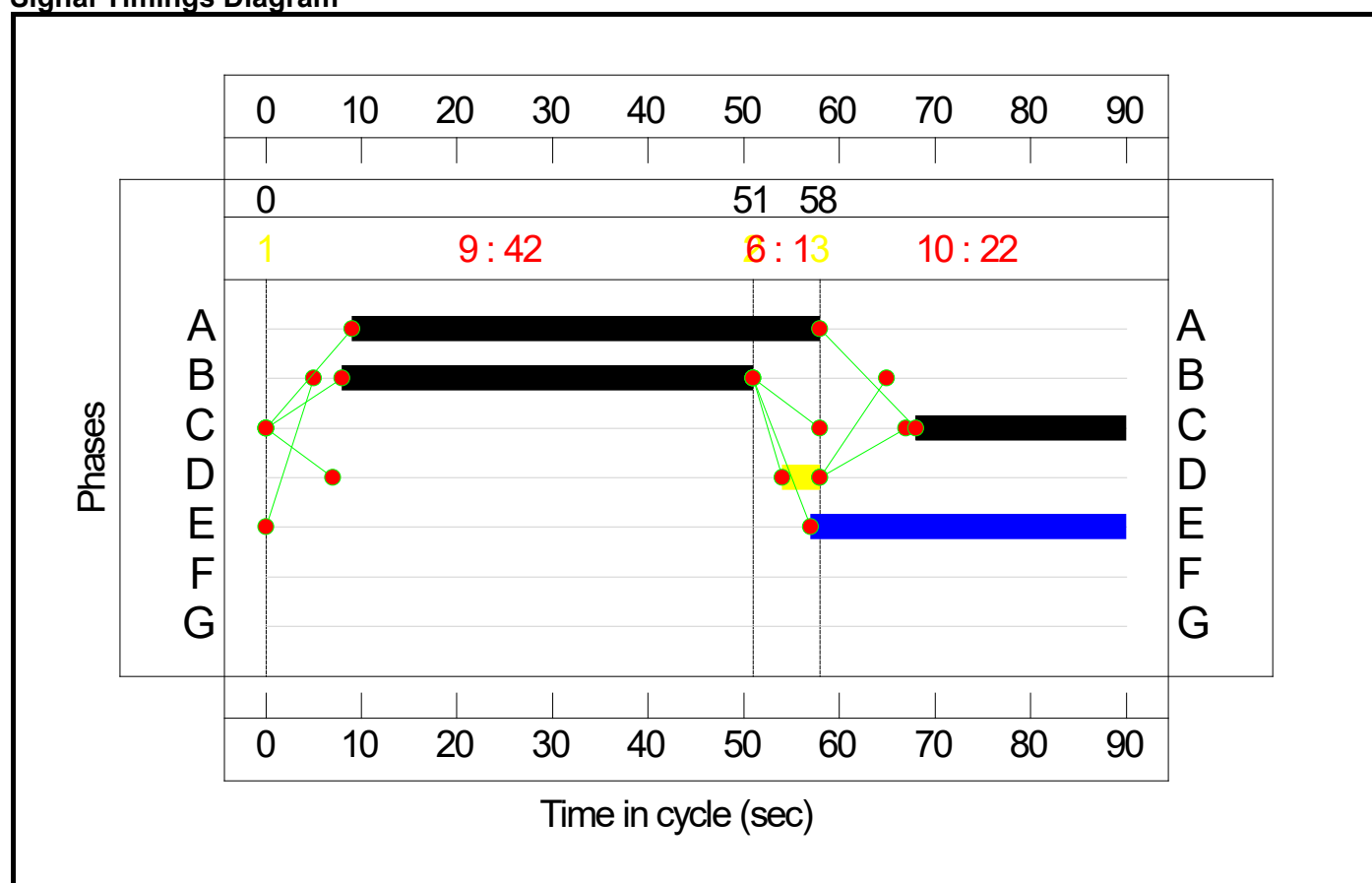
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	42	1	22
Change Point	0	51	58

