

Appendix A Transport Technical Appraisal



Appendix B TRICS Outputs



Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	100-805 DWELLS	
Actual Trip Rate Calculation Parameter Range	110-805 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 10/07/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	3
	Wednesday	3
	Thursday	4
	Friday	4
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
	Edge of Town	11
	Neighbourhood Centre (PPS6 Local Centre)	2
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	4
	5,001 to 10,000	2
	10,001 to 15,000	7
	15,001 to 20,000	1
	20,001 to 25,000	2
Population <5 Mile ranges selected	5,001 to 25,000	4
	25,001 to 50,000	1
	50,001 to 75,000	3
	75,001 to 100,000	3
	125,001 to 250,000	6
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	13
PTAL Rating	No PTAL Present	17

Calculation Reference: AUDIT-706706-190712-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	4 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 110 to 805 (units:)
 Range Selected by User: 100 to 805 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/07/18

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	15
Village	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

C3 17 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	4 days
No	13 days

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

PTAL Rating:

No PTAL Present	17 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	DH-03-A-02	Site area:	4.03 hect
Development Name:	MIXED HOUSES	Number of dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	38
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	124
Site(2):	DS-03-A-02	Site area:	16.45 hect
Development Name:	MIXED HOUSES	Number of dwellings:	371
Location:	DERBY	Housing density:	36
Postcode:	DE22 4HH	Total Bedrooms:	1402
Main Location Type:	Edge of Town	Survey Date:	10/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	1083
Site(3):	DV-03-A-02	Site area:	4.04 hect
Development Name:	HOUSES & BUNGALOWS	Number of dwellings:	116
Location:	HONITON	Housing density:	44
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	261
Site(4):	ES-03-A-03	Site area:	9.91 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	212
Location:	POLEGATE	Housing density:	63
Postcode:	BN26 6HR	Total Bedrooms:	649
Main Location Type:	Edge of Town	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	357
Site(5):	ES-03-A-04	Site area:	4.68 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	134
Location:	CAMBER	Housing density:	59
Postcode:	TN31 7SN	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	15/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	256
Site(6):	KC-03-A-04	Site area:	4.31 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	110
Location:	AYLESFORD	Housing density:	32
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	22/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	195
Site(7):	KC-03-A-06	Site area:	8.00 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	363
Location:	HERNE BAY	Housing density:	73
Postcode:	CT6 6DF	Total Bedrooms:	1007
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	789
Site(8):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	Number of dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(9):	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	Number of dwellings:	159
Location:	CHARING	Housing density:	418
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/05/18
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	480
Site(10):	NE-03-A-02	Site area:	12.00 hect
Development Name:	SEMI DETACHED & DETACHED	Number of dwellings:	432
Location:	SCUNTHORPE	Housing density:	133
Postcode:	DN15 8GS	Total Bedrooms:	1174
Main Location Type:	Edge of Town	Survey Date:	12/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	432

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	NY-03-A-06	Site area:	5.23 hect
Development Name:	BUNGALOWS & SEMI DET.	Number of dwellings:	115
Location:	BOROUGHBRIDGE	Housing density:	28
Postcode:	YO51 9NF	Total Bedrooms:	220
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/10/11
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	402
Site(12):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881
Site(13):	WO-03-A-07	Site area:	6.14 hect
Development Name:	MIXED HOUSES	Number of dwellings:	146
Location:	WORCESTER	Housing density:	27
Postcode:	WR3 7LE	Total Bedrooms:	550
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	630
Site(14):	WS-03-A-04	Site area:	5.45 hect
Development Name:	MIXED HOUSES	Number of dwellings:	151
Location:	HORSHAM	Housing density:	46
Postcode:	RH12 1EP	Total Bedrooms:	465
Main Location Type:	Edge of Town	Survey Date:	11/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	345
Site(15):	WS-03-A-06	Site area:	33.15 hect
Development Name:	MIXED HOUSES	Number of dwellings:	805
Location:	WEST HORSHAM	Housing density:	43
Postcode:	RH12 3LN	Total Bedrooms:	2501
Main Location Type:	Edge of Town	Survey Date:	02/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	1726
Site(16):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	Number of dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527
Site(17):	WS-03-A-09	Site area:	5.36 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	197
Location:	WORTHING	Housing density:	52
Postcode:	BN12 6FE	Total Bedrooms:	591
Main Location Type:	Edge of Town	Survey Date:	05/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	380

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.074	17	244	0.289	17	244	0.363
08:00 - 09:00	17	244	0.118	17	244	0.359	17	244	0.477
09:00 - 10:00	17	244	0.138	17	244	0.153	17	244	0.291
10:00 - 11:00	17	244	0.122	17	244	0.150	17	244	0.272
11:00 - 12:00	17	244	0.125	17	244	0.139	17	244	0.264
12:00 - 13:00	17	244	0.144	17	244	0.140	17	244	0.284
13:00 - 14:00	17	244	0.151	17	244	0.143	17	244	0.294
14:00 - 15:00	17	244	0.151	17	244	0.172	17	244	0.323
15:00 - 16:00	17	244	0.241	17	244	0.159	17	244	0.400
16:00 - 17:00	17	244	0.250	17	244	0.158	17	244	0.408
17:00 - 18:00	17	244	0.319	17	244	0.143	17	244	0.462
18:00 - 19:00	17	244	0.289	17	244	0.166	17	244	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.122			2.171			4.293

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

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

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Parameter summary

Trip rate parameter range selected:	110 - 805 (units:)
Survey date date range:	01/01/11 - 10/07/18
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.001	17	244	0.001	17	244	0.002
08:00 - 09:00	17	244	0.002	17	244	0.002	17	244	0.004
09:00 - 10:00	17	244	0.002	17	244	0.001	17	244	0.003
10:00 - 11:00	17	244	0.002	17	244	0.003	17	244	0.005
11:00 - 12:00	17	244	0.001	17	244	0.001	17	244	0.002
12:00 - 13:00	17	244	0.001	17	244	0.002	17	244	0.003
13:00 - 14:00	17	244	0.002	17	244	0.001	17	244	0.003
14:00 - 15:00	17	244	0.002	17	244	0.002	17	244	0.004
15:00 - 16:00	17	244	0.004	17	244	0.004	17	244	0.008
16:00 - 17:00	17	244	0.003	17	244	0.003	17	244	0.006
17:00 - 18:00	17	244	0.001	17	244	0.001	17	244	0.002
18:00 - 19:00	17	244	0.002	17	244	0.002	17	244	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.000	17	244	0.000	17	244	0.000
08:00 - 09:00	17	244	0.001	17	244	0.001	17	244	0.002
09:00 - 10:00	17	244	0.002	17	244	0.001	17	244	0.003
10:00 - 11:00	17	244	0.003	17	244	0.003	17	244	0.006
11:00 - 12:00	17	244	0.001	17	244	0.002	17	244	0.003
12:00 - 13:00	17	244	0.002	17	244	0.002	17	244	0.004
13:00 - 14:00	17	244	0.002	17	244	0.001	17	244	0.003
14:00 - 15:00	17	244	0.001	17	244	0.002	17	244	0.003
15:00 - 16:00	17	244	0.001	17	244	0.002	17	244	0.003
16:00 - 17:00	17	244	0.001	17	244	0.001	17	244	0.002
17:00 - 18:00	17	244	0.000	17	244	0.000	17	244	0.000
18:00 - 19:00	17	244	0.000	17	244	0.000	17	244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.015			0.029

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.000	17	244	0.000	17	244	0.000
08:00 - 09:00	17	244	0.000	17	244	0.000	17	244	0.000
09:00 - 10:00	17	244	0.000	17	244	0.000	17	244	0.000
10:00 - 11:00	17	244	0.000	17	244	0.000	17	244	0.000
11:00 - 12:00	17	244	0.000	17	244	0.000	17	244	0.000
12:00 - 13:00	17	244	0.000	17	244	0.000	17	244	0.000
13:00 - 14:00	17	244	0.000	17	244	0.000	17	244	0.000
14:00 - 15:00	17	244	0.000	17	244	0.000	17	244	0.000
15:00 - 16:00	17	244	0.000	17	244	0.000	17	244	0.000
16:00 - 17:00	17	244	0.000	17	244	0.000	17	244	0.000
17:00 - 18:00	17	244	0.000	17	244	0.000	17	244	0.000
18:00 - 19:00	17	244	0.000	17	244	0.000	17	244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.004	17	244	0.007	17	244	0.011
08:00 - 09:00	17	244	0.004	17	244	0.007	17	244	0.011
09:00 - 10:00	17	244	0.000	17	244	0.002	17	244	0.002
10:00 - 11:00	17	244	0.001	17	244	0.002	17	244	0.003
11:00 - 12:00	17	244	0.002	17	244	0.003	17	244	0.005
12:00 - 13:00	17	244	0.003	17	244	0.003	17	244	0.006
13:00 - 14:00	17	244	0.002	17	244	0.002	17	244	0.004
14:00 - 15:00	17	244	0.002	17	244	0.002	17	244	0.004
15:00 - 16:00	17	244	0.004	17	244	0.004	17	244	0.008
16:00 - 17:00	17	244	0.007	17	244	0.007	17	244	0.014
17:00 - 18:00	17	244	0.011	17	244	0.008	17	244	0.019
18:00 - 19:00	17	244	0.007	17	244	0.006	17	244	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.053			0.100

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.094	17	244	0.419	17	244	0.513
08:00 - 09:00	17	244	0.149	17	244	0.620	17	244	0.769
09:00 - 10:00	17	244	0.175	17	244	0.218	17	244	0.393
10:00 - 11:00	17	244	0.158	17	244	0.206	17	244	0.364
11:00 - 12:00	17	244	0.164	17	244	0.203	17	244	0.367
12:00 - 13:00	17	244	0.193	17	244	0.194	17	244	0.387
13:00 - 14:00	17	244	0.214	17	244	0.201	17	244	0.415
14:00 - 15:00	17	244	0.210	17	244	0.238	17	244	0.448
15:00 - 16:00	17	244	0.417	17	244	0.225	17	244	0.642
16:00 - 17:00	17	244	0.416	17	244	0.237	17	244	0.653
17:00 - 18:00	17	244	0.490	17	244	0.210	17	244	0.700
18:00 - 19:00	17	244	0.429	17	244	0.251	17	244	0.680
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.109			3.222			6.331

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.015	17	244	0.026	17	244	0.041
08:00 - 09:00	17	244	0.022	17	244	0.080	17	244	0.102
09:00 - 10:00	17	244	0.033	17	244	0.037	17	244	0.070
10:00 - 11:00	17	244	0.033	17	244	0.036	17	244	0.069
11:00 - 12:00	17	244	0.027	17	244	0.026	17	244	0.053
12:00 - 13:00	17	244	0.031	17	244	0.027	17	244	0.058
13:00 - 14:00	17	244	0.025	17	244	0.024	17	244	0.049
14:00 - 15:00	17	244	0.029	17	244	0.038	17	244	0.067
15:00 - 16:00	17	244	0.085	17	244	0.038	17	244	0.123
16:00 - 17:00	17	244	0.062	17	244	0.033	17	244	0.095
17:00 - 18:00	17	244	0.047	17	244	0.028	17	244	0.075
18:00 - 19:00	17	244	0.033	17	244	0.035	17	244	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.442			0.428			0.870

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.000	17	244	0.010	17	244	0.010
08:00 - 09:00	17	244	0.000	17	244	0.017	17	244	0.017
09:00 - 10:00	17	244	0.001	17	244	0.009	17	244	0.010
10:00 - 11:00	17	244	0.003	17	244	0.002	17	244	0.005
11:00 - 12:00	17	244	0.002	17	244	0.004	17	244	0.006
12:00 - 13:00	17	244	0.003	17	244	0.002	17	244	0.005
13:00 - 14:00	17	244	0.004	17	244	0.003	17	244	0.007
14:00 - 15:00	17	244	0.004	17	244	0.003	17	244	0.007
15:00 - 16:00	17	244	0.013	17	244	0.006	17	244	0.019
16:00 - 17:00	17	244	0.016	17	244	0.006	17	244	0.022
17:00 - 18:00	17	244	0.010	17	244	0.002	17	244	0.012
18:00 - 19:00	17	244	0.010	17	244	0.005	17	244	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.069			0.135

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.001	17	244	0.004	17	244	0.005
08:00 - 09:00	17	244	0.000	17	244	0.007	17	244	0.007
09:00 - 10:00	17	244	0.000	17	244	0.003	17	244	0.003
10:00 - 11:00	17	244	0.000	17	244	0.001	17	244	0.001
11:00 - 12:00	17	244	0.000	17	244	0.001	17	244	0.001
12:00 - 13:00	17	244	0.000	17	244	0.001	17	244	0.001
13:00 - 14:00	17	244	0.001	17	244	0.000	17	244	0.001
14:00 - 15:00	17	244	0.000	17	244	0.000	17	244	0.000
15:00 - 16:00	17	244	0.003	17	244	0.001	17	244	0.004
16:00 - 17:00	17	244	0.003	17	244	0.000	17	244	0.003
17:00 - 18:00	17	244	0.005	17	244	0.001	17	244	0.006
18:00 - 19:00	17	244	0.004	17	244	0.000	17	244	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.019			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.000	17	244	0.000	17	244	0.000
08:00 - 09:00	17	244	0.000	17	244	0.000	17	244	0.000
09:00 - 10:00	17	244	0.000	17	244	0.000	17	244	0.000
10:00 - 11:00	17	244	0.000	17	244	0.000	17	244	0.000
11:00 - 12:00	17	244	0.000	17	244	0.000	17	244	0.000
12:00 - 13:00	17	244	0.000	17	244	0.000	17	244	0.000
13:00 - 14:00	17	244	0.000	17	244	0.000	17	244	0.000
14:00 - 15:00	17	244	0.000	17	244	0.000	17	244	0.000
15:00 - 16:00	17	244	0.000	17	244	0.000	17	244	0.000
16:00 - 17:00	17	244	0.000	17	244	0.000	17	244	0.000
17:00 - 18:00	17	244	0.000	17	244	0.000	17	244	0.000
18:00 - 19:00	17	244	0.000	17	244	0.000	17	244	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.001	17	244	0.015	17	244	0.016
08:00 - 09:00	17	244	0.000	17	244	0.025	17	244	0.025
09:00 - 10:00	17	244	0.001	17	244	0.012	17	244	0.013
10:00 - 11:00	17	244	0.003	17	244	0.003	17	244	0.006
11:00 - 12:00	17	244	0.002	17	244	0.005	17	244	0.007
12:00 - 13:00	17	244	0.003	17	244	0.004	17	244	0.007
13:00 - 14:00	17	244	0.005	17	244	0.004	17	244	0.009
14:00 - 15:00	17	244	0.004	17	244	0.003	17	244	0.007
15:00 - 16:00	17	244	0.017	17	244	0.006	17	244	0.023
16:00 - 17:00	17	244	0.020	17	244	0.007	17	244	0.027
17:00 - 18:00	17	244	0.015	17	244	0.003	17	244	0.018
18:00 - 19:00	17	244	0.014	17	244	0.005	17	244	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.092			0.177

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.114	17	244	0.466	17	244	0.580
08:00 - 09:00	17	244	0.176	17	244	0.732	17	244	0.908
09:00 - 10:00	17	244	0.209	17	244	0.269	17	244	0.478
10:00 - 11:00	17	244	0.197	17	244	0.247	17	244	0.444
11:00 - 12:00	17	244	0.196	17	244	0.237	17	244	0.433
12:00 - 13:00	17	244	0.230	17	244	0.229	17	244	0.459
13:00 - 14:00	17	244	0.246	17	244	0.231	17	244	0.477
14:00 - 15:00	17	244	0.245	17	244	0.282	17	244	0.527
15:00 - 16:00	17	244	0.523	17	244	0.273	17	244	0.796
16:00 - 17:00	17	244	0.503	17	244	0.284	17	244	0.787
17:00 - 18:00	17	244	0.564	17	244	0.248	17	244	0.812
18:00 - 19:00	17	244	0.484	17	244	0.297	17	244	0.781
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.687			3.795			7.482

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	244	0.010	17	244	0.005	17	244	0.015
08:00 - 09:00	17	244	0.010	17	244	0.007	17	244	0.017
09:00 - 10:00	17	244	0.013	17	244	0.009	17	244	0.022
10:00 - 11:00	17	244	0.011	17	244	0.012	17	244	0.023
11:00 - 12:00	17	244	0.011	17	244	0.012	17	244	0.023
12:00 - 13:00	17	244	0.010	17	244	0.010	17	244	0.020
13:00 - 14:00	17	244	0.015	17	244	0.016	17	244	0.031
14:00 - 15:00	17	244	0.009	17	244	0.014	17	244	0.023
15:00 - 16:00	17	244	0.009	17	244	0.009	17	244	0.018
16:00 - 17:00	17	244	0.007	17	244	0.008	17	244	0.015
17:00 - 18:00	17	244	0.005	17	244	0.007	17	244	0.012
18:00 - 19:00	17	244	0.004	17	244	0.005	17	244	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.114			0.228

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

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

Calculation Reference: AUDIT-706706-190715-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : B - BUSINESS PARK
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	3 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1500 to 142687 (units: sqm)
 Range Selected by User: 975 to 142687 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 26/06/18

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	2
Development Zone	1
Village	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