Signal Timings Diagram

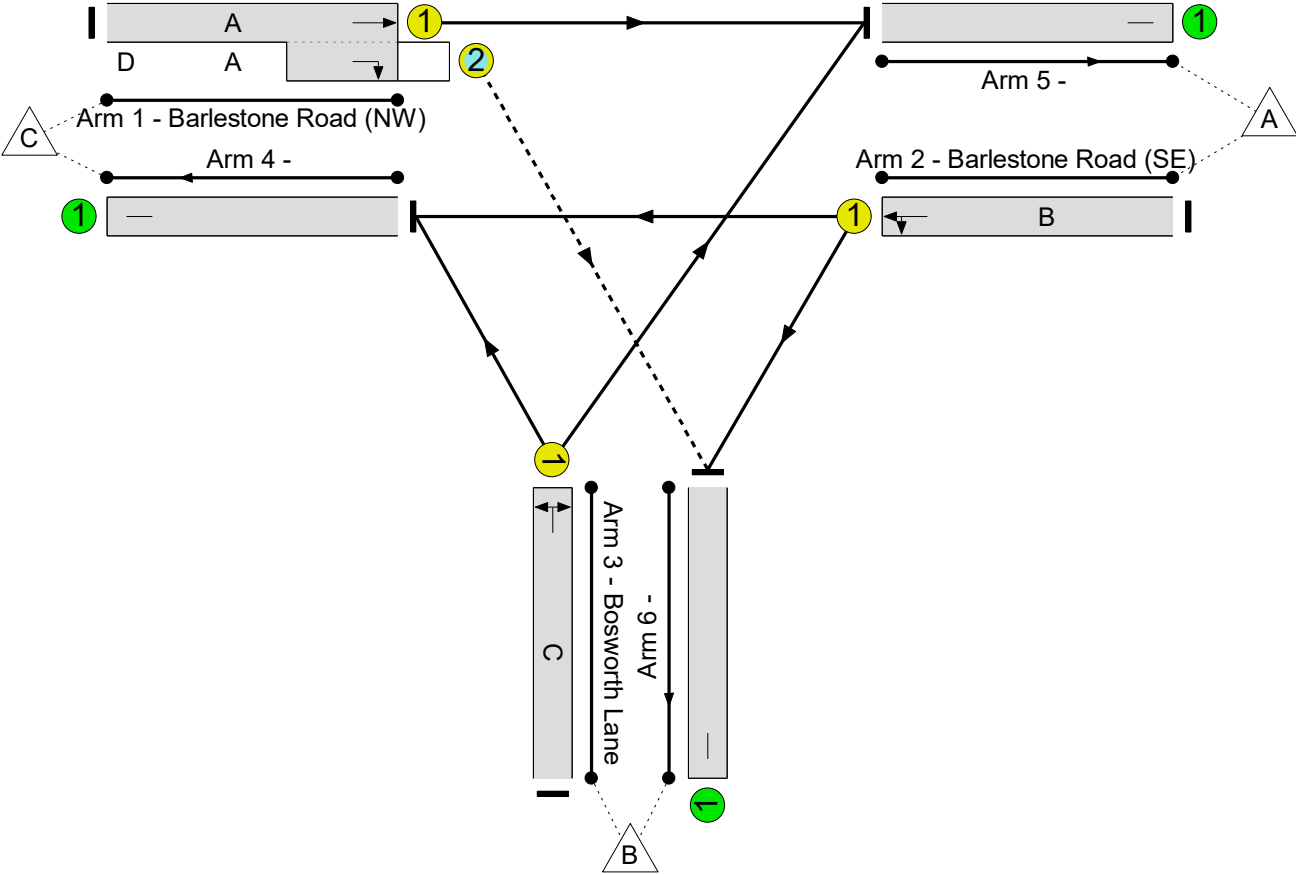




Barleston Road/Bosworth Lane

PRC: 20.9 %

Total Traffic Delay: 11.1 pcuHr

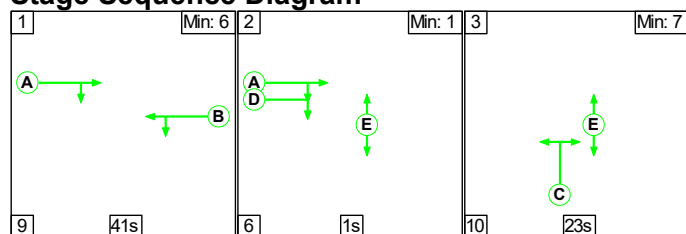


Network Results

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	-	-		-	-	-	-	-	-	74.5%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	49	4	378	1958:1936	889+262	32.9 : 32.9%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	43	-	711	1953	955	74.5%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	22	-	339	1816	464	73.0%
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)	-	-	79	5	2	7.6	3.0	0.4	11.1	-	-	-	-