B1 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-B-03 MILTON ROAD CAMBRIDGE	SCIENCE PARK		CAMBRI D G E S H I R E
	Edge of Town No Sub Category Total Gross floor area:		142687 sqm	
	<i>Survey date: FRIDAY</i>		<i>06/10/17</i>	<i>Survey Type: MANUAL</i>
2	CF-02-B-04 RHYMNEY RIVER BRIDGE RD CARDIFF	BUSINESS PARK		CARDIFF
	Edge of Town Development Zone Total Gross floor area:		5300 sqm	
	<i>Survey date: FRIDAY</i>		<i>05/05/17</i>	<i>Survey Type: MANUAL</i>
3	CF-02-B-06 MALHOUSE AVENUE CARDIFF PONTPRENNAU	BUSINESS PARK		CARDIFF
	Edge of Town No Sub Category Total Gross floor area:		1642 sqm	
	<i>Survey date: MONDAY</i>		<i>12/03/18</i>	<i>Survey Type: MANUAL</i>
4	CF-02-B-07 MALHOUSE AVENUE CARDIFF PONTPRENNAU	BUSINESS PARK		CARDIFF
	Edge of Town Commercial Zone Total Gross floor area:		15930 sqm	
	<i>Survey date: TUESDAY</i>		<i>13/03/18</i>	<i>Survey Type: MANUAL</i>
5	DV-02-B-01 MANATON CLOSE EXETER MATFORD BUSINESS PARK	BUSINESS PARK		DEVON
	Edge of Town Commercial Zone Total Gross floor area:		1500 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>05/07/17</i>	<i>Survey Type: MANUAL</i>
6	EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		2900 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
7	EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	BUSINESS PARK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area:		4083 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/05/18</i>	<i>Survey Type: MANUAL</i>
8	HC-02-B-02 WESTERN ROAD PORTSMOUTH	BUSINESS PARK		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		55000 sqm	
	<i>Survey date: FRIDAY</i>		<i>18/10/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-B-02 CARDINAL CLOSE LINCOLN	BUSINESS PARK		LINCOLNSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:		5000 sqm	
	Survey date:	THURSDAY	25/06/15	Survey Type: MANUAL
10	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK		STAFFORDSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:		20760 sqm	
	Survey date:	WEDNESDAY	22/11/17	Survey Type: MANUAL
11	WO-02-B-02 BIRMINGHAM ROAD NEAR BROMSGROVE LICKEY END	BUSINESS PARK		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:		4187 sqm	
	Survey date:	TUESDAY	26/06/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.176	11	23544	0.032	11	23544	0.208
07:30 - 08:00	11	23544	0.394	11	23544	0.052	11	23544	0.446
08:00 - 08:30	11	23544	0.590	11	23544	0.064	11	23544	0.654
08:30 - 09:00	11	23544	0.561	11	23544	0.067	11	23544	0.628
09:00 - 09:30	11	23544	0.289	11	23544	0.070	11	23544	0.359
09:30 - 10:00	11	23544	0.112	11	23544	0.058	11	23544	0.170
10:00 - 10:30	11	23544	0.079	11	23544	0.047	11	23544	0.126
10:30 - 11:00	11	23544	0.063	11	23544	0.045	11	23544	0.108
11:00 - 11:30	11	23544	0.070	11	23544	0.065	11	23544	0.135
11:30 - 12:00	11	23544	0.073	11	23544	0.066	11	23544	0.139
12:00 - 12:30	11	23544	0.070	11	23544	0.117	11	23544	0.187
12:30 - 13:00	11	23544	0.087	11	23544	0.106	11	23544	0.193
13:00 - 13:30	11	23544	0.096	11	23544	0.075	11	23544	0.171
13:30 - 14:00	11	23544	0.089	11	23544	0.082	11	23544	0.171
14:00 - 14:30	11	23544	0.071	11	23544	0.074	11	23544	0.145
14:30 - 15:00	11	23544	0.059	11	23544	0.089	11	23544	0.148
15:00 - 15:30	11	23544	0.049	11	23544	0.114	11	23544	0.163
15:30 - 16:00	11	23544	0.049	11	23544	0.112	11	23544	0.161
16:00 - 16:30	11	23544	0.051	11	23544	0.176	11	23544	0.227
16:30 - 17:00	11	23544	0.053	11	23544	0.255	11	23544	0.308
17:00 - 17:30	11	23544	0.048	11	23544	0.435	11	23544	0.483
17:30 - 18:00	11	23544	0.034	11	23544	0.393	11	23544	0.427
18:00 - 18:30	11	23544	0.024	11	23544	0.319	11	23544	0.343
18:30 - 19:00	11	23544	0.020	11	23544	0.233	11	23544	0.253
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.207			3.146			6.353

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

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

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Parameter summary

Trip rate parameter range selected:	1500 - 142687 (units: sqm)
Survey date date range:	01/01/11 - 26/06/18
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
07:30 - 08:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
08:00 - 08:30	11	23544	0.003	11	23544	0.002	11	23544	0.005
08:30 - 09:00	11	23544	0.007	11	23544	0.006	11	23544	0.013
09:00 - 09:30	11	23544	0.003	11	23544	0.003	11	23544	0.006
09:30 - 10:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
10:00 - 10:30	11	23544	0.001	11	23544	0.002	11	23544	0.003
10:30 - 11:00	11	23544	0.003	11	23544	0.002	11	23544	0.005
11:00 - 11:30	11	23544	0.001	11	23544	0.002	11	23544	0.003
11:30 - 12:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
12:00 - 12:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
12:30 - 13:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
13:00 - 13:30	11	23544	0.000	11	23544	0.001	11	23544	0.001
13:30 - 14:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:00 - 14:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
14:30 - 15:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
15:00 - 15:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
15:30 - 16:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:00 - 16:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:30 - 17:00	11	23544	0.001	11	23544	0.000	11	23544	0.001
17:00 - 17:30	11	23544	0.003	11	23544	0.003	11	23544	0.006
17:30 - 18:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
18:00 - 18:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
18:30 - 19:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.041			0.040			0.081

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.003	11	23544	0.003	11	23544	0.006
07:30 - 08:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
08:00 - 08:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
08:30 - 09:00	11	23544	0.003	11	23544	0.003	11	23544	0.006
09:00 - 09:30	11	23544	0.003	11	23544	0.003	11	23544	0.006
09:30 - 10:00	11	23544	0.003	11	23544	0.002	11	23544	0.005
10:00 - 10:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
10:30 - 11:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
11:00 - 11:30	11	23544	0.002	11	23544	0.001	11	23544	0.003
11:30 - 12:00	11	23544	0.003	11	23544	0.002	11	23544	0.005
12:00 - 12:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
12:30 - 13:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
13:00 - 13:30	11	23544	0.001	11	23544	0.000	11	23544	0.001
13:30 - 14:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
14:00 - 14:30	11	23544	0.000	11	23544	0.002	11	23544	0.002
14:30 - 15:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
15:00 - 15:30	11	23544	0.004	11	23544	0.003	11	23544	0.007
15:30 - 16:00	11	23544	0.001	11	23544	0.002	11	23544	0.003
16:00 - 16:30	11	23544	0.002	11	23544	0.001	11	23544	0.003
16:30 - 17:00	11	23544	0.000	11	23544	0.001	11	23544	0.001
17:00 - 17:30	11	23544	0.000	11	23544	0.002	11	23544	0.002
17:30 - 18:00	11	23544	0.001	11	23544	0.002	11	23544	0.003
18:00 - 18:30	11	23544	0.000	11	23544	0.002	11	23544	0.002
18:30 - 19:00	11	23544	0.000	11	23544	0.001	11	23544	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.039			0.043			0.082

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.001	11	23544	0.000	11	23544	0.001
07:30 - 08:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
08:00 - 08:30	11	23544	0.001	11	23544	0.002	11	23544	0.003
08:30 - 09:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
09:00 - 09:30	11	23544	0.002	11	23544	0.001	11	23544	0.003
09:30 - 10:00	11	23544	0.000	11	23544	0.001	11	23544	0.001
10:00 - 10:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
10:30 - 11:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
11:00 - 11:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
11:30 - 12:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
12:00 - 12:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
12:30 - 13:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
13:00 - 13:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
13:30 - 14:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:00 - 14:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:30 - 15:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
15:00 - 15:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
15:30 - 16:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:00 - 16:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
16:30 - 17:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
17:00 - 17:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
17:30 - 18:00	11	23544	0.002	11	23544	0.001	11	23544	0.003
18:00 - 18:30	11	23544	0.001	11	23544	0.002	11	23544	0.003
18:30 - 19:00	11	23544	0.000	11	23544	0.001	11	23544	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.017			0.018			0.035

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.016	11	23544	0.002	11	23544	0.018
07:30 - 08:00	11	23544	0.032	11	23544	0.005	11	23544	0.037
08:00 - 08:30	11	23544	0.064	11	23544	0.008	11	23544	0.072
08:30 - 09:00	11	23544	0.064	11	23544	0.007	11	23544	0.071
09:00 - 09:30	11	23544	0.041	11	23544	0.006	11	23544	0.047
09:30 - 10:00	11	23544	0.033	11	23544	0.008	11	23544	0.041
10:00 - 10:30	11	23544	0.017	11	23544	0.008	11	23544	0.025
10:30 - 11:00	11	23544	0.017	11	23544	0.007	11	23544	0.024
11:00 - 11:30	11	23544	0.010	11	23544	0.005	11	23544	0.015
11:30 - 12:00	11	23544	0.011	11	23544	0.008	11	23544	0.019
12:00 - 12:30	11	23544	0.013	11	23544	0.012	11	23544	0.025
12:30 - 13:00	11	23544	0.011	11	23544	0.013	11	23544	0.024
13:00 - 13:30	11	23544	0.015	11	23544	0.013	11	23544	0.028
13:30 - 14:00	11	23544	0.010	11	23544	0.010	11	23544	0.020
14:00 - 14:30	11	23544	0.008	11	23544	0.010	11	23544	0.018
14:30 - 15:00	11	23544	0.007	11	23544	0.013	11	23544	0.020
15:00 - 15:30	11	23544	0.012	11	23544	0.020	11	23544	0.032
15:30 - 16:00	11	23544	0.008	11	23544	0.017	11	23544	0.025
16:00 - 16:30	11	23544	0.009	11	23544	0.027	11	23544	0.036
16:30 - 17:00	11	23544	0.012	11	23544	0.036	11	23544	0.048
17:00 - 17:30	11	23544	0.011	11	23544	0.051	11	23544	0.062
17:30 - 18:00	11	23544	0.009	11	23544	0.051	11	23544	0.060
18:00 - 18:30	11	23544	0.010	11	23544	0.035	11	23544	0.045
18:30 - 19:00	11	23544	0.005	11	23544	0.024	11	23544	0.029
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.445			0.396			0.841

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.207	11	23544	0.036	11	23544	0.243
07:30 - 08:00	11	23544	0.462	11	23544	0.056	11	23544	0.518
08:00 - 08:30	11	23544	0.659	11	23544	0.070	11	23544	0.729
08:30 - 09:00	11	23544	0.650	11	23544	0.079	11	23544	0.729
09:00 - 09:30	11	23544	0.356	11	23544	0.086	11	23544	0.442
09:30 - 10:00	11	23544	0.145	11	23544	0.070	11	23544	0.215
10:00 - 10:30	11	23544	0.107	11	23544	0.063	11	23544	0.170
10:30 - 11:00	11	23544	0.085	11	23544	0.056	11	23544	0.141
11:00 - 11:30	11	23544	0.101	11	23544	0.086	11	23544	0.187
11:30 - 12:00	11	23544	0.096	11	23544	0.088	11	23544	0.184
12:00 - 12:30	11	23544	0.095	11	23544	0.157	11	23544	0.252
12:30 - 13:00	11	23544	0.111	11	23544	0.138	11	23544	0.249
13:00 - 13:30	11	23544	0.133	11	23544	0.096	11	23544	0.229
13:30 - 14:00	11	23544	0.113	11	23544	0.108	11	23544	0.221
14:00 - 14:30	11	23544	0.090	11	23544	0.097	11	23544	0.187
14:30 - 15:00	11	23544	0.083	11	23544	0.116	11	23544	0.199
15:00 - 15:30	11	23544	0.068	11	23544	0.146	11	23544	0.214
15:30 - 16:00	11	23544	0.064	11	23544	0.146	11	23544	0.210
16:00 - 16:30	11	23544	0.065	11	23544	0.237	11	23544	0.302
16:30 - 17:00	11	23544	0.069	11	23544	0.333	11	23544	0.402
17:00 - 17:30	11	23544	0.061	11	23544	0.523	11	23544	0.584
17:30 - 18:00	11	23544	0.043	11	23544	0.458	11	23544	0.501
18:00 - 18:30	11	23544	0.033	11	23544	0.374	11	23544	0.407
18:30 - 19:00	11	23544	0.027	11	23544	0.276	11	23544	0.303
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.923			3.895			7.818

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.011	11	23544	0.003	11	23544	0.014
07:30 - 08:00	11	23544	0.025	11	23544	0.004	11	23544	0.029
08:00 - 08:30	11	23544	0.061	11	23544	0.015	11	23544	0.076
08:30 - 09:00	11	23544	0.044	11	23544	0.011	11	23544	0.055
09:00 - 09:30	11	23544	0.028	11	23544	0.010	11	23544	0.038
09:30 - 10:00	11	23544	0.022	11	23544	0.011	11	23544	0.033
10:00 - 10:30	11	23544	0.016	11	23544	0.014	11	23544	0.030
10:30 - 11:00	11	23544	0.014	11	23544	0.014	11	23544	0.028
11:00 - 11:30	11	23544	0.014	11	23544	0.008	11	23544	0.022
11:30 - 12:00	11	23544	0.012	11	23544	0.014	11	23544	0.026
12:00 - 12:30	11	23544	0.025	11	23544	0.039	11	23544	0.064
12:30 - 13:00	11	23544	0.038	11	23544	0.039	11	23544	0.077
13:00 - 13:30	11	23544	0.041	11	23544	0.043	11	23544	0.084
13:30 - 14:00	11	23544	0.036	11	23544	0.019	11	23544	0.055
14:00 - 14:30	11	23544	0.020	11	23544	0.013	11	23544	0.033
14:30 - 15:00	11	23544	0.007	11	23544	0.010	11	23544	0.017
15:00 - 15:30	11	23544	0.012	11	23544	0.010	11	23544	0.022
15:30 - 16:00	11	23544	0.012	11	23544	0.015	11	23544	0.027
16:00 - 16:30	11	23544	0.015	11	23544	0.028	11	23544	0.043
16:30 - 17:00	11	23544	0.014	11	23544	0.029	11	23544	0.043
17:00 - 17:30	11	23544	0.017	11	23544	0.058	11	23544	0.075
17:30 - 18:00	11	23544	0.010	11	23544	0.050	11	23544	0.060
18:00 - 18:30	11	23544	0.008	11	23544	0.025	11	23544	0.033
18:30 - 19:00	11	23544	0.002	11	23544	0.016	11	23544	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.504			0.498			1.002

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.011	11	23544	0.001	11	23544	0.012
07:30 - 08:00	11	23544	0.017	11	23544	0.001	11	23544	0.018
08:00 - 08:30	11	23544	0.045	11	23544	0.028	11	23544	0.073
08:30 - 09:00	11	23544	0.051	11	23544	0.007	11	23544	0.058
09:00 - 09:30	11	23544	0.026	11	23544	0.003	11	23544	0.029
09:30 - 10:00	11	23544	0.015	11	23544	0.002	11	23544	0.017
10:00 - 10:30	11	23544	0.006	11	23544	0.002	11	23544	0.008
10:30 - 11:00	11	23544	0.007	11	23544	0.002	11	23544	0.009
11:00 - 11:30	11	23544	0.006	11	23544	0.003	11	23544	0.009
11:30 - 12:00	11	23544	0.003	11	23544	0.010	11	23544	0.013
12:00 - 12:30	11	23544	0.005	11	23544	0.005	11	23544	0.010
12:30 - 13:00	11	23544	0.012	11	23544	0.005	11	23544	0.017
13:00 - 13:30	11	23544	0.008	11	23544	0.007	11	23544	0.015
13:30 - 14:00	11	23544	0.020	11	23544	0.005	11	23544	0.025
14:00 - 14:30	11	23544	0.003	11	23544	0.005	11	23544	0.008
14:30 - 15:00	11	23544	0.007	11	23544	0.007	11	23544	0.014
15:00 - 15:30	11	23544	0.001	11	23544	0.010	11	23544	0.011
15:30 - 16:00	11	23544	0.003	11	23544	0.007	11	23544	0.010
16:00 - 16:30	11	23544	0.003	11	23544	0.019	11	23544	0.022
16:30 - 17:00	11	23544	0.003	11	23544	0.021	11	23544	0.024
17:00 - 17:30	11	23544	0.004	11	23544	0.036	11	23544	0.040
17:30 - 18:00	11	23544	0.002	11	23544	0.041	11	23544	0.043
18:00 - 18:30	11	23544	0.002	11	23544	0.019	11	23544	0.021
18:30 - 19:00	11	23544	0.002	11	23544	0.012	11	23544	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.262			0.258			0.520

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.002	11	23544	0.000	11	23544	0.002
07:30 - 08:00	11	23544	0.008	11	23544	0.000	11	23544	0.008
08:00 - 08:30	11	23544	0.020	11	23544	0.000	11	23544	0.020
08:30 - 09:00	11	23544	0.017	11	23544	0.000	11	23544	0.017
09:00 - 09:30	11	23544	0.013	11	23544	0.000	11	23544	0.013
09:30 - 10:00	11	23544	0.007	11	23544	0.000	11	23544	0.007
10:00 - 10:30	11	23544	0.002	11	23544	0.000	11	23544	0.002
10:30 - 11:00	11	23544	0.002	11	23544	0.000	11	23544	0.002
11:00 - 11:30	11	23544	0.001	11	23544	0.000	11	23544	0.001
11:30 - 12:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
12:00 - 12:30	11	23544	0.003	11	23544	0.001	11	23544	0.004
12:30 - 13:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
13:00 - 13:30	11	23544	0.001	11	23544	0.003	11	23544	0.004
13:30 - 14:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:00 - 14:30	11	23544	0.001	11	23544	0.002	11	23544	0.003
14:30 - 15:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
15:00 - 15:30	11	23544	0.000	11	23544	0.003	11	23544	0.003
15:30 - 16:00	11	23544	0.000	11	23544	0.003	11	23544	0.003
16:00 - 16:30	11	23544	0.001	11	23544	0.007	11	23544	0.008
16:30 - 17:00	11	23544	0.000	11	23544	0.010	11	23544	0.010
17:00 - 17:30	11	23544	0.000	11	23544	0.017	11	23544	0.017
17:30 - 18:00	11	23544	0.000	11	23544	0.012	11	23544	0.012
18:00 - 18:30	11	23544	0.000	11	23544	0.004	11	23544	0.004
18:30 - 19:00	11	23544	0.000	11	23544	0.002	11	23544	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.081			0.067			0.148

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.014	11	23544	0.001	11	23544	0.015
07:30 - 08:00	11	23544	0.025	11	23544	0.001	11	23544	0.026
08:00 - 08:30	11	23544	0.064	11	23544	0.028	11	23544	0.092
08:30 - 09:00	11	23544	0.068	11	23544	0.007	11	23544	0.075
09:00 - 09:30	11	23544	0.039	11	23544	0.004	11	23544	0.043
09:30 - 10:00	11	23544	0.022	11	23544	0.002	11	23544	0.024
10:00 - 10:30	11	23544	0.008	11	23544	0.003	11	23544	0.011
10:30 - 11:00	11	23544	0.009	11	23544	0.002	11	23544	0.011
11:00 - 11:30	11	23544	0.007	11	23544	0.003	11	23544	0.010
11:30 - 12:00	11	23544	0.003	11	23544	0.010	11	23544	0.013
12:00 - 12:30	11	23544	0.008	11	23544	0.006	11	23544	0.014
12:30 - 13:00	11	23544	0.013	11	23544	0.007	11	23544	0.020
13:00 - 13:30	11	23544	0.008	11	23544	0.010	11	23544	0.018
13:30 - 14:00	11	23544	0.020	11	23544	0.006	11	23544	0.026
14:00 - 14:30	11	23544	0.004	11	23544	0.007	11	23544	0.011
14:30 - 15:00	11	23544	0.008	11	23544	0.008	11	23544	0.016
15:00 - 15:30	11	23544	0.001	11	23544	0.014	11	23544	0.015
15:30 - 16:00	11	23544	0.004	11	23544	0.009	11	23544	0.013
16:00 - 16:30	11	23544	0.004	11	23544	0.025	11	23544	0.029
16:30 - 17:00	11	23544	0.003	11	23544	0.032	11	23544	0.035
17:00 - 17:30	11	23544	0.004	11	23544	0.053	11	23544	0.057
17:30 - 18:00	11	23544	0.002	11	23544	0.053	11	23544	0.055
18:00 - 18:30	11	23544	0.002	11	23544	0.023	11	23544	0.025
18:30 - 19:00	11	23544	0.002	11	23544	0.014	11	23544	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.342			0.328			0.670

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.248	11	23544	0.041	11	23544	0.289
07:30 - 08:00	11	23544	0.544	11	23544	0.067	11	23544	0.611
08:00 - 08:30	11	23544	0.848	11	23544	0.121	11	23544	0.969
08:30 - 09:00	11	23544	0.826	11	23544	0.104	11	23544	0.930
09:00 - 09:30	11	23544	0.463	11	23544	0.106	11	23544	0.569
09:30 - 10:00	11	23544	0.222	11	23544	0.091	11	23544	0.313
10:00 - 10:30	11	23544	0.149	11	23544	0.088	11	23544	0.237
10:30 - 11:00	11	23544	0.125	11	23544	0.079	11	23544	0.204
11:00 - 11:30	11	23544	0.131	11	23544	0.102	11	23544	0.233
11:30 - 12:00	11	23544	0.122	11	23544	0.120	11	23544	0.242
12:00 - 12:30	11	23544	0.142	11	23544	0.215	11	23544	0.357
12:30 - 13:00	11	23544	0.173	11	23544	0.197	11	23544	0.370
13:00 - 13:30	11	23544	0.198	11	23544	0.162	11	23544	0.360
13:30 - 14:00	11	23544	0.179	11	23544	0.143	11	23544	0.322
14:00 - 14:30	11	23544	0.122	11	23544	0.127	11	23544	0.249
14:30 - 15:00	11	23544	0.106	11	23544	0.146	11	23544	0.252
15:00 - 15:30	11	23544	0.093	11	23544	0.190	11	23544	0.283
15:30 - 16:00	11	23544	0.088	11	23544	0.188	11	23544	0.276
16:00 - 16:30	11	23544	0.093	11	23544	0.317	11	23544	0.410
16:30 - 17:00	11	23544	0.098	11	23544	0.429	11	23544	0.527
17:00 - 17:30	11	23544	0.094	11	23544	0.684	11	23544	0.778
17:30 - 18:00	11	23544	0.064	11	23544	0.612	11	23544	0.676
18:00 - 18:30	11	23544	0.053	11	23544	0.458	11	23544	0.511
18:30 - 19:00	11	23544	0.036	11	23544	0.331	11	23544	0.367
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.217			5.118			10.335

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.133	11	23544	0.016	11	23544	0.149
07:30 - 08:00	11	23544	0.293	11	23544	0.033	11	23544	0.326
08:00 - 08:30	11	23544	0.417	11	23544	0.042	11	23544	0.459
08:30 - 09:00	11	23544	0.329	11	23544	0.031	11	23544	0.360
09:00 - 09:30	11	23544	0.174	11	23544	0.031	11	23544	0.205
09:30 - 10:00	11	23544	0.053	11	23544	0.028	11	23544	0.081
10:00 - 10:30	11	23544	0.040	11	23544	0.021	11	23544	0.061
10:30 - 11:00	11	23544	0.031	11	23544	0.021	11	23544	0.052
11:00 - 11:30	11	23544	0.031	11	23544	0.031	11	23544	0.062
11:30 - 12:00	11	23544	0.037	11	23544	0.027	11	23544	0.064
12:00 - 12:30	11	23544	0.037	11	23544	0.058	11	23544	0.095
12:30 - 13:00	11	23544	0.046	11	23544	0.056	11	23544	0.102
13:00 - 13:30	11	23544	0.058	11	23544	0.033	11	23544	0.091
13:30 - 14:00	11	23544	0.042	11	23544	0.034	11	23544	0.076
14:00 - 14:30	11	23544	0.031	11	23544	0.041	11	23544	0.072
14:30 - 15:00	11	23544	0.026	11	23544	0.049	11	23544	0.075
15:00 - 15:30	11	23544	0.026	11	23544	0.059	11	23544	0.085
15:30 - 16:00	11	23544	0.024	11	23544	0.068	11	23544	0.092
16:00 - 16:30	11	23544	0.025	11	23544	0.123	11	23544	0.148
16:30 - 17:00	11	23544	0.028	11	23544	0.165	11	23544	0.193
17:00 - 17:30	11	23544	0.030	11	23544	0.270	11	23544	0.300
17:30 - 18:00	11	23544	0.015	11	23544	0.266	11	23544	0.281
18:00 - 18:30	11	23544	0.018	11	23544	0.232	11	23544	0.250
18:30 - 19:00	11	23544	0.015	11	23544	0.202	11	23544	0.217
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.959			1.937			3.896

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.008	11	23544	0.004	11	23544	0.012
07:30 - 08:00	11	23544	0.010	11	23544	0.003	11	23544	0.013
08:00 - 08:30	11	23544	0.014	11	23544	0.007	11	23544	0.021
08:30 - 09:00	11	23544	0.018	11	23544	0.011	11	23544	0.029
09:00 - 09:30	11	23544	0.014	11	23544	0.012	11	23544	0.026
09:30 - 10:00	11	23544	0.014	11	23544	0.014	11	23544	0.028
10:00 - 10:30	11	23544	0.016	11	23544	0.015	11	23544	0.031
10:30 - 11:00	11	23544	0.015	11	23544	0.012	11	23544	0.027
11:00 - 11:30	11	23544	0.017	11	23544	0.017	11	23544	0.034
11:30 - 12:00	11	23544	0.015	11	23544	0.014	11	23544	0.029
12:00 - 12:30	11	23544	0.014	11	23544	0.012	11	23544	0.026
12:30 - 13:00	11	23544	0.014	11	23544	0.010	11	23544	0.024
13:00 - 13:30	11	23544	0.012	11	23544	0.008	11	23544	0.020
13:30 - 14:00	11	23544	0.012	11	23544	0.016	11	23544	0.028
14:00 - 14:30	11	23544	0.009	11	23544	0.007	11	23544	0.016
14:30 - 15:00	11	23544	0.012	11	23544	0.014	11	23544	0.026
15:00 - 15:30	11	23544	0.008	11	23544	0.010	11	23544	0.018
15:30 - 16:00	11	23544	0.009	11	23544	0.011	11	23544	0.020
16:00 - 16:30	11	23544	0.008	11	23544	0.014	11	23544	0.022
16:30 - 17:00	11	23544	0.007	11	23544	0.009	11	23544	0.016
17:00 - 17:30	11	23544	0.003	11	23544	0.010	11	23544	0.013
17:30 - 18:00	11	23544	0.003	11	23544	0.008	11	23544	0.011
18:00 - 18:30	11	23544	0.002	11	23544	0.007	11	23544	0.009
18:30 - 19:00	11	23544	0.000	11	23544	0.006	11	23544	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.254			0.251			0.505

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.002	11	23544	0.000	11	23544	0.002
07:30 - 08:00	11	23544	0.003	11	23544	0.001	11	23544	0.004
08:00 - 08:30	11	23544	0.005	11	23544	0.001	11	23544	0.006
08:30 - 09:00	11	23544	0.002	11	23544	0.001	11	23544	0.003
09:00 - 09:30	11	23544	0.003	11	23544	0.001	11	23544	0.004
09:30 - 10:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
10:00 - 10:30	11	23544	0.002	11	23544	0.000	11	23544	0.002
10:30 - 11:00	11	23544	0.001	11	23544	0.000	11	23544	0.001
11:00 - 11:30	11	23544	0.000	11	23544	0.001	11	23544	0.001
11:30 - 12:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
12:00 - 12:30	11	23544	0.001	11	23544	0.000	11	23544	0.001
12:30 - 13:00	11	23544	0.001	11	23544	0.000	11	23544	0.001
13:00 - 13:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
13:30 - 14:00	11	23544	0.000	11	23544	0.002	11	23544	0.002
14:00 - 14:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:30 - 15:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
15:00 - 15:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
15:30 - 16:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:00 - 16:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:30 - 17:00	11	23544	0.000	11	23544	0.002	11	23544	0.002
17:00 - 17:30	11	23544	0.001	11	23544	0.004	11	23544	0.005
17:30 - 18:00	11	23544	0.000	11	23544	0.003	11	23544	0.003
18:00 - 18:30	11	23544	0.000	11	23544	0.001	11	23544	0.001
18:30 - 19:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.028			0.024			0.052

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
07:30 - 08:00	11	23544	0.001	11	23544	0.000	11	23544	0.001
08:00 - 08:30	11	23544	0.002	11	23544	0.001	11	23544	0.003
08:30 - 09:00	11	23544	0.002	11	23544	0.003	11	23544	0.005
09:00 - 09:30	11	23544	0.002	11	23544	0.001	11	23544	0.003
09:30 - 10:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
10:00 - 10:30	11	23544	0.000	11	23544	0.001	11	23544	0.001
10:30 - 11:00	11	23544	0.002	11	23544	0.002	11	23544	0.004
11:00 - 11:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
11:30 - 12:00	11	23544	0.001	11	23544	0.000	11	23544	0.001
12:00 - 12:30	11	23544	0.002	11	23544	0.002	11	23544	0.004
12:30 - 13:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
13:00 - 13:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
13:30 - 14:00	11	23544	0.001	11	23544	0.001	11	23544	0.002
14:00 - 14:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
14:30 - 15:00	11	23544	0.000	11	23544	0.001	11	23544	0.001
15:00 - 15:30	11	23544	0.000	11	23544	0.001	11	23544	0.001
15:30 - 16:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
16:00 - 16:30	11	23544	0.001	11	23544	0.001	11	23544	0.002
16:30 - 17:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
17:00 - 17:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
17:30 - 18:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
18:00 - 18:30	11	23544	0.000	11	23544	0.000	11	23544	0.000
18:30 - 19:00	11	23544	0.000	11	23544	0.000	11	23544	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

Calculation Reference: AUDIT-706706-190715-0738

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3600 to 36500 (units: sqm)
 Range Selected by User: 1138 to 974258 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/10/18

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1
Residential Zone	3
Village	1

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

Secondary Filtering selection:

Use Class:

B2 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	3 days

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

Travel Plan:

No 9 days

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

PTAL Rating:

No PTAL Present 9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-02-D-04 CROFTS END ROAD BRISTOL SPEEDWELL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18018 sqm <i>Survey date: FRIDAY 29/11/13</i>	INDUSTRIAL ESTATE BRISTOL CITY	<i>Survey Type: MANUAL</i>
2	BR-02-D-05 NOVERS HILL BRISTOL BEDMINSTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 18128 sqm <i>Survey date: FRIDAY 29/11/13</i>	INDUSTRIAL ESTATE BRISTOL CITY	<i>Survey Type: MANUAL</i>
3	CW-02-D-03 LONG ROCK ROAD NEAR PENZANCE LONG ROCK Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 36500 sqm <i>Survey date: MONDAY 03/10/11</i>	IND. ESTATE CORNWALL	<i>Survey Type: MANUAL</i>
4	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 3600 sqm <i>Survey date: MONDAY 03/07/17</i>	INDUSTRIAL ESTATE DEVON	<i>Survey Type: MANUAL</i>
5	ES-02-D-06 COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area: 7525 sqm <i>Survey date: MONDAY 21/10/13</i>	INDUSTRIAL ESTATE EAST SUSSEX	<i>Survey Type: MANUAL</i>
6	KC-02-D-02 SOUTHWELL ROAD DEAL Edge of Town Residential Zone Total Gross floor area: 10715 sqm <i>Survey date: WEDNESDAY 28/11/12</i>	INDUSTRIAL ESTATE KENT	<i>Survey Type: MANUAL</i>
7	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 8310 sqm <i>Survey date: TUESDAY 04/04/17</i>	INDUSTRIAL ESTATE TYNE & WEAR	<i>Survey Type: MANUAL</i>
8	WM-02-D-02 DUNLOP WAY BIRMINGHAM Edge of Town Residential Zone Total Gross floor area: 23480 sqm <i>Survey date: WEDNESDAY 07/11/12</i>	INDUSTRIAL ESTATE WEST MIDLANDS	<i>Survey Type: MANUAL</i>
9	WY-02-D-06 PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>	INDUSTRIAL ESTATE (PART) WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.112	9	14512	0.030	9	14512	0.142
07:30 - 08:00	9	14512	0.202	9	14512	0.061	9	14512	0.263
08:00 - 08:30	9	14512	0.191	9	14512	0.096	9	14512	0.287
08:30 - 09:00	9	14512	0.194	9	14512	0.095	9	14512	0.289
09:00 - 09:30	9	14512	0.140	9	14512	0.099	9	14512	0.239
09:30 - 10:00	9	14512	0.130	9	14512	0.093	9	14512	0.223
10:00 - 10:30	9	14512	0.114	9	14512	0.096	9	14512	0.210
10:30 - 11:00	9	14512	0.093	9	14512	0.094	9	14512	0.187
11:00 - 11:30	9	14512	0.113	9	14512	0.109	9	14512	0.222
11:30 - 12:00	9	14512	0.127	9	14512	0.129	9	14512	0.256
12:00 - 12:30	9	14512	0.139	9	14512	0.122	9	14512	0.261
12:30 - 13:00	9	14512	0.103	9	14512	0.131	9	14512	0.234
13:00 - 13:30	9	14512	0.125	9	14512	0.133	9	14512	0.258
13:30 - 14:00	9	14512	0.123	9	14512	0.102	9	14512	0.225
14:00 - 14:30	9	14512	0.117	9	14512	0.126	9	14512	0.243
14:30 - 15:00	9	14512	0.100	9	14512	0.105	9	14512	0.205
15:00 - 15:30	9	14512	0.100	9	14512	0.115	9	14512	0.215
15:30 - 16:00	9	14512	0.094	9	14512	0.132	9	14512	0.226
16:00 - 16:30	9	14512	0.089	9	14512	0.140	9	14512	0.229
16:30 - 17:00	9	14512	0.089	9	14512	0.160	9	14512	0.249
17:00 - 17:30	9	14512	0.049	9	14512	0.196	9	14512	0.245
17:30 - 18:00	9	14512	0.032	9	14512	0.154	9	14512	0.186
18:00 - 18:30	9	14512	0.022	9	14512	0.063	9	14512	0.085
18:30 - 19:00	9	14512	0.025	9	14512	0.044	9	14512	0.069
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.623			2.625			5.248

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

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

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Parameter summary

Trip rate parameter range selected:	3600 - 36500 (units: sqm)
Survey date date range:	01/01/11 - 17/10/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
07:30 - 08:00	9	14512	0.001	9	14512	0.000	9	14512	0.001
08:00 - 08:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
08:30 - 09:00	9	14512	0.002	9	14512	0.002	9	14512	0.004
09:00 - 09:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
09:30 - 10:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
10:00 - 10:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
10:30 - 11:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
11:00 - 11:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
11:30 - 12:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
12:00 - 12:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
12:30 - 13:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
13:00 - 13:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
13:30 - 14:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
14:00 - 14:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
14:30 - 15:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
15:00 - 15:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
15:30 - 16:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
16:00 - 16:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
16:30 - 17:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
17:00 - 17:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
17:30 - 18:00	9	14512	0.002	9	14512	0.002	9	14512	0.004
18:00 - 18:30	9	14512	0.002	9	14512	0.001	9	14512	0.003
18:30 - 19:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.026			0.022			0.048