Barleston Road/Bosworth Lane	-	-	79	5	2	7.6	3.0	0.4	11.1	-	-	-	-
1/1+1/2	378	378	79	5	2	1.1	0.2	0.4	1.7	16.7	3.8	0.2	4.1
2/1	711	711	-	-	-	3.7	1.4	-	5.1	25.8	14.2	1.4	15.7
3/1	339	339	-	-	-	2.9	1.3	-	4.2	44.8	7.7	1.3	9.0
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 (%): 20.9 PRC Over All Lanes (%): 20.9 Total Delay for Signalled Lanes (pcuHr): 11.06 Total Delay Over All Lanes(pcuHr): 11.06 Cycle Time (s): 90													

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

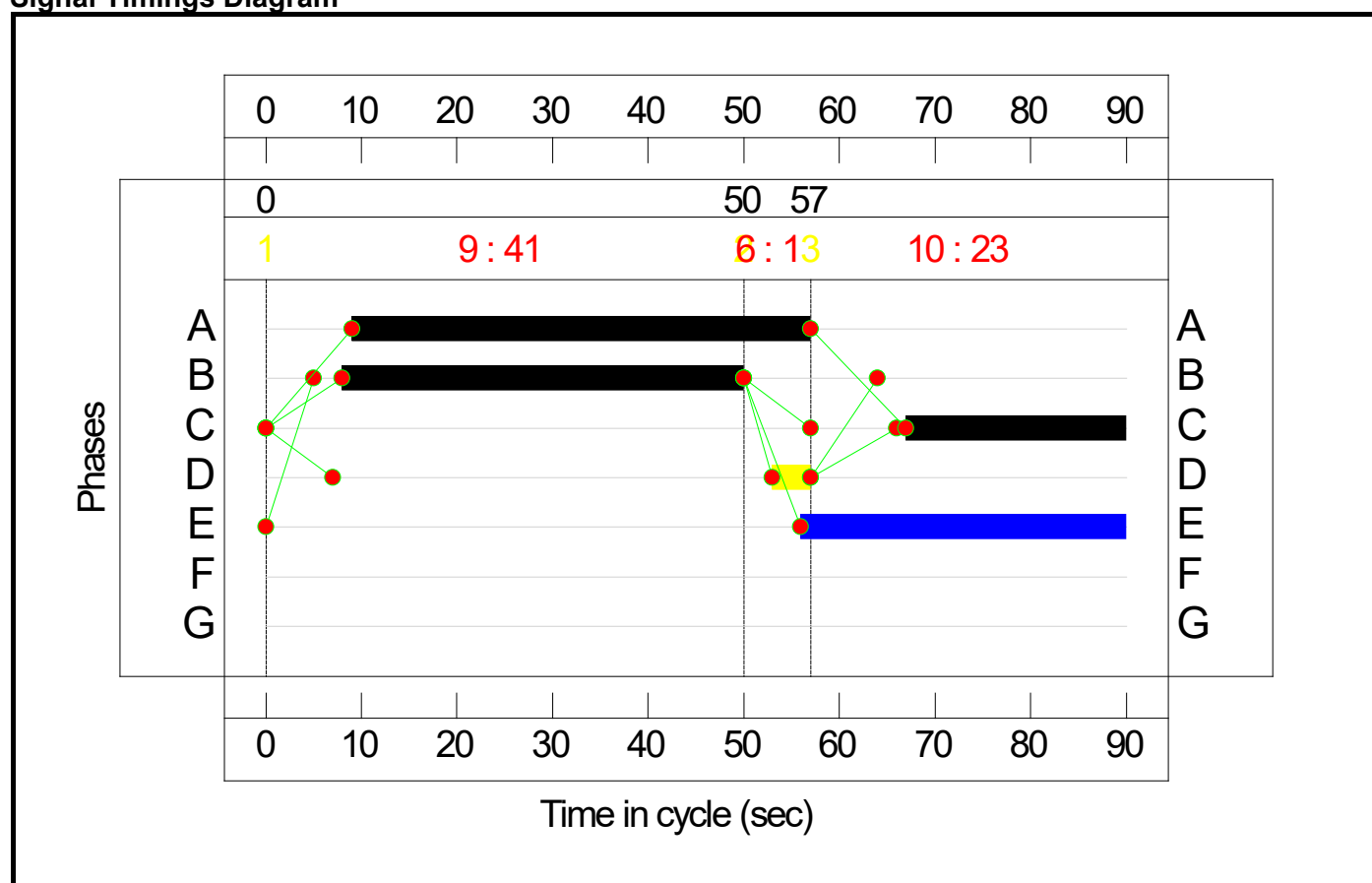
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	1	23
Change Point	0	50	57