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.008	9	14512	0.005	9	14512	0.013
07:30 - 08:00	9	14512	0.008	9	14512	0.013	9	14512	0.021
08:00 - 08:30	9	14512	0.008	9	14512	0.006	9	14512	0.014
08:30 - 09:00	9	14512	0.011	9	14512	0.007	9	14512	0.018
09:00 - 09:30	9	14512	0.010	9	14512	0.014	9	14512	0.024
09:30 - 10:00	9	14512	0.010	9	14512	0.008	9	14512	0.018
10:00 - 10:30	9	14512	0.007	9	14512	0.011	9	14512	0.018
10:30 - 11:00	9	14512	0.013	9	14512	0.009	9	14512	0.022
11:00 - 11:30	9	14512	0.009	9	14512	0.015	9	14512	0.024
11:30 - 12:00	9	14512	0.015	9	14512	0.011	9	14512	0.026
12:00 - 12:30	9	14512	0.015	9	14512	0.011	9	14512	0.026
12:30 - 13:00	9	14512	0.011	9	14512	0.015	9	14512	0.026
13:00 - 13:30	9	14512	0.008	9	14512	0.008	9	14512	0.016
13:30 - 14:00	9	14512	0.010	9	14512	0.011	9	14512	0.021
14:00 - 14:30	9	14512	0.006	9	14512	0.011	9	14512	0.017
14:30 - 15:00	9	14512	0.006	9	14512	0.006	9	14512	0.012
15:00 - 15:30	9	14512	0.011	9	14512	0.011	9	14512	0.022
15:30 - 16:00	9	14512	0.015	9	14512	0.013	9	14512	0.028
16:00 - 16:30	9	14512	0.009	9	14512	0.007	9	14512	0.016
16:30 - 17:00	9	14512	0.005	9	14512	0.006	9	14512	0.011
17:00 - 17:30	9	14512	0.002	9	14512	0.003	9	14512	0.005
17:30 - 18:00	9	14512	0.003	9	14512	0.003	9	14512	0.006
18:00 - 18:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
18:30 - 19:00	9	14512	0.001	9	14512	0.000	9	14512	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.201			0.204			0.405

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
07:30 - 08:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
08:00 - 08:30	9	14512	0.003	9	14512	0.000	9	14512	0.003
08:30 - 09:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
09:00 - 09:30	9	14512	0.002	9	14512	0.001	9	14512	0.003
09:30 - 10:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
10:00 - 10:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
10:30 - 11:00	9	14512	0.000	9	14512	0.002	9	14512	0.002
11:00 - 11:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
11:30 - 12:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
12:00 - 12:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
12:30 - 13:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
13:00 - 13:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
13:30 - 14:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
14:00 - 14:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
14:30 - 15:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
15:00 - 15:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
15:30 - 16:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
16:00 - 16:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
16:30 - 17:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
17:00 - 17:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
17:30 - 18:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
18:00 - 18:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
18:30 - 19:00	9	14512	0.002	9	14512	0.002	9	14512	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.014			0.032

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
07:30 - 08:00	9	14512	0.010	9	14512	0.000	9	14512	0.010
08:00 - 08:30	9	14512	0.008	9	14512	0.001	9	14512	0.009
08:30 - 09:00	9	14512	0.004	9	14512	0.000	9	14512	0.004
09:00 - 09:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
09:30 - 10:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
10:00 - 10:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
10:30 - 11:00	9	14512	0.008	9	14512	0.007	9	14512	0.015
11:00 - 11:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
11:30 - 12:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
12:00 - 12:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
12:30 - 13:00	9	14512	0.001	9	14512	0.002	9	14512	0.003
13:00 - 13:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
13:30 - 14:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
14:00 - 14:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
14:30 - 15:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
15:00 - 15:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
15:30 - 16:00	9	14512	0.001	9	14512	0.006	9	14512	0.007
16:00 - 16:30	9	14512	0.000	9	14512	0.007	9	14512	0.007
16:30 - 17:00	9	14512	0.001	9	14512	0.005	9	14512	0.006
17:00 - 17:30	9	14512	0.001	9	14512	0.009	9	14512	0.010
17:30 - 18:00	9	14512	0.001	9	14512	0.006	9	14512	0.007
18:00 - 18:30	9	14512	0.001	9	14512	0.002	9	14512	0.003
18:30 - 19:00	9	14512	0.001	9	14512	0.002	9	14512	0.003
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.053			0.057			0.110

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.130	9	14512	0.030	9	14512	0.160
07:30 - 08:00	9	14512	0.243	9	14512	0.074	9	14512	0.317
08:00 - 08:30	9	14512	0.216	9	14512	0.113	9	14512	0.329
08:30 - 09:00	9	14512	0.226	9	14512	0.112	9	14512	0.338
09:00 - 09:30	9	14512	0.163	9	14512	0.108	9	14512	0.271
09:30 - 10:00	9	14512	0.146	9	14512	0.107	9	14512	0.253
10:00 - 10:30	9	14512	0.131	9	14512	0.111	9	14512	0.242
10:30 - 11:00	9	14512	0.110	9	14512	0.113	9	14512	0.223
11:00 - 11:30	9	14512	0.143	9	14512	0.129	9	14512	0.272
11:30 - 12:00	9	14512	0.149	9	14512	0.153	9	14512	0.302
12:00 - 12:30	9	14512	0.158	9	14512	0.143	9	14512	0.301
12:30 - 13:00	9	14512	0.110	9	14512	0.154	9	14512	0.264
13:00 - 13:30	9	14512	0.148	9	14512	0.162	9	14512	0.310
13:30 - 14:00	9	14512	0.148	9	14512	0.126	9	14512	0.274
14:00 - 14:30	9	14512	0.143	9	14512	0.149	9	14512	0.292
14:30 - 15:00	9	14512	0.129	9	14512	0.127	9	14512	0.256
15:00 - 15:30	9	14512	0.122	9	14512	0.142	9	14512	0.264
15:30 - 16:00	9	14512	0.109	9	14512	0.167	9	14512	0.276
16:00 - 16:30	9	14512	0.104	9	14512	0.164	9	14512	0.268
16:30 - 17:00	9	14512	0.108	9	14512	0.185	9	14512	0.293
17:00 - 17:30	9	14512	0.060	9	14512	0.223	9	14512	0.283
17:30 - 18:00	9	14512	0.031	9	14512	0.175	9	14512	0.206
18:00 - 18:30	9	14512	0.026	9	14512	0.069	9	14512	0.095
18:30 - 19:00	9	14512	0.025	9	14512	0.050	9	14512	0.075
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.078			3.086			6.164

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.009	9	14512	0.000	9	14512	0.009
07:30 - 08:00	9	14512	0.021	9	14512	0.004	9	14512	0.025
08:00 - 08:30	9	14512	0.015	9	14512	0.002	9	14512	0.017
08:30 - 09:00	9	14512	0.023	9	14512	0.005	9	14512	0.028
09:00 - 09:30	9	14512	0.009	9	14512	0.005	9	14512	0.014
09:30 - 10:00	9	14512	0.007	9	14512	0.005	9	14512	0.012
10:00 - 10:30	9	14512	0.009	9	14512	0.005	9	14512	0.014
10:30 - 11:00	9	14512	0.005	9	14512	0.010	9	14512	0.015
11:00 - 11:30	9	14512	0.011	9	14512	0.011	9	14512	0.022
11:30 - 12:00	9	14512	0.009	9	14512	0.008	9	14512	0.017
12:00 - 12:30	9	14512	0.007	9	14512	0.009	9	14512	0.016
12:30 - 13:00	9	14512	0.011	9	14512	0.016	9	14512	0.027
13:00 - 13:30	9	14512	0.011	9	14512	0.012	9	14512	0.023
13:30 - 14:00	9	14512	0.014	9	14512	0.012	9	14512	0.026
14:00 - 14:30	9	14512	0.008	9	14512	0.007	9	14512	0.015
14:30 - 15:00	9	14512	0.010	9	14512	0.004	9	14512	0.014
15:00 - 15:30	9	14512	0.008	9	14512	0.010	9	14512	0.018
15:30 - 16:00	9	14512	0.009	9	14512	0.019	9	14512	0.028
16:00 - 16:30	9	14512	0.005	9	14512	0.018	9	14512	0.023
16:30 - 17:00	9	14512	0.005	9	14512	0.014	9	14512	0.019
17:00 - 17:30	9	14512	0.004	9	14512	0.016	9	14512	0.020
17:30 - 18:00	9	14512	0.002	9	14512	0.010	9	14512	0.012
18:00 - 18:30	9	14512	0.003	9	14512	0.008	9	14512	0.011
18:30 - 19:00	9	14512	0.002	9	14512	0.003	9	14512	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.217			0.213			0.430

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
07:30 - 08:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
08:00 - 08:30	9	14512	0.004	9	14512	0.000	9	14512	0.004
08:30 - 09:00	9	14512	0.006	9	14512	0.000	9	14512	0.006
09:00 - 09:30	9	14512	0.004	9	14512	0.000	9	14512	0.004
09:30 - 10:00	9	14512	0.005	9	14512	0.001	9	14512	0.006
10:00 - 10:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
10:30 - 11:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
11:00 - 11:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
11:30 - 12:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
12:00 - 12:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
12:30 - 13:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
13:00 - 13:30	9	14512	0.001	9	14512	0.001	9	14512	0.002
13:30 - 14:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
14:00 - 14:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
14:30 - 15:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
15:00 - 15:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
15:30 - 16:00	9	14512	0.001	9	14512	0.004	9	14512	0.005
16:00 - 16:30	9	14512	0.000	9	14512	0.004	9	14512	0.004
16:30 - 17:00	9	14512	0.000	9	14512	0.003	9	14512	0.003
17:00 - 17:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
17:30 - 18:00	9	14512	0.000	9	14512	0.002	9	14512	0.002
18:00 - 18:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
18:30 - 19:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.036			0.030			0.066

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
07:30 - 08:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
08:00 - 08:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
08:30 - 09:00	9	14512	0.001	9	14512	0.000	9	14512	0.001
09:00 - 09:30	9	14512	0.002	9	14512	0.000	9	14512	0.002
09:30 - 10:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
10:00 - 10:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
10:30 - 11:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
11:00 - 11:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
11:30 - 12:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
12:00 - 12:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
12:30 - 13:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
13:00 - 13:30	9	14512	0.000	9	14512	0.001	9	14512	0.001
13:30 - 14:00	9	14512	0.000	9	14512	0.002	9	14512	0.002
14:00 - 14:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
14:30 - 15:00	9	14512	0.000	9	14512	0.002	9	14512	0.002
15:00 - 15:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
15:30 - 16:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
16:00 - 16:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
16:30 - 17:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
17:00 - 17:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
17:30 - 18:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
18:00 - 18:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
18:30 - 19:00	9	14512	0.000	9	14512	0.000	9	14512	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.008			0.014

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.001	9	14512	0.000	9	14512	0.001
07:30 - 08:00	9	14512	0.002	9	14512	0.000	9	14512	0.002
08:00 - 08:30	9	14512	0.004	9	14512	0.000	9	14512	0.004
08:30 - 09:00	9	14512	0.007	9	14512	0.000	9	14512	0.007
09:00 - 09:30	9	14512	0.006	9	14512	0.000	9	14512	0.006
09:30 - 10:00	9	14512	0.007	9	14512	0.001	9	14512	0.008
10:00 - 10:30	9	14512	0.002	9	14512	0.001	9	14512	0.003
10:30 - 11:00	9	14512	0.002	9	14512	0.001	9	14512	0.003
11:00 - 11:30	9	14512	0.002	9	14512	0.002	9	14512	0.004
11:30 - 12:00	9	14512	0.001	9	14512	0.001	9	14512	0.002
12:00 - 12:30	9	14512	0.002	9	14512	0.001	9	14512	0.003
12:30 - 13:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
13:00 - 13:30	9	14512	0.001	9	14512	0.002	9	14512	0.003
13:30 - 14:00	9	14512	0.002	9	14512	0.002	9	14512	0.004
14:00 - 14:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
14:30 - 15:00	9	14512	0.002	9	14512	0.003	9	14512	0.005
15:00 - 15:30	9	14512	0.000	9	14512	0.003	9	14512	0.003
15:30 - 16:00	9	14512	0.001	9	14512	0.004	9	14512	0.005
16:00 - 16:30	9	14512	0.000	9	14512	0.004	9	14512	0.004
16:30 - 17:00	9	14512	0.000	9	14512	0.003	9	14512	0.003
17:00 - 17:30	9	14512	0.000	9	14512	0.002	9	14512	0.002
17:30 - 18:00	9	14512	0.000	9	14512	0.002	9	14512	0.002
18:00 - 18:30	9	14512	0.000	9	14512	0.000	9	14512	0.000
18:30 - 19:00	9	14512	0.000	9	14512	0.001	9	14512	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.042			0.036			0.078

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	9	14512	0.142	9	14512	0.030	9	14512	0.172
07:30 - 08:00	9	14512	0.276	9	14512	0.078	9	14512	0.354
08:00 - 08:30	9	14512	0.243	9	14512	0.115	9	14512	0.358
08:30 - 09:00	9	14512	0.260	9	14512	0.117	9	14512	0.377
09:00 - 09:30	9	14512	0.180	9	14512	0.113	9	14512	0.293
09:30 - 10:00	9	14512	0.162	9	14512	0.113	9	14512	0.275
10:00 - 10:30	9	14512	0.144	9	14512	0.118	9	14512	0.262
10:30 - 11:00	9	14512	0.126	9	14512	0.130	9	14512	0.256
11:00 - 11:30	9	14512	0.156	9	14512	0.142	9	14512	0.298
11:30 - 12:00	9	14512	0.160	9	14512	0.163	9	14512	0.323
12:00 - 12:30	9	14512	0.168	9	14512	0.155	9	14512	0.323
12:30 - 13:00	9	14512	0.123	9	14512	0.173	9	14512	0.296
13:00 - 13:30	9	14512	0.162	9	14512	0.178	9	14512	0.340
13:30 - 14:00	9	14512	0.165	9	14512	0.140	9	14512	0.305
14:00 - 14:30	9	14512	0.153	9	14512	0.159	9	14512	0.312
14:30 - 15:00	9	14512	0.140	9	14512	0.135	9	14512	0.275
15:00 - 15:30	9	14512	0.130	9	14512	0.155	9	14512	0.285
15:30 - 16:00	9	14512	0.120	9	14512	0.196	9	14512	0.316
16:00 - 16:30	9	14512	0.109	9	14512	0.193	9	14512	0.302
16:30 - 17:00	9	14512	0.113	9	14512	0.207	9	14512	0.320
17:00 - 17:30	9	14512	0.065	9	14512	0.250	9	14512	0.315
17:30 - 18:00	9	14512	0.034	9	14512	0.194	9	14512	0.228
18:00 - 18:30	9	14512	0.030	9	14512	0.080	9	14512	0.110
18:30 - 19:00	9	14512	0.028	9	14512	0.055	9	14512	0.083
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.389			3.389			6.778

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

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Appendix C Junction Capacity Assessment Outputs



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B4066-Saniger Lane.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\1 - B4066-Saniger Lane

Report generation date: 22/09/20 12:33:15

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2020 Base														
Stream B-C	D1	0.1	5.67	0.10	A	2.32	A	D2	0.1	5.41	0.08	A	2.94	A
Stream B-A		0.0	8.13	0.05	A				0.0	8.50	0.02	A		
Stream C-AB		0.1	5.09	0.06	A				0.2	5.99	0.16	A		
2040 Base														
Stream B-C	D3	1.5	13.44	0.60	B	13.36	B	D4	4.3	30.33	0.82	D	19.46	C
Stream B-A		0.2	17.45	0.13	C				0.1	29.96	0.09	D		
Stream C-AB		4.3	19.91	0.79	C				3.4	22.42	0.77	C		
2040 Base + Dev (Worst Case)														
Stream B-C	D5	2.3	18.15	0.71	C	16.83	C	D6	5.7	38.57	0.87	E	28.49	D
Stream B-A		0.2	21.07	0.16	C				0.1	44.83	0.13	E		
Stream C-AB		5.2	23.66	0.82	C				6.0	36.79	0.87	E		
2040 Base + Dev (Worst Case Sensitivity)														
Stream B-C	D7	3.3	24.38	0.78	C	31.05	D	D8	13.1	79.43	0.97	F	60.43	F
Stream B-A		0.3	29.51	0.22	D				1.4	380.29	0.86	F		
Stream C-AB		11.4	48.55	0.93	E				13.2	73.59	0.96	F		

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. Junction LOS and Junction Delay are demand-weighted averages.

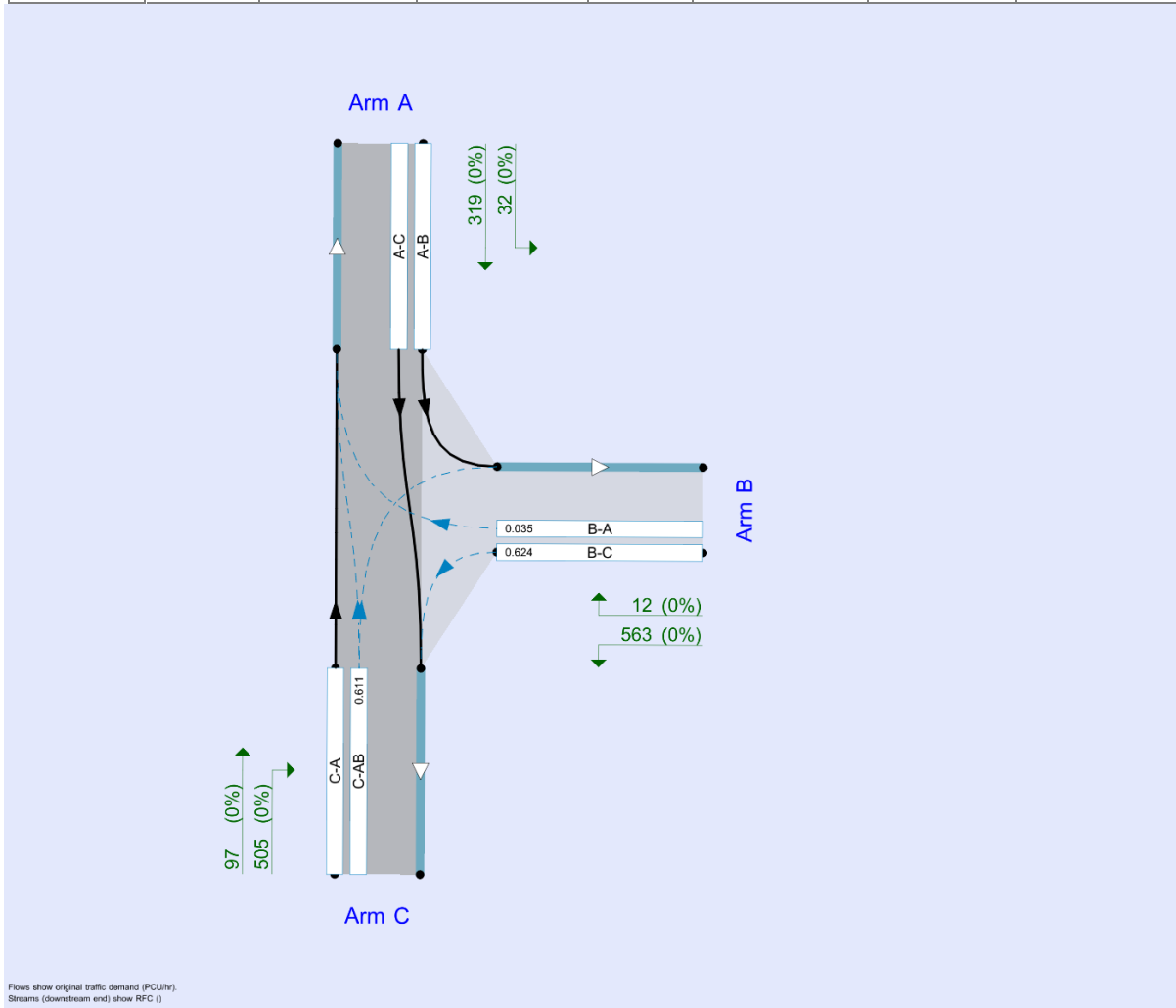
File summary

File Description

Title	B4066/ Saniger Lane
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	00:00	01:30	15
D2	2020 Base	PM	ONE HOUR	00:00	01:30	15
D3	2040 Base	AM	ONE HOUR	00:00	01:30	15
D4	2040 Base	PM	ONE HOUR	00:00	01:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	00:00	01:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	00:00	01:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	00:00	01:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4066 N		Major
B	Saniger Lane		Minor
C	B4066 S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.10			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.30	4.55	4.21	3.00	✓	2.00	120	65

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	516	0.089	0.226	0.142	0.323
B-C	746	0.109	0.275	-	-
C-B	719	0.265	0.265	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	103	100.000
B		✓	86	100.000
C		✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	93
	B	19	0	67
	C	97	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	5.67	0.1	A
B-A	0.05	8.13	0.0	A
C-AB	0.06	5.09	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	721	0.070	50	0.1	5.365	A
B-A	14	480	0.030	14	0.0	7.725	A
C-AB	31	743	0.042	31	0.1	5.053	A
C-A	70			70			
A-B	8			8			
A-C	70			70			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	716	0.084	60	0.1	5.491	A
B-A	17	473	0.036	17	0.0	7.893	A
C-AB	38	748	0.050	38	0.1	5.069	A
C-A	83			83			
A-B	9			9			
A-C	84			84			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	709	0.104	74	0.1	5.668	A
B-A	21	463	0.045	21	0.0	8.134	A
C-AB	47	755	0.063	47	0.1	5.090	A
C-A	100			100			

A-B	11			11			
A-C	102			102			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	709	0.104	74	0.1	5.669	A
B-A	21	463	0.045	21	0.0	8.134	A
C-AB	48	755	0.063	47	0.1	5.091	A
C-A	100			100			
A-B	11			11			
A-C	102			102			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	716	0.084	60	0.1	5.493	A
B-A	17	473	0.036	17	0.0	7.894	A
C-AB	38	748	0.050	38	0.1	5.072	A
C-A	83			83			
A-B	9			9			
A-C	84			84			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	721	0.070	51	0.1	5.373	A
B-A	14	480	0.030	14	0.0	7.730	A
C-AB	31	743	0.042	31	0.1	5.056	A
C-A	70			70			
A-B	8			8			
A-C	70			70			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	125	100.000
B		✓	61	100.000
C		✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	106
	B	9	0	52
	C	51	97	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	5.41	0.1	A
B-A	0.02	8.50	0.0	A
C-AB	0.16	5.99	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	736	0.053	39	0.1	5.166	A
B-A	7	456	0.015	7	0.0	8.018	A
C-AB	77	717	0.108	77	0.1	5.615	A
C-A	34			34			
A-B	14			14			
A-C	80			80			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	730	0.064	47	0.1	5.266	A
B-A	8	446	0.018	8	0.0	8.213	A
C-AB	93	717	0.130	93	0.2	5.767	A
C-A	40			40			
A-B	17			17			
A-C	95			95			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	723	0.079	57	0.1	5.406	A
B-A	10	434	0.023	10	0.0	8.495	A
C-AB	116	717	0.162	116	0.2	5.984	A
C-A	47			47			
A-B	21			21			
A-C	117			117			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	723	0.079	57	0.1	5.407	A
B-A	10	434	0.023	10	0.0	8.495	A
C-AB	116	717	0.162	116	0.2	5.990	A
C-A	47			47			
A-B	21			21			
A-C	117			117			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	730	0.064	47	0.1	5.269	A
B-A	8	446	0.018	8	0.0	8.215	A
C-AB	93	717	0.130	93	0.2	5.774	A
C-A	40			40			
A-B	17			17			
A-C	95			95			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	735	0.053	39	0.1	5.170	A

B-A	7	456	0.015	7	0.0	8.022	A
C-AB	77	717	0.108	77	0.1	5.627	A
C-A	34			34			
A-B	14			14			
A-C	80			80			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.36	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	395	100.000
C		✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	15	182
B	29	0	366
C	272	391	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.60	13.44	1.5	B
B-A	0.13	17.45	0.2	C
C-AB	0.79	19.91	4.3	C
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	699	0.394	273	0.6	8.407	A
B-A	22	334	0.065	22	0.1	11.507	B
C-AB	394	807	0.489	390	1.1	8.577	A
C-A	105			105			
A-B	11			11			
A-C	137			137			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	687	0.479	328	0.9	9.984	A
B-A	26	297	0.088	26	0.1	13.276	B
C-AB	501	826	0.607	498	1.8	10.978	B
C-A	95			95			
A-B	13			13			
A-C	164			164			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	403	671	0.601	401	1.5	13.220	B
B-A	32	241	0.133	32	0.1	17.199	C
C-AB	667	852	0.783	659	4.0	18.298	C

C-A	62			62			
A-B	17			17			
A-C	200			200			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	403	670	0.601	403	1.5	13.439	B
B-A	32	238	0.134	32	0.2	17.447	C
C-AB	671	854	0.785	670	4.3	19.914	C
C-A	59			59			
A-B	17			17			
A-C	200			200			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	687	0.479	331	0.9	10.177	B
B-A	26	294	0.089	26	0.1	13.475	B
C-AB	505	829	0.609	514	2.0	11.856	B
C-A	91			91			
A-B	13			13			
A-C	164			164			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	698	0.395	277	0.7	8.560	A
B-A	22	332	0.066	22	0.1	11.621	B
C-AB	396	808	0.490	400	1.2	8.908	A
C-A	103			103			
A-B	11			11			
A-C	137			137			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		19.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	500	100.000
C		✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	29	290
	B	11	0	489
	C	89	412	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.82	30.33	4.3	D
B-A	0.09	29.96	0.1	D
C-AB	0.77	22.42	3.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	686	0.537	364	1.1	11.018	B
B-A	8	306	0.027	8	0.0	12.074	B
C-AB	343	698	0.492	339	1.0	9.946	A
C-A	34			34			
A-B	22			22			
A-C	218			218			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	440	673	0.654	437	1.8	15.095	C
B-A	10	248	0.040	10	0.0	15.143	C
C-AB	419	694	0.604	417	1.6	12.898	B
C-A	31			31			
A-B	26			26			
A-C	261			261			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	538	653	0.824	530	4.0	27.244	D
B-A	12	141	0.086	12	0.1	27.805	D
C-AB	530	690	0.768	523	3.2	20.947	C
C-A	22			22			
A-B	32			32			
A-C	319			319			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	538	653	0.824	537	4.3	30.328	D
B-A	12	132	0.092	12	0.1	29.960	D
C-AB	531	691	0.768	530	3.4	22.416	C
C-A	21			21			
A-B	32			32			
A-C	319			319			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	440	672	0.654	449	2.0	16.721	C
B-A	10	239	0.041	10	0.0	15.753	C
C-AB	420	695	0.604	427	1.7	13.773	B
C-A	30			30			
A-B	26			26			
A-C	261			261			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	368	686	0.537	371	1.2	11.550	B

B-A	8	302	0.027	8	0.0	12.257	B
C-AB	344	698	0.492	346	1.1	10.320	B
C-A	33			33			
A-B	22			22			
A-C	218			218			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.83	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	459	100.000
C		✓	680	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	15	182
B	29	0	430
C	272	408	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.71	18.15	2.3	C
B-A	0.16	21.07	0.2	C
C-AB	0.82	23.66	5.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	700	0.463	320	0.8	9.408	A
B-A	22	323	0.068	22	0.1	11.946	B
C-AB	412	807	0.510	407	1.2	8.927	A
C-A	100			100			
A-B	11			11			
A-C	137			137			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	688	0.562	385	1.2	11.799	B
B-A	26	278	0.094	26	0.1	14.256	B
C-AB	523	826	0.633	520	2.0	11.736	B
C-A	88			88			
A-B	13			13			
A-C	164			164			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	473	671	0.705	469	2.3	17.480	C
B-A	32	207	0.154	32	0.2	20.524	C
C-AB	697	852	0.818	685	4.8	21.026	C

C-A	52			52			
A-B	17			17			
A-C	200			200			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	473	671	0.706	473	2.3	18.146	C
B-A	32	203	0.158	32	0.2	21.071	C
C-AB	701	855	0.820	700	5.2	23.657	C
C-A	48			48			
A-B	17			17			
A-C	200			200			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	688	0.562	391	1.3	12.267	B
B-A	26	273	0.095	26	0.1	14.601	B
C-AB	528	830	0.636	540	2.2	13.019	B
C-A	84			84			
A-B	13			13			
A-C	164			164			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	699	0.463	325	0.9	9.672	A
B-A	22	320	0.068	22	0.1	12.101	B
C-AB	414	809	0.512	418	1.3	9.333	A
C-A	98			98			
A-B	11			11			
A-C	137			137			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		28.49	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	525	100.000
C		✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	290
	B	11	0	514
	C	89	464	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.87	38.57	5.7	E
B-A	0.13	44.83	0.1	E
C-AB	0.87	36.79	6.0	E
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	686	0.564	382	1.3	11.659	B
B-A	8	290	0.029	8	0.0	12.784	B
C-AB	386	698	0.554	381	1.3	11.226	B
C-A	30			30			
A-B	22			22			
A-C	218			218			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	462	672	0.687	459	2.1	16.590	C
B-A	10	224	0.044	10	0.0	16.811	C
C-AB	472	694	0.680	469	2.1	15.757	C
C-A	25			25			
A-B	26			26			
A-C	261			261			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	566	653	0.867	554	5.1	32.776	D
B-A	12	106	0.114	12	0.1	38.160	E
C-AB	597	690	0.865	584	5.4	31.066	D
C-A	12			12			
A-B	32			32			
A-C	319			319			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	566	653	0.867	564	5.7	38.566	E
B-A	12	92	0.131	12	0.1	44.832	E
C-AB	599	692	0.866	596	6.0	36.788	E
C-A	10			10			
A-B	32			32			
A-C	319			319			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	462	672	0.688	475	2.3	19.419	C
B-A	10	210	0.047	10	0.1	18.080	C
C-AB	474	696	0.681	489	2.4	18.502	C
C-A	23			23			
A-B	26			26			
A-C	261			261			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	387	686	0.564	391	1.3	12.367	B

B-A	8	284	0.029	8	0.0	13.058	B
C-AB	387	698	0.555	392	1.4	11.911	B
C-A	29			29			
A-B	22			22			
A-C	218			218			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		31.05	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	216	100.000
B		✓	499	100.000
C		✓	746	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	200
	B	32	0	467
	C	299	447	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.78	24.38	3.3	C
B-A	0.22	29.51	0.3	D
C-AB	0.93	48.55	11.4	E
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	694	0.507	348	1.0	10.277	B
B-A	24	303	0.079	24	0.1	12.866	B
C-AB	465	816	0.569	459	1.5	9.955	A
C-A	97			97			
A-B	12			12			
A-C	151			151			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	420	681	0.616	418	1.5	13.551	B
B-A	29	251	0.115	29	0.1	16.174	C
C-AB	594	837	0.710	589	2.8	14.428	B

C-A	76			76			
A-B	14			14			
A-C	180			180			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	514	661	0.778	508	3.2	22.595	C
B-A	35	165	0.213	35	0.3	27.488	D
C-AB	800	867	0.922	774	9.3	34.720	D
C-A	21			21			
A-B	18			18			
A-C	220			220			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	514	659	0.780	513	3.3	24.379	C
B-A	35	157	0.224	35	0.3	29.508	D
C-AB	812	874	0.929	803	11.4	48.549	E
C-A	10			10			
A-B	18			18			
A-C	220			220			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	420	680	0.618	426	1.7	14.557	B
B-A	29	240	0.120	29	0.1	17.161	C
C-AB	608	848	0.717	640	3.3	20.147	C
C-A	63			63			
A-B	14			14			
A-C	180			180			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	352	694	0.507	354	1.1	10.683	B
B-A	24	299	0.081	24	0.1	13.130	B
C-AB	468	819	0.572	475	1.7	10.729	B
C-A	93			93			
A-B	12			12			
A-C	151			151			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		60.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	351	100.000
B		✓	575	100.000
C		✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	319
	B	12	0	563
	C	97	505	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.97	79.43	13.1	F
B-A	0.86	380.29	1.4	F
C-AB	0.96	73.59	13.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	424	679	0.624	417	1.6	13.455	B
B-A	9	261	0.035	9	0.0	14.247	B
C-AB	425	695	0.611	418	1.6	12.752	B
C-A	28			28			
A-B	24			24			
A-C	240			240			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	506	664	0.762	501	2.9	21.367	C
B-A	11	179	0.060	11	0.1	21.417	C
C-AB	520	692	0.752	515	3.0	19.858	C
C-A	21			21			
A-B	29			29			
A-C	287			287			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	620	642	0.966	592	9.9	53.630	F
B-A	13	27	0.495	11	0.7	208.185	F
C-AB	660	688	0.961	631	10.3	50.135	F
C-A	2			2			
A-B	35			35			
A-C	351			351			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	620	640	0.969	607	13.1	79.426	F
B-A	13	15	0.859	10	1.4	380.295	F
C-AB	663	689	0.962	651	13.2	73.587	F
C-A	0			0			
A-B	35			35			
A-C	351			351			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	506	659	0.768	544	3.7	37.569	E
B-A	11	135	0.080	16	0.1	31.581	D
C-AB	526	697	0.755	564	3.7	33.158	D
C-A	15			15			
A-B	29			29			
A-C	287			287			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	424	679	0.624	432	1.7	14.999	B
B-A	9	252	0.036	9	0.0	14.873	B
C-AB	426	697	0.612	434	1.7	14.119	B
C-A	27			27			
A-B	24			24			
A-C	240			240			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B4066 Station Road.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\2 - B4066-Station Road Roundabout

Report generation date: 22/09/20 12:56:30

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Arm 1	D1	0.1	2.25	0.05	A	D2	0.0	2.21	0.04	A
Arm 2		0.1	2.74	0.12	A		0.1	2.72	0.12	A
Arm 3		0.1	2.56	0.06	A		0.1	2.64	0.09	A
Arm 4		0.2	3.02	0.13	A		0.2	3.08	0.13	A
2040 Base										
Arm 1	D3	0.1	2.76	0.07	A	D4	0.1	2.90	0.06	A
Arm 2		0.6	4.08	0.39	A		0.6	3.90	0.36	A
Arm 3		0.1	3.31	0.12	A		0.2	3.41	0.17	A
Arm 4		0.7	4.56	0.42	A		1.1	5.74	0.53	A
2040 Base + Dev (Worst Case)										
Arm 1	D5	0.3	5.18	0.20	A	D6	0.1	4.35	0.12	A
Arm 2		3.3	10.72	0.77	B		6.2	18.58	0.87	C
Arm 3		0.2	4.99	0.17	A		0.4	6.30	0.27	A
Arm 4		51.9	120.66	1.06	F		20.2	58.75	0.98	F
2040 Base + Dev (Worst Case Sensitivity)										
Arm 1	D7	0.3	5.27	0.22	A	D8	0.2	4.49	0.13	A
Arm 2		4.2	13.24	0.81	B		8.9	25.89	0.91	D
Arm 3		0.2	5.36	0.20	A		0.4	6.96	0.31	A
Arm 4		80.9	177.58	1.10	F		45.2	112.48	1.05	F

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.