Signal Timings Diagram

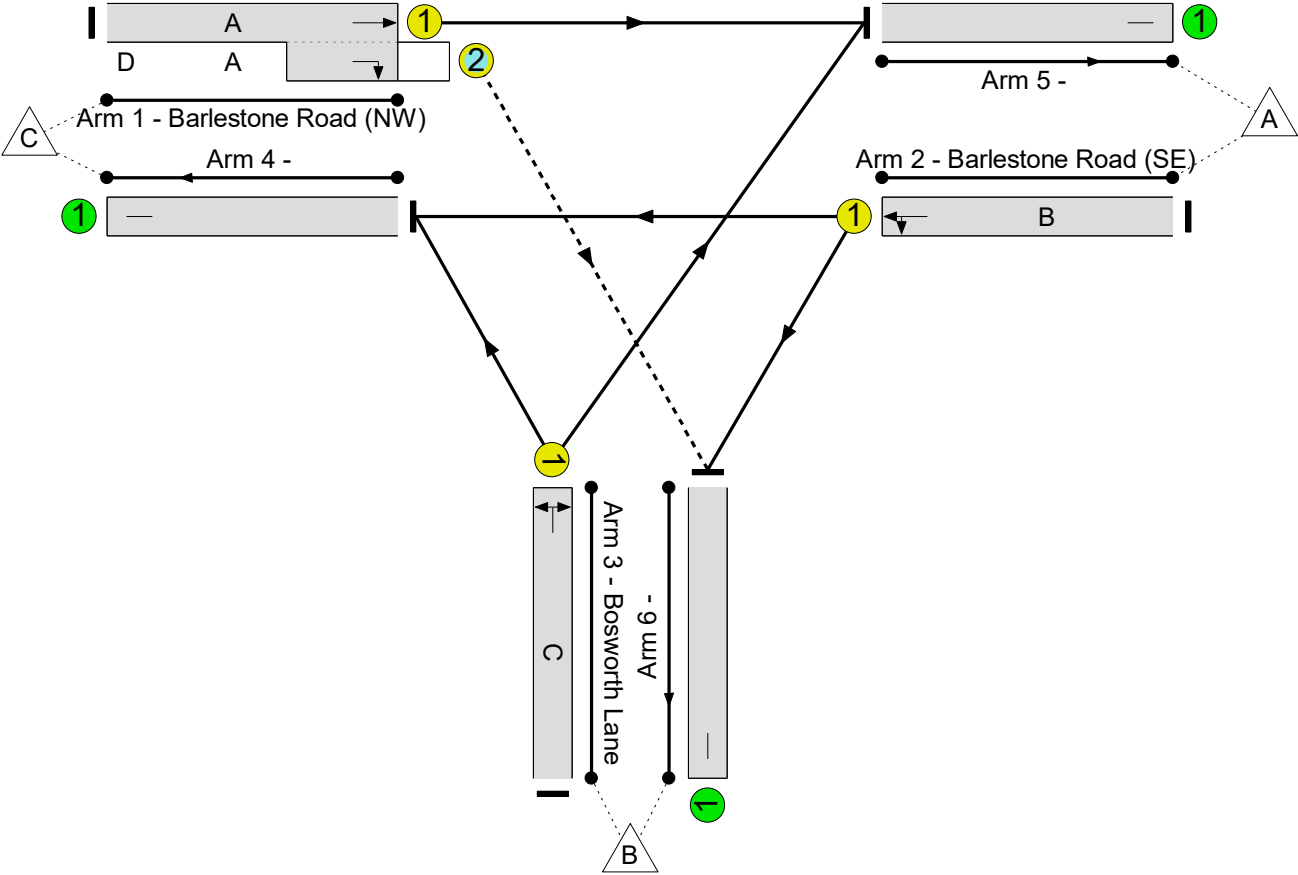




Barleston Road/Bosworth Lane

PRC: 35.3 %

Total Traffic Delay: 10.3 pcuHr

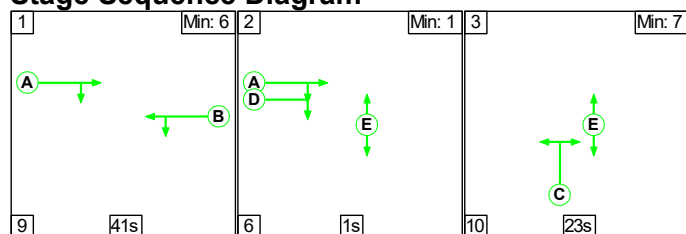


Network Results

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	-	-		-	-	-	-	-	-	66.5%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	66.5%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	48	4	541	1958:1936	862+270	47.8 : 47.8%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	42	-	610	1932	923	66.1%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	23	-	321	1810	483	66.5%
4/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	413	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)	-	-	119	7	3	7.4	2.4	0.5	10.3	-	-	-	-
Barleston Road/Bosworth Lane	-	-	119	7	3	7.4	2.4	0.5	10.3	-	-	-	-
1/1+1/2	541	541	119	7	3	1.8	0.5	0.5	2.7	18.2	6.5	0.5	6.9
2/1	610	610	-	-	-	3.0	1.0	-	4.0	23.7	11.5	1.0	12.5
3/1	321	321	-	-	-	2.6	1.0	-	3.6	40.4	7.1	1.0	8.1
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 35.3 PRC Over All Lanes (%): 35.3 Total Delay for Signalled Lanes (pcuHr): 10.34 Total Delay Over All Lanes(pcuHr): 10.34 Cycle Time (s): 90													