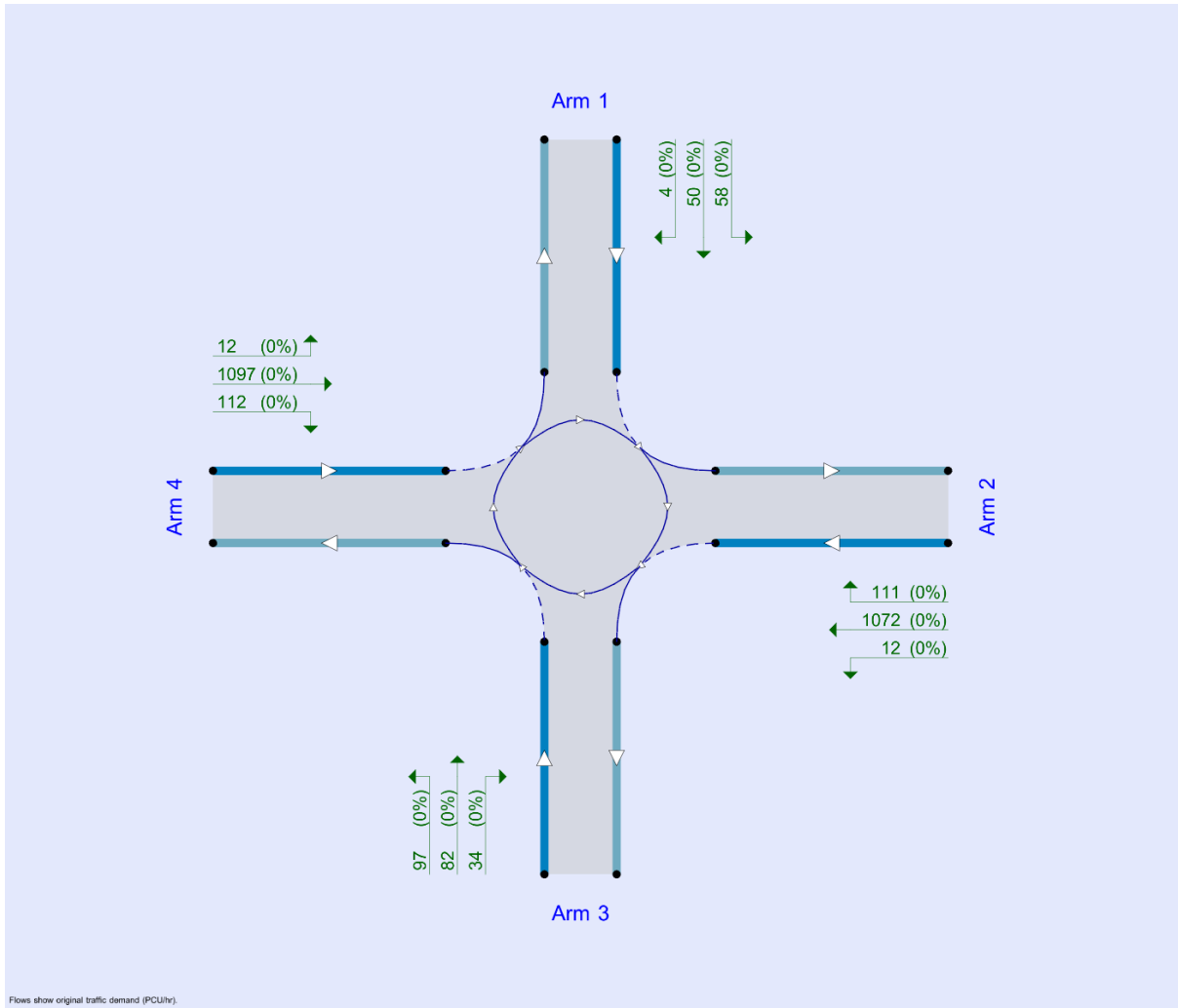
File summary

File Description

Title	B4066 / Station Road
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Station Road N	
2	B4066 East	
3	Station Road South	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.60	6.80	21.8	27.9	30.0	20.0	
2	3.16	7.16	11.7	13.8	30.0	20.0	
3	2.67	6.37	19.8	27.2	30.0	14.0	
4	3.33	7.50	6.1	15.7	30.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.701	1836
2	0.632	1555
3	0.662	1614
4	0.611	1436

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

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)
----	---------------	------------------	----------------------	--------------------	---------------------	---------------------------

D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
----	-----------	----	----------	-------	-------	----

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	75	100.000
2		✓	167	100.000
3		✓	80	100.000
4		✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	38	35	2
	2	40	0	7	120
	3	20	30	0	30
	4	2	119	47	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.05	2.25	0.1	A
2	0.12	2.74	0.1	A
3	0.06	2.56	0.1	A
4	0.13	3.02	0.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	147	1732	0.033	56	0.0	2.147	A
2	126	63	1515	0.083	125	0.1	2.589	A
3	60	122	1534	0.039	60	0.0	2.442	A
4	126	68	1395	0.091	126	0.1	2.836	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	67	176	1712	0.039	67	0.0	2.188	A
2	150	75	1508	0.100	150	0.1	2.651	A
3	72	146	1518	0.047	72	0.0	2.489	A
4	151	81	1387	0.109	151	0.1	2.911	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	216	1684	0.049	83	0.1	2.247	A
2	184	92	1497	0.123	184	0.1	2.741	A
3	88	178	1496	0.059	88	0.1	2.556	A
4	185	99	1376	0.134	185	0.2	3.021	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	83	216	1684	0.049	83	0.1	2.247	A
2	184	92	1497	0.123	184	0.1	2.741	A
3	88	178	1496	0.059	88	0.1	2.556	A
4	185	99	1376	0.134	185	0.2	3.022	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	67	176	1712	0.039	67	0.0	2.190	A
2	150	76	1508	0.100	150	0.1	2.654	A
3	72	146	1518	0.047	72	0.0	2.491	A
4	151	81	1387	0.109	151	0.1	2.912	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	148	1732	0.033	56	0.0	2.149	A
2	126	63	1515	0.083	126	0.1	2.592	A
3	60	122	1533	0.039	60	0.0	2.445	A
4	126	68	1395	0.091	127	0.1	2.839	A

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
----------	------	------	-------------

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.
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Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	62	100.000
2		✓	159	100.000
3		✓	128	100.000
4		✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	24	38	0
	2	45	0	7	107
	3	63	21	0	44
	4	2	119	44	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.04	2.21	0.0	A
2	0.12	2.72	0.1	A
3	0.09	2.64	0.1	A
4	0.13	3.08	0.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	47	138	1739	0.027	47	0.0	2.127	A
2	120	62	1516	0.079	119	0.1	2.576	A
3	96	114	1539	0.063	96	0.1	2.495	A
4	124	97	1377	0.090	124	0.1	2.872	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	165	1720	0.032	56	0.0	2.163	A
2	143	74	1509	0.095	143	0.1	2.635	A
3	115	137	1524	0.076	115	0.1	2.555	A
4	148	116	1366	0.109	148	0.1	2.956	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	68	202	1694	0.040	68	0.0	2.214	A
2	175	90	1498	0.117	175	0.1	2.720	A
3	141	167	1503	0.094	141	0.1	2.641	A
4	182	142	1350	0.135	182	0.2	3.081	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	68	203	1694	0.040	68	0.0	2.214	A

2	175	90	1498	0.117	175	0.1	2.720	A
3	141	167	1503	0.094	141	0.1	2.641	A
4	182	142	1350	0.135	182	0.2	3.081	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	56	166	1720	0.032	56	0.0	2.163	A
2	143	74	1509	0.095	143	0.1	2.637	A
3	115	137	1524	0.076	115	0.1	2.557	A
4	148	116	1366	0.109	148	0.1	2.959	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	47	139	1738	0.027	47	0.0	2.127	A
2	120	62	1516	0.079	120	0.1	2.577	A
3	96	115	1538	0.063	96	0.1	2.498	A
4	124	97	1377	0.090	124	0.1	2.875	A

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
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1		✓	96	100.000
2		✓	520	100.000
3		✓	139	100.000
4		✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	45	42	9
	2	48	0	15	457
	3	24	39	0	76
	4	7	420	93	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.07	2.76	0.1	A
2	0.39	4.08	0.6	A
3	0.12	3.31	0.1	A
4	0.42	4.56	0.7	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	72	414	1545	0.047	72	0.0	2.443	A
2	391	108	1487	0.263	390	0.4	3.277	A
3	105	386	1359	0.077	104	0.1	2.869	A
4	391	83	1386	0.283	390	0.4	3.616	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86	496	1488	0.058	86	0.1	2.567	A
2	467	129	1474	0.317	467	0.5	3.574	A
3	125	462	1309	0.095	125	0.1	3.040	A
4	467	100	1376	0.340	467	0.5	3.960	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106	607	1410	0.075	106	0.1	2.758	A
2	573	158	1455	0.393	572	0.6	4.071	A
3	153	565	1240	0.123	153	0.1	3.310	A
4	573	122	1362	0.420	572	0.7	4.551	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106	608	1410	0.075	106	0.1	2.760	A
2	573	159	1455	0.393	573	0.6	4.078	A
3	153	566	1240	0.123	153	0.1	3.312	A
4	573	122	1362	0.420	573	0.7	4.560	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86	497	1487	0.058	86	0.1	2.569	A
2	467	130	1473	0.317	468	0.5	3.585	A
3	125	463	1308	0.096	125	0.1	3.043	A
4	467	100	1375	0.340	468	0.5	3.971	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	72	416	1544	0.047	72	0.0	2.447	A
2	391	109	1487	0.263	392	0.4	3.291	A
3	105	387	1358	0.077	105	0.1	2.872	A
4	391	84	1385	0.283	392	0.4	3.624	A

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	78	100.000
2		✓	479	100.000
3		✓	194	100.000
4		✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	29	45	4
	2	53	0	11	415
	3	75	30	0	89
	4	11	526	102	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.06	2.90	0.1	A
2	0.36	3.90	0.6	A

3	0.17	3.41	0.2	A
4	0.53	5.74	1.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	493	1490	0.039	59	0.0	2.514	A
2	361	113	1484	0.243	359	0.3	3.199	A
3	146	354	1380	0.106	146	0.1	2.917	A
4	481	119	1364	0.353	479	0.5	4.057	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70	591	1422	0.049	70	0.1	2.663	A
2	431	136	1470	0.293	430	0.4	3.463	A
3	174	424	1334	0.131	174	0.1	3.104	A
4	574	142	1350	0.426	574	0.7	4.633	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86	723	1329	0.065	86	0.1	2.895	A
2	527	166	1450	0.364	527	0.6	3.895	A
3	214	519	1271	0.168	213	0.2	3.404	A
4	704	174	1330	0.529	702	1.1	5.716	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86	724	1328	0.065	86	0.1	2.897	A
2	527	166	1450	0.364	527	0.6	3.900	A
3	214	520	1270	0.168	214	0.2	3.406	A
4	704	174	1330	0.529	704	1.1	5.743	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70	593	1420	0.049	70	0.1	2.668	A
2	431	136	1469	0.293	431	0.4	3.471	A
3	174	425	1333	0.131	175	0.2	3.110	A
4	574	142	1350	0.426	576	0.7	4.661	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	496	1488	0.039	59	0.0	2.520	A
2	361	114	1483	0.243	361	0.3	3.210	A
3	146	356	1379	0.106	146	0.1	2.922	A

4	481	119	1364	0.353	482	0.5	4.087	A
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2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	64.50	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	160	100.000
2		✓	1021	100.000
3		✓	139	100.000
4		✓	1294	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	109	42	9
	2	66	0	15	940
	3	24	39	0	76
	4	7	1194	93	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	5.18	0.3	A
2	0.77	10.72	3.3	B
3	0.17	4.99	0.2	A
4	1.06	120.66	51.9	F

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	989	1143	0.105	120	0.1	3.518	A
2	769	108	1487	0.517	764	1.1	4.952	A
3	105	760	1111	0.094	104	0.1	3.572	A
4	974	97	1377	0.707	965	2.3	8.543	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	1181	1008	0.143	144	0.2	4.163	A
2	918	129	1474	0.623	916	1.6	6.421	A
3	125	910	1012	0.123	125	0.1	4.058	A
4	1163	116	1366	0.852	1152	5.1	16.038	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	1356	885	0.199	176	0.2	5.072	A
2	1124	151	1460	0.770	1118	3.2	10.335	B
3	153	1111	879	0.174	153	0.2	4.958	A
4	1425	141	1350	1.055	1321	31.2	60.964	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	1377	870	0.202	176	0.3	5.185	A
2	1124	153	1459	0.771	1124	3.3	10.716	B
3	153	1117	875	0.175	153	0.2	4.986	A
4	1425	142	1350	1.056	1342	51.9	120.660	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	1365	879	0.164	144	0.2	4.897	A
2	918	142	1466	0.626	924	1.7	6.725	A
3	125	919	1006	0.124	125	0.1	4.086	A
4	1163	116	1365	0.852	1337	8.6	86.650	F

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	1022	1119	0.108	121	0.1	3.608	A
2	769	110	1486	0.517	771	1.1	5.055	A
3	105	767	1107	0.095	105	0.1	3.592	A
4	974	97	1377	0.707	998	2.5	10.079	B

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	34.96	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	104	100.000
2		✓	1147	100.000
3		✓	194	100.000
4		✓	1157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	45	4
	2	105	0	11	1031
	3	75	30	0	89
	4	11	1044	102	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	4.35	0.1	A
2	0.87	18.58	6.2	C
3	0.27	6.30	0.4	A
4	0.98	58.75	20.2	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	878	1220	0.064	78	0.1	3.151	A
2	864	113	1484	0.582	858	1.4	5.704	A
3	146	853	1050	0.139	145	0.2	3.978	A

4	871	157	1340	0.650	864	1.8	7.443	A
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17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	1051	1099	0.085	93	0.1	3.577	A
2	1031	135	1470	0.701	1027	2.3	8.069	A
3	174	1021	938	0.186	174	0.2	4.709	A
4	1040	188	1321	0.787	1033	3.5	12.214	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	1248	961	0.119	114	0.1	4.251	A
2	1263	162	1453	0.869	1249	5.8	16.571	C
3	214	1241	793	0.269	213	0.4	6.202	A
4	1274	230	1296	0.983	1227	15.2	37.773	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	1275	942	0.122	114	0.1	4.349	A
2	1263	164	1451	0.870	1261	6.2	18.582	C
3	214	1254	785	0.272	214	0.4	6.302	A
4	1274	231	1295	0.983	1254	20.2	58.748	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	1121	1050	0.089	94	0.1	3.764	A
2	1031	142	1466	0.703	1046	2.4	8.869	A
3	174	1040	926	0.188	175	0.2	4.795	A
4	1040	190	1320	0.788	1105	4.0	20.937	C

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	894	1209	0.065	78	0.1	3.185	A
2	864	114	1483	0.582	868	1.4	5.888	A
3	146	862	1044	0.140	146	0.2	4.013	A
4	871	159	1340	0.650	879	1.9	7.961	A

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	93.01	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	170	100.000
2		✓	1074	100.000
3		✓	151	100.000
4		✓	1346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	114	46	10
	2	71	0	17	986
	3	26	42	0	83
	4	8	1236	102	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	5.27	0.3	A
2	0.81	13.24	4.2	B
3	0.20	5.36	0.2	A
4	1.10	177.58	80.9	F

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	1028	1115	0.115	127	0.1	3.642	A
2	809	118	1481	0.546	804	1.2	5.281	A
3	114	799	1086	0.105	113	0.1	3.699	A
4	1013	104	1373	0.738	1003	2.7	9.464	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	1225	978	0.156	153	0.2	4.363	A
2	966	141	1466	0.658	963	1.9	7.108	A
3	136	956	981	0.138	136	0.2	4.255	A
4	1210	125	1360	0.890	1194	6.7	19.910	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	1365	879	0.213	187	0.3	5.199	A
2	1182	162	1453	0.814	1174	4.1	12.513	B
3	166	1166	843	0.197	166	0.2	5.318	A
4	1482	152	1343	1.103	1327	45.5	81.853	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	1378	870	0.215	187	0.3	5.274	A
2	1182	163	1452	0.814	1182	4.2	13.244	B
3	166	1174	837	0.199	166	0.2	5.364	A
4	1482	153	1343	1.103	1340	80.9	177.577	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	1373	874	0.175	153	0.2	5.000	A
2	966	152	1459	0.662	974	2.0	7.559	A
3	136	968	974	0.139	136	0.2	4.300	A
4	1210	126	1360	0.890	1343	47.6	174.085	F

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	1216	983	0.130	128	0.2	4.211	A
2	809	133	1472	0.549	812	1.2	5.481	A
3	114	806	1081	0.105	114	0.1	3.726	A
4	1013	105	1372	0.738	1192	3.0	39.645	E

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	62.11	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	112	100.000
2		✓	1195	100.000
3		✓	213	100.000
4		✓	1221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	58	50	4
	2	111	0	12	1072
	3	82	34	0	97
	4	12	1097	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	4.49	0.2	A
2	0.91	25.89	8.9	D
3	0.31	6.96	0.4	A
4	1.05	112.48	45.2	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	927	1186	0.071	84	0.1	3.267	A
2	900	124	1477	0.609	894	1.5	6.108	A
3	160	888	1027	0.156	160	0.2	4.147	A
4	919	170	1333	0.690	911	2.2	8.368	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	1108	1060	0.095	101	0.1	3.753	A
2	1074	148	1462	0.735	1070	2.7	9.077	A
3	191	1063	911	0.210	191	0.3	4.998	A
4	1098	203	1312	0.836	1088	4.6	15.375	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	1277	941	0.131	123	0.2	4.403	A
2	1316	174	1445	0.910	1294	8.0	21.348	C
3	235	1286	763	0.307	234	0.4	6.789	A
4	1344	248	1285	1.046	1252	27.7	58.168	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	1299	925	0.133	123	0.2	4.488	A
2	1316	176	1444	0.911	1312	8.9	25.886	D
3	235	1303	752	0.312	234	0.4	6.958	A
4	1344	250	1284	1.047	1274	45.2	112.478	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	1271	945	0.107	101	0.1	4.265	A
2	1074	163	1452	0.740	1098	3.0	10.799	B
3	191	1091	893	0.215	192	0.3	5.146	A
4	1098	207	1310	0.838	1252	6.6	71.270	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	953	1168	0.072	84	0.1	3.322	A
2	900	127	1475	0.610	905	1.6	6.374	A
3	160	899	1019	0.157	161	0.2	4.194	A
4	919	172	1332	0.690	936	2.3	9.474	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B4066-Canonbury Street.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\3 - B4066-Canonbury Street Roundabout

Report generation date: 22/09/20 13:01:14

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Arm 1	D1	0.1	2.22	0.12	A	D2	0.1	2.28	0.10	A
Arm 2		0.4	3.13	0.27	A		0.3	2.98	0.23	A
Arm 3		0.1	2.56	0.12	A		0.3	2.79	0.20	A
2040 Base										
Arm 1	D3	0.6	3.08	0.36	A	D4	0.6	3.44	0.39	A
Arm 2		1.3	5.16	0.56	A		1.1	4.79	0.52	A
Arm 3		0.2	3.27	0.17	A		0.4	3.78	0.29	A
2040 Base + Dev (Worst Case)										
Arm 1	D5	6.1	14.38	0.86	B	D6	2.8	8.04	0.74	A
Arm 2		8.6	23.05	0.91	C		24.0	56.53	0.99	F
Arm 3		0.3	4.87	0.23	A		0.8	7.51	0.45	A
2040 Base + Dev (Worst Case Sensitivity)										
Arm 1	D7	8.9	20.75	0.91	C	D8	3.7	10.15	0.79	B
Arm 2		16.4	41.10	0.96	E		50.0	101.59	1.04	F
Arm 3		0.4	5.28	0.26	A		1.0	8.33	0.50	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.

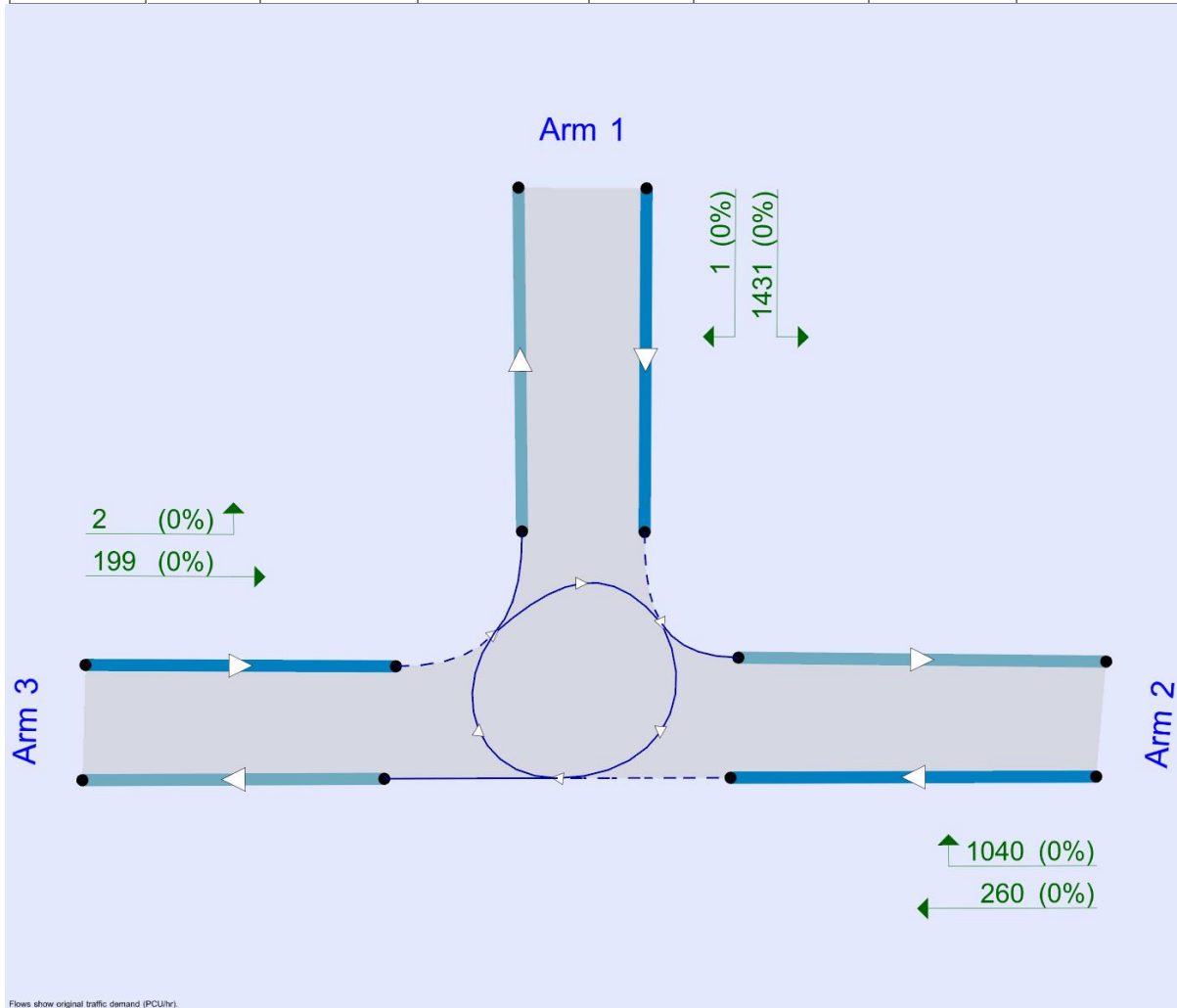
File summary

File Description

Title	B4066/ Canonbury Street
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	
Jobnumber	41745
Enumerator	CORP\rpawson
Description	

Units

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



Analysis Options

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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4066 N	
2	B4066 E	
3	Canonbury Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.70	7.25	9.3	42.8	30.3	14.0	
2	3.57	6.65	11.6	24.6	30.3	34.0	
3	3.74	8.57	10.2	14.9	30.3	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.741	1985
2	0.631	1579
3	0.661	1716

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

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	207	100.000
2		✓	389	100.000
3		✓	170	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	206	1
	2	170	0	219
	3	2	168	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
-----	---------	---------------	-----------------	---------

1	0.12	2.22	0.1	A
2	0.27	3.13	0.4	A
3	0.12	2.56	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	126	1892	0.082	155	0.1	2.073	A
2	293	0.75	1578	0.186	292	0.2	2.798	A
3	128	128	1632	0.078	128	0.1	2.393	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	151	1873	0.099	186	0.1	2.133	A
2	350	0.90	1578	0.222	349	0.3	2.930	A
3	153	153	1615	0.095	153	0.1	2.461	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	185	1848	0.123	228	0.1	2.221	A
2	428	1	1578	0.271	428	0.4	3.130	A
3	187	187	1592	0.118	187	0.1	2.561	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	185	1848	0.123	228	0.1	2.221	A
2	428	1	1578	0.271	428	0.4	3.130	A
3	187	187	1592	0.118	187	0.1	2.561	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	151	1873	0.099	186	0.1	2.133	A
2	350	0.90	1578	0.222	350	0.3	2.933	A
3	153	153	1615	0.095	153	0.1	2.462	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	127	1892	0.082	156	0.1	2.073	A
2	293	0.75	1578	0.186	293	0.2	2.801	A
3	128	128	1631	0.078	128	0.1	2.396	A

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	153	100.000
2		✓	334	100.000
3		✓	300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	149	4
	2	135	0	199
	3	11	289	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.10	2.28	0.1	A
2	0.23	2.98	0.3	A
3	0.20	2.79	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	217	1825	0.063	115	0.1	2.105	A
2	251	3	1577	0.159	251	0.2	2.713	A
3	226	101	1649	0.137	225	0.2	2.526	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	260	1793	0.077	137	0.1	2.174	A
2	300	4	1576	0.190	300	0.2	2.820	A
3	270	121	1636	0.165	270	0.2	2.634	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	318	1750	0.096	168	0.1	2.276	A
2	368	4	1576	0.233	367	0.3	2.979	A
3	330	149	1618	0.204	330	0.3	2.795	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	318	1749	0.096	168	0.1	2.276	A
2	368	4	1576	0.233	368	0.3	2.979	A
3	330	149	1618	0.204	330	0.3	2.795	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	168	318	1749	0.096	168	0.1	2.276	A
2	368	4	1576	0.233	368	0.3	2.979	A
3	330	149	1618	0.204	330	0.3	2.795	A

1	138	260	1793	0.077	138	0.1	2.175	A
2	300	4	1576	0.190	301	0.2	2.821	A
3	270	121	1636	0.165	270	0.2	2.635	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	218	1824	0.063	115	0.1	2.108	A
2	251	3	1577	0.159	252	0.2	2.718	A
3	226	102	1649	0.137	226	0.2	2.531	A

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	594	100.000
2		✓	800	100.000
3		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	593	1
	2	540	0	260
	3	2	199	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	3.08	0.6	A
2	0.56	5.16	1.3	A
3	0.17	3.27	0.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	149	1875	0.239	446	0.3	2.517	A
2	602	0.75	1578	0.382	600	0.6	3.670	A
3	151	405	1448	0.104	151	0.1	2.774	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	179	1853	0.288	534	0.4	2.729	A
2	719	0.90	1578	0.456	718	0.8	4.182	A
3	181	485	1396	0.129	181	0.1	2.962	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	219	1823	0.359	653	0.6	3.076	A
2	881	1	1578	0.558	879	1.2	5.139	A

3	221	593	1324	0.167	221	0.2	3.264	A
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08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	654	219	1823	0.359	654	0.6	3.079	A
2	881	1	1578	0.558	881	1.3	5.163	A
3	221	595	1323	0.167	221	0.2	3.266	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	534	179	1853	0.288	535	0.4	2.734	A
2	719	0.90	1578	0.456	721	0.8	4.208	A
3	181	487	1394	0.130	181	0.1	2.968	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	150	1874	0.239	448	0.3	2.525	A
2	602	0.75	1578	0.382	603	0.6	3.694	A
3	151	407	1447	0.105	151	0.1	2.778	A

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

1	539	308	1757	0.307	539	0.4	2.956	A
2	672	4	1576	0.427	672	0.7	3.978	A
3	320	460	1412	0.227	320	0.3	3.295	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	661	377	1706	0.387	660	0.6	3.441	A
2	824	5	1575	0.523	822	1.1	4.772	A
3	392	563	1344	0.292	391	0.4	3.777	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	661	378	1705	0.387	661	0.6	3.444	A
2	824	6	1575	0.523	824	1.1	4.789	A
3	392	564	1343	0.292	392	0.4	3.782	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	539	309	1756	0.307	540	0.4	2.960	A
2	672	5	1576	0.427	674	0.7	3.998	A
3	320	461	1411	0.227	321	0.3	3.303	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	452	258	1794	0.252	452	0.3	2.683	A
2	563	4	1576	0.357	564	0.6	3.557	A
3	268	386	1461	0.183	268	0.2	3.020	A

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.57	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1432	100.000
2		✓	1300	100.000
3		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1431	1
	2	1040	0	260
	3	2	199	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.86	14.38	6.1	B
2	0.91	23.05	8.6	C
3	0.23	4.87	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1078	149	1875	0.575	1073	1.3	4.460	A
2	979	0.75	1578	0.620	972	1.6	5.882	A
3	151	778	1202	0.126	151	0.1	3.423	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1287	179	1853	0.695	1284	2.2	6.285	A
2	1169	0.90	1578	0.741	1164	2.8	8.598	A
3	181	931	1100	0.164	180	0.2	3.912	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1577	219	1823	0.865	1562	5.8	13.140	B
2	1431	1	1578	0.907	1411	7.9	19.472	C
3	221	1129	970	0.228	221	0.3	4.803	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1577	219	1823	0.865	1576	6.1	14.382	B
2	1431	1	1578	0.907	1428	8.6	23.049	C
3	221	1143	961	0.230	221	0.3	4.868	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1287	179	1852	0.695	1302	2.3	6.714	A
2	1169	0.91	1578	0.741	1191	3.0	9.819	A
3	181	953	1086	0.166	181	0.2	3.979	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1078	150	1874	0.575	1082	1.4	4.567	A
2	979	0.76	1578	0.620	984	1.7	6.108	A
3	151	787	1196	0.127	152	0.1	3.450	A

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
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1	untitled	Standard Roundabout		1, 2, 3	31.53	D
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Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1143	100.000
2		✓	1416	100.000
3		✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1138	5
	2	1180	0	236
	3	13	343	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	8.04	2.8	A
2	0.99	56.53	24.0	F
3	0.45	7.51	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	257	1795	0.479	857	0.9	3.824	A
2	1066	4	1576	0.676	1058	2.0	6.842	A
3	268	882	1133	0.236	267	0.3	4.148	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	308	1757	0.585	1026	1.4	4.908	A
2	1273	4	1576	0.808	1265	4.0	11.314	B
3	320	1054	1019	0.314	319	0.5	5.141	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1258	376	1706	0.738	1253	2.7	7.852	A
2	1559	5	1575	0.990	1504	17.8	35.595	E
3	392	1253	888	0.442	391	0.8	7.223	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1258	378	1705	0.738	1258	2.8	8.040	A
2	1559	6	1575	0.990	1534	24.0	56.534	F
3	392	1278	871	0.450	392	0.8	7.512	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	310	1756	0.585	1033	1.4	5.016	A
2	1273	5	1576	0.808	1351	4.5	20.593	C
3	320	1126	972	0.329	321	0.5	5.543	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	259	1793	0.480	863	0.9	3.875	A
2	1066	4	1576	0.676	1076	2.1	7.325	A
3	268	896	1124	0.239	269	0.3	4.216	A

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	28.72	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1492	100.000
2		✓	1380	100.000
3		✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1491	1
	2	1094	0	286
	3	3	219	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.91	20.75	8.9	C
2	0.96	41.10	16.4	E
3	0.26	5.28	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1123	164	1864	0.603	1117	1.5	4.786	A
2	1039	0.75	1578	0.658	1031	1.9	6.497	A
3	167	818	1176	0.142	166	0.2	3.566	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1341	197	1840	0.729	1337	2.6	7.096	A
2	1241	0.90	1578	0.786	1234	3.5	10.274	B
3	200	978	1069	0.187	199	0.2	4.137	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1643	241	1807	0.909	1620	8.2	17.509	C
2	1519	1	1578	0.963	1480	13.4	28.980	D
3	244	1173	941	0.260	244	0.3	5.164	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1643	241	1807	0.909	1640	8.9	20.751	C
2	1519	1	1578	0.963	1507	16.4	41.101	E
3	244	1195	926	0.264	244	0.4	5.280	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1341	197	1839	0.729	1366	2.8	7.986	A
2	1241	0.92	1578	0.786	1291	3.9	14.461	B
3	200	1023	1040	0.192	200	0.2	4.289	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1123	165	1863	0.603	1128	1.5	4.931	A
2	1039	0.76	1578	0.658	1047	2.0	6.869	A

3	167	830	1168	0.143	167	0.2	3.599	A
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2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	54.10	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1203	100.000
2		✓	1490	100.000
3		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1197	6
	2	1231	0	259
	3	14	377	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.79	10.15	3.7	B
2	1.04	101.59	50.0	F
3	0.50	8.33	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	906	282	1776	0.510	902	1.0	4.099	A
2	1122	4	1576	0.712	1112	2.4	7.615	A
3	294	919	1109	0.266	293	0.4	4.406	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1081	338	1735	0.623	1079	1.6	5.472	A
2	1339	5	1575	0.850	1328	5.2	13.978	B
3	352	1098	991	0.355	351	0.5	5.622	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1325	414	1679	0.789	1317	3.6	9.741	A
2	1641	7	1575	1.042	1538	30.8	52.538	F
3	430	1271	876	0.491	429	0.9	8.021	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1325	415	1678	0.789	1324	3.7	10.153	B
2	1641	7	1574	1.042	1564	50.0	101.593	F
3	430	1292	862	0.499	430	1.0	8.333	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1081	340	1733	0.624	1089	1.7	5.659	A
2	1339	5	1575	0.850	1511	7.2	65.017	F
3	352	1248	891	0.395	353	0.7	6.704	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	906	285	1774	0.510	908	1.1	4.169	A
2	1122	5	1576	0.712	1140	2.5	8.598	A
3	294	942	1093	0.269	296	0.4	4.518	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B4066 Alkington Lane.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\4 - B4066-Alkington Lane

Report generation date: 22/09/20 13:42:02

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Stream B-C	D1	0.4	7.39	0.26	A	D2	0.3	6.89	0.22	A
Stream B-A		0.0	10.41	0.02	B		0.0	10.23	0.01	B
Stream C-AB		0.4	9.03	0.29	A		0.3	8.45	0.26	A
2040 Base										
Stream B-C	D3	1.3	14.01	0.57	B	D4	1.2	12.79	0.55	B
Stream B-A		0.0	21.34	0.04	C		0.0	20.09	0.02	C
Stream C-AB		2.4	21.32	0.69	C		1.8	17.45	0.64	C
2040 Base + Dev (Worst Case)										
Stream B-C	D5	442.5	59999940.00	999999999.00	F	D6	330.6	2257.58	999999999.00	F
Stream B-A		6.9	59999940.00	999999999.00	F		2.8	3294.46	999999999.00	F
Stream C-AB		453.9	1625.90	1.58	F		174.2	802.71	1.24	F
2040 Base + Dev (Worst Case Sensitivity)										
Stream B-C	D7	475.5	59999940.00	999999999.00	F	D8	578.2	59999940.00	999999999.00	F
Stream B-A		8.3	59999940.00	999999999.00	F		4.4	59999940.00	999999999.00	F
Stream C-AB		574.1	1619.80	1.71	F		256.3	1273.40	1.35	F

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.