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

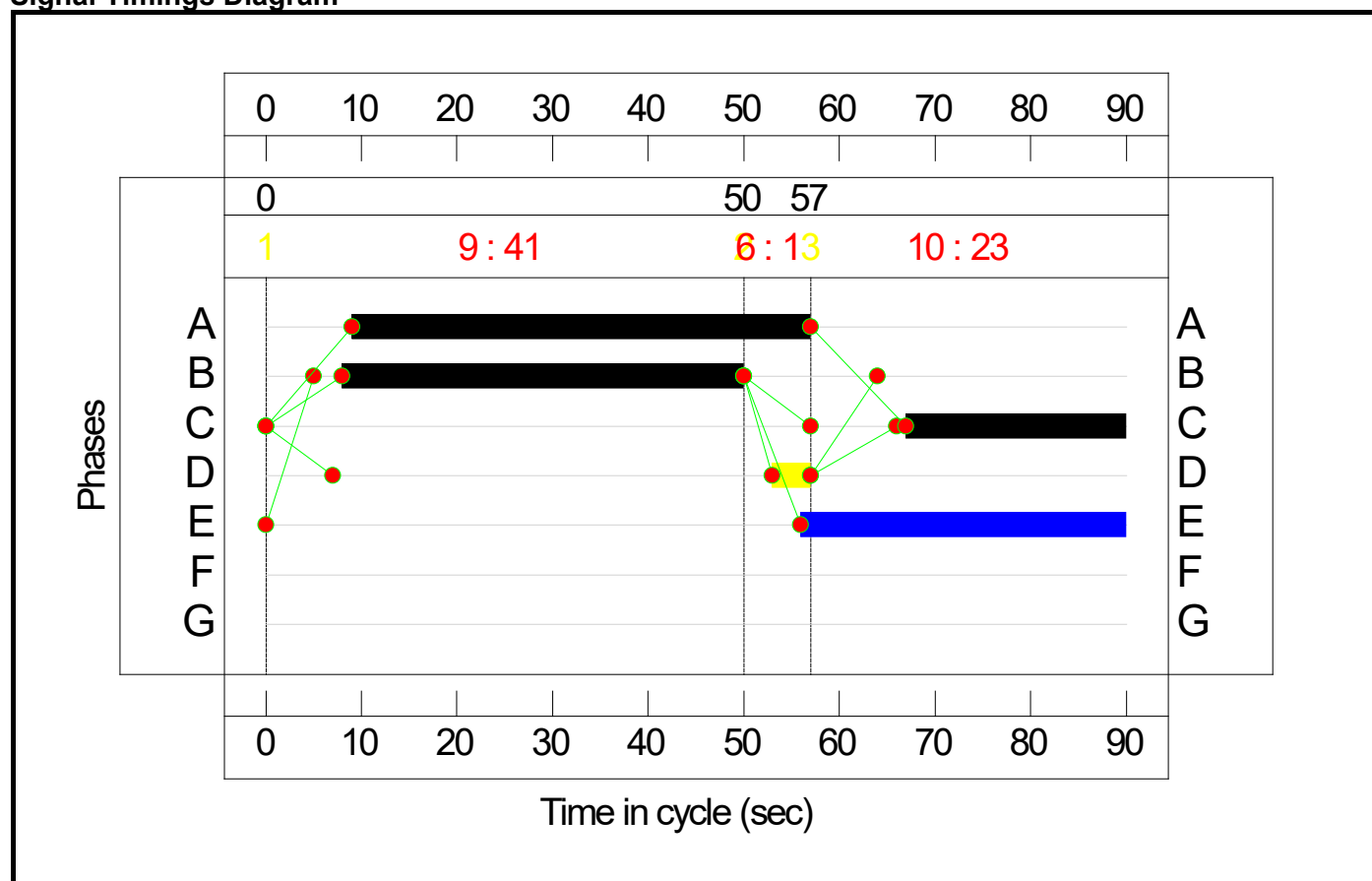
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	41	1	23
Change Point	0	50	57

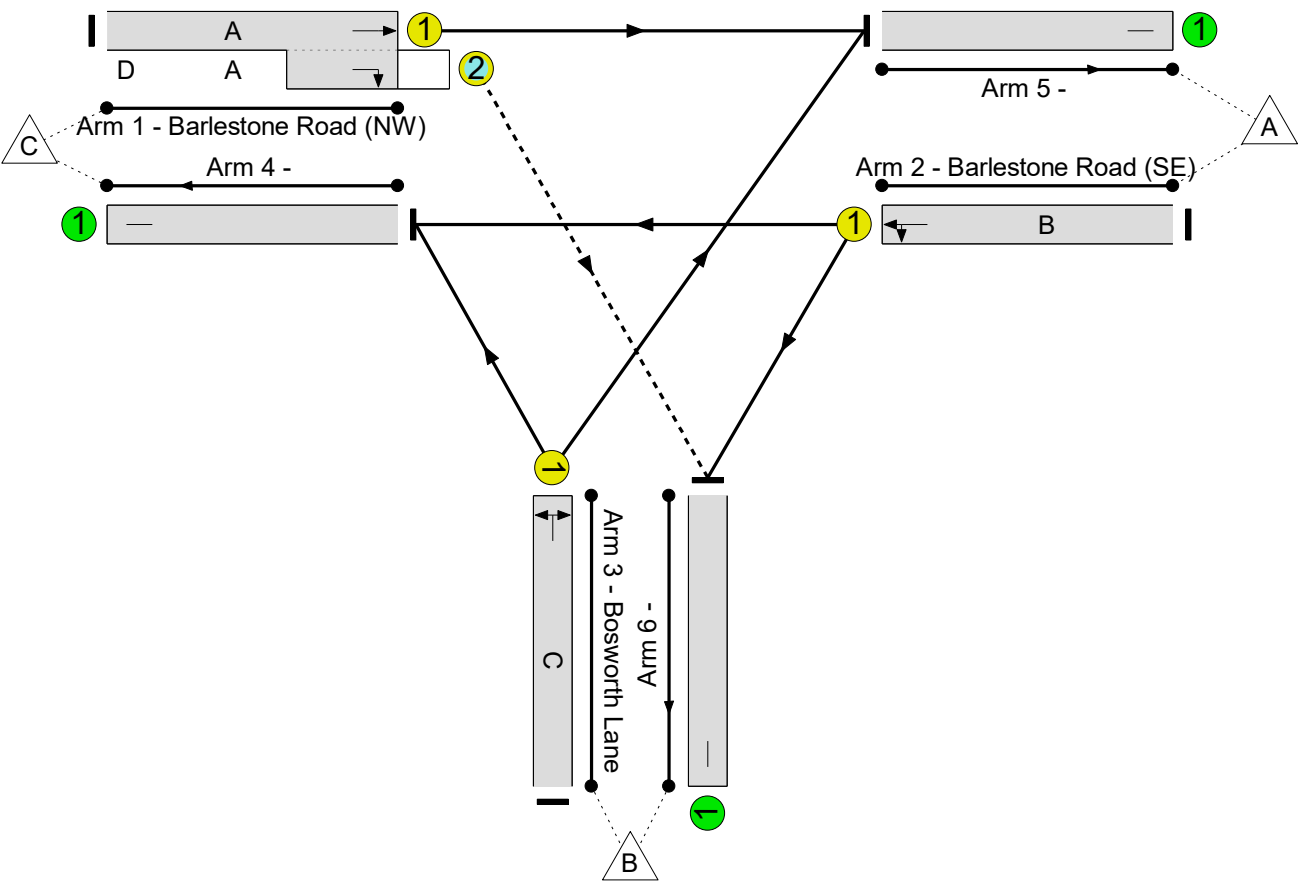
Signal Timings Diagram



Barleston Road/Bosworth Lane



PRC: 14.8 %
Total Traffic Delay: 12.2 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	-	-		-	-	-	-	-	-	78.4%
Barleston Road/Bosworth Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.4%
1/1+1/2	Barlestone Road (NW) Ahead Right	U+O	N/A	N/A	A	D	1	48	4	407	1958:1936	929+183	36.6 : 36.6%
2/1	Barlestone Road (SE) Ahead Left	U	N/A	N/A	B		1	42	-	732	1954	934	78.4%
3/1	Bosworth Lane Left Right	U	N/A	N/A	C		1	23	-	365	1815	484	75.4%
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)	-	-	62	4	1	8.3	3.6	0.4	12.2	-	-	-	-
Barleston Road/Bosworth Lane	-	-	62	4	1	8.3	3.6	0.4	12.2	-	-	-	-
1/1+1/2	407	407	62	4	1	1.2	0.3	0.4	1.9	16.8	4.6	0.3	4.9
2/1	732	732	-	-	-	4.0	1.8	-	5.8	28.4	15.2	1.8	17.0
3/1	365	365	-	-	-	3.1	1.5	-	4.6	45.1	8.3	1.5	9.8
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 (%): 14.8 PRC Over All Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 12.24 Total Delay Over All Lanes(pcuHr): 12.24 Cycle Time (s): 90													