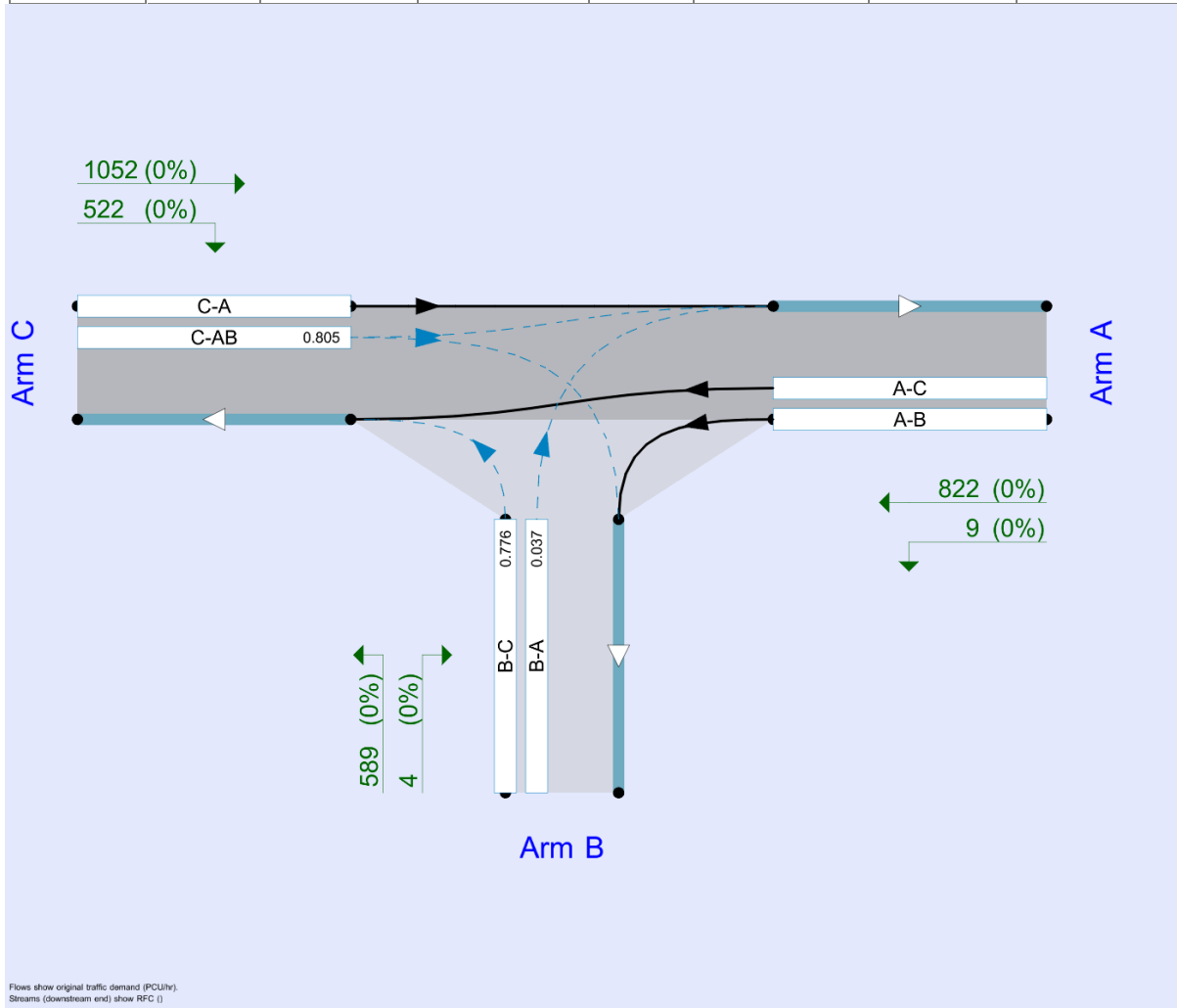
File summary

File Description

Title	B4066/ Alkington Lane
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
-----------------------------	-----------------------------	---------------	-----------------------------	-----------------------

		0.85	36.00	20.00
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Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4066 East		Major
B	Alkington Lane		Minor
C	B4066 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.53		✓	2.50	50.0	✓	6.50

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.90	3.63	3.49	3.49		1.00	20	55

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	490	0.079	0.201	0.126	0.287
B-C	729	0.099	0.251	-	-
C-B	623	0.215	0.215	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	253	100.000
B		✓	162	100.000
C		✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	234
	B	6	0	156
	C	220	149	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	7.39	0.4	A
B-A	0.02	10.41	0.0	B
C-AB	0.29	9.03	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	681	0.172	117	0.2	6.367	A
B-A	5	399	0.011	4	0.0	9.134	A
C-AB	112	582	0.193	111	0.2	7.636	A
C-A	166			166			
A-B	14			14			
A-C	176			176			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	672	0.209	140	0.3	6.765	A
B-A	5	379	0.014	5	0.0	9.623	A
C-AB	134	574	0.233	134	0.3	8.174	A
C-A	198			198			
A-B	17			17			
A-C	210			210			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	659	0.261	171	0.3	7.380	A
B-A	7	353	0.019	7	0.0	10.404	B
C-AB	164	563	0.291	164	0.4	9.008	A
C-A	242			242			

A-B	21			21			
A-C	258			258			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	659	0.261	172	0.4	7.389	A
B-A	7	352	0.019	7	0.0	10.408	B
C-AB	164	563	0.291	164	0.4	9.026	A
C-A	242			242			
A-B	21			21			
A-C	258			258			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	672	0.209	141	0.3	6.780	A
B-A	5	379	0.014	5	0.0	9.630	A
C-AB	134	574	0.233	134	0.3	8.199	A
C-A	198			198			
A-B	17			17			
A-C	210			210			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	681	0.172	118	0.2	6.390	A
B-A	5	398	0.011	5	0.0	9.147	A
C-AB	112	582	0.193	112	0.2	7.677	A
C-A	166			166			
A-B	14			14			
A-C	176			176			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	204	100.000
B		✓	140	100.000
C		✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	197
	B	3	0	137
	C	304	135	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	6.89	0.3	A
B-A	0.01	10.23	0.0	B
C-AB	0.26	8.45	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	691	0.149	102	0.2	6.107	A
B-A	2	399	0.006	2	0.0	9.075	A
C-AB	102	590	0.172	101	0.2	7.353	A
C-A	229			229			
A-B	5			5			
A-C	148			148			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	683	0.180	123	0.2	6.422	A
B-A	3	381	0.007	3	0.0	9.522	A
C-AB	121	583	0.208	121	0.3	7.787	A
C-A	273			273			
A-B	6			6			
A-C	177			177			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	673	0.224	151	0.3	6.889	A
B-A	3	355	0.009	3	0.0	10.226	B
C-AB	149	574	0.259	148	0.3	8.441	A
C-A	335			335			
A-B	8			8			
A-C	217			217			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	151	673	0.224	151	0.3	6.894	A
B-A	3	355	0.009	3	0.0	10.230	B
C-AB	149	574	0.259	149	0.3	8.454	A
C-A	335			335			
A-B	8			8			
A-C	217			217			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	683	0.180	123	0.2	6.433	A
B-A	3	381	0.007	3	0.0	9.527	A
C-AB	121	583	0.208	122	0.3	7.805	A
C-A	273			273			
A-B	6			6			
A-C	177			177			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	691	0.149	103	0.2	6.127	A

B-A	2	399	0.006	2	0.0	9.084	A
C-AB	102	590	0.172	102	0.2	7.382	A
C-A	229			229			
A-B	5			5			
A-C	148			148			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	496	100.000
B		✓	310	100.000
C		✓	785	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	23	473
B	7	0	303
C	466	319	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.57	14.01	1.3	B
B-A	0.04	21.34	0.0	C
C-AB	0.69	21.32	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	636	0.359	226	0.6	8.740	A
B-A	5	289	0.018	5	0.0	12.661	B
C-AB	241	544	0.443	238	0.8	11.638	B
C-A	350			350			
A-B	17			17			
A-C	356			356			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	272	617	0.442	271	0.8	10.395	B
B-A	6	244	0.026	6	0.0	15.163	C
C-AB	291	535	0.544	290	1.2	14.582	B
C-A	415			415			
A-B	21			21			
A-C	425			425			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	334	590	0.565	332	1.3	13.811	B
B-A	8	178	0.043	8	0.0	21.126	C
C-AB	385	554	0.695	380	2.3	20.390	C

C-A	480			480			
A-B	25			25			
A-C	521			521			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	334	590	0.565	334	1.3	14.008	B
B-A	8	176	0.044	8	0.0	21.342	C
C-AB	385	554	0.695	384	2.4	21.316	C
C-A	480			480			
A-B	25			25			
A-C	521			521			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	272	617	0.442	274	0.8	10.568	B
B-A	6	241	0.026	6	0.0	15.324	C
C-AB	291	535	0.544	296	1.3	15.321	C
C-A	415			415			
A-B	21			21			
A-C	425			425			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	636	0.359	229	0.6	8.879	A
B-A	5	288	0.018	5	0.0	12.758	B
C-AB	241	544	0.443	243	0.8	12.010	B
C-A	350			350			
A-B	17			17			
A-C	356			356			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	370	100.000
B		✓	317	100.000
C		✓	937	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	362
	B	4	0	313
	C	626	311	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.55	12.79	1.2	B
B-A	0.02	20.09	0.0	C
C-AB	0.64	17.45	1.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	660	0.357	233	0.5	8.408	A
B-A	3	293	0.010	3	0.0	12.426	B
C-AB	235	564	0.416	232	0.7	10.745	B
C-A	471			471			
A-B	6			6			
A-C	273			273			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	281	645	0.436	281	0.8	9.840	A
B-A	4	248	0.014	4	0.0	14.722	B
C-AB	283	558	0.507	282	1.0	12.977	B
C-A	559			559			
A-B	7			7			
A-C	325			325			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	345	626	0.551	343	1.2	12.643	B
B-A	4	185	0.024	4	0.0	19.945	C
C-AB	367	573	0.640	364	1.8	16.990	C
C-A	665			665			
A-B	9			9			
A-C	399			399			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	345	626	0.551	345	1.2	12.792	B
B-A	4	184	0.024	4	0.0	20.089	C
C-AB	367	573	0.640	366	1.8	17.451	C
C-A	665			665			
A-B	9			9			
A-C	399			399			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	281	645	0.436	283	0.8	9.981	A
B-A	4	246	0.015	4	0.0	14.834	B
C-AB	283	558	0.507	286	1.1	13.391	B
C-A	559			559			
A-B	7			7			
A-C	325			325			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	659	0.357	237	0.6	8.529	A

B-A	3	291	0.010	3	0.0	12.506	B
C-AB	235	564	0.416	236	0.7	11.014	B
C-A	471			471			
A-B	6			6			
A-C	273			273			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9488537.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	842	100.000
B		✓	463	100.000
C		✓	1623	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	23	819
B	7	0	456
C	1017	606	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	59999940.00	442.5	F
B-A	999999999.00	59999940.00	6.9	F
C-AB	1.58	1625.90	453.9	F
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	567	0.605	337	1.5	59999940.000	F
B-A	5	108	0.049	5	0.0	59999940.000	F
C-AB	929	991	0.938	886	10.8	30.045	D
C-A	293			293			
A-B	17			17			
A-C	617			617			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	410	524	0.783	403	3.2	59999940.000	F
B-A	6	33	0.190	6	0.2	59999940.000	F
C-AB	1459	1232	1.184	1220	70.5	129.352	F
C-A	0			0			
A-B	21			21			
A-C	736			736			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	502	0	999999999.000	0	128.7	59999940.000	F
B-A	8	0	999999999.000	0	2.1	59999940.000	F
C-AB	1787	1134	1.575	1134	233.9	488.799	F

C-A	0			0			
A-B	25			25			
A-C	902			902			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	502	0	999999999.000	0	254.2	59999940.000	F
B-A	8	0	999999999.000	0	4.1	59999940.000	F
C-AB	1787	1134	1.575	1134	397.1	967.541	F
C-A	0			0			
A-B	25			25			
A-C	902			902			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	410	0	999999999.000	0	356.7	59999940.000	F
B-A	6	0	999999999.000	0	5.6	59999940.000	F
C-AB	1459	1232	1.184	1232	453.9	1331.387	F
C-A	0			0			
A-B	21			21			
A-C	736			736			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	343	0	999999999.000	0	442.5	59999940.000	F
B-A	5	0	999999999.000	0	6.9	59999940.000	F
C-AB	929	991	0.938	1010	433.6	1625.902	F
C-A	293			293			
A-B	17			17			
A-C	617			617			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		766.08	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	793	100.000
B		✓	562	100.000
C		✓	1481	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	785
	B	4	0	558
	C	990	491	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	2257.58	330.6	F
B-A	999999999.00	3294.46	2.8	F
C-AB	1.24	802.71	174.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	420	579	0.726	410	2.4	20.379	C
B-A	3	106	0.028	3	0.0	34.850	D
C-AB	454	607	0.748	442	3.1	20.782	C
C-A	661			661			
A-B	6			6			
A-C	591			591			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	502	547	0.918	484	6.8	47.680	E
B-A	4	22	0.162	3	0.2	184.519	F
C-AB	1001	1065	0.940	964	12.3	32.941	D
C-A	330			330			
A-B	7			7			
A-C	706			706			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	614	438	1.403	435	51.6	852.977	F
B-A	4	3	1.284	2	0.8	3159.969	F
C-AB	1631	1313	1.242	1304	94.1	153.613	F
C-A	0			0			
A-B	9			9			
A-C	864			864			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	614	0	999999999.000	0	205.2	2219.877	F
B-A	4	0	999999999.000	0	1.9	3294.465	F
C-AB	1631	1313	1.242	1310	174.2	397.196	F
C-A	0			0			
A-B	9			9			
A-C	864			864			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	502	0	999999999.000	0	330.6	2257.581	F
B-A	4	0	999999999.000	0	2.8	3212.730	F
C-AB	1001	1065	0.940	1086	152.9	697.910	F
C-A	330			330			
A-B	7			7			
A-C	706			706			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	420	536	0.784	534	302.1	2133.464	F

B-A	3	4	0.684	3	2.8	3107.075	F
C-AB	454	607	0.748	830	58.8	802.712	F
C-A	661			661			
A-B	6			6			
A-C	591			591			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9615644.94	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	892	100.000
B		✓	495	100.000
C		✓	1702	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	867
	B	8	0	487
	C	1064	638	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	59999940.00	475.5	F
B-A	999999999.00	59999940.00	8.3	F
C-AB	1.71	1619.80	574.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	367	556	0.660	359	1.8	59999940.000	F
B-A	6	86	0.070	6	0.1	59999940.000	F
C-AB	1281	1276	1.004	1206	18.8	38.087	E
C-A	0			0			
A-B	19			19			
A-C	653			653			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	438	480	0.912	420	6.3	59999940.000	F
B-A	7	12	0.583	5	0.6	59999940.000	F
C-AB	1530	1202	1.273	1196	102.4	193.280	F

C-A	0			0			
A-B	22			22			
A-C	779			779			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	536	0	999999999.000	0	140.3	59999940.000	F
B-A	9	0	999999999.000	0	2.8	59999940.000	F
C-AB	1874	1098	1.706	1098	296.3	658.467	F
C-A	0			0			
A-B	28			28			
A-C	955			955			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	536	0	999999999.000	0	274.4	59999940.000	F
B-A	9	0	999999999.000	0	5.0	59999940.000	F
C-AB	1874	1098	1.706	1098	490.2	1293.304	F
C-A	0			0			
A-B	28			28			
A-C	955			955			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	438	0	999999999.000	0	383.8	59999940.000	F
B-A	7	0	999999999.000	0	6.8	59999940.000	F
C-AB	1530	1202	1.273	1202	572.4	1554.828	F
C-A	0			0			
A-B	22			22			
A-C	779			779			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	367	0	999999999.000	0	475.5	59999940.000	F
B-A	6	0	999999999.000	0	8.3	59999940.000	F
C-AB	1281	1276	1.004	1274	574.1	1619.803	F
C-A	0			0			
A-B	19			19			
A-C	653			653			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11868470.40	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	831	100.000
B		✓	593	100.000
C		✓	1574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	822
	B	4	0	589
	C	1052	522	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	59999940.00	578.2	F
B-A	999999999.00	59999940.00	4.4	F
C-AB	1.35	1273.40	256.3	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	443	571	0.776	431	3.1	59999940.000	F
B-A	3	82	0.037	3	0.0	59999940.000	F
C-AB	548	681	0.805	531	4.3	22.608	C
C-A	637			637			
A-B	7			7			
A-C	619			619			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	529	537	0.987	499	10.7	59999940.000	F
B-A	4	4	0.971	1	0.6	59999940.000	F
C-AB	1415	1394	1.015	1334	24.5	46.028	E
C-A	0			0			
A-B	8			8			
A-C	739			739			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	649	0	999999999.000	0	172.8	59999940.000	F
B-A	4	0	999999999.000	0	1.7	59999940.000	F
C-AB	1733	1285	1.349	1281	137.6	233.736	F
C-A	0			0			
A-B	10			10			
A-C	905			905			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	649	0	999999999.000	0	334.9	59999940.000	F
B-A	4	0	999999999.000	0	2.8	59999940.000	F
C-AB	1733	1285	1.349	1284	249.8	531.428	F
C-A	0			0			
A-B	10			10			
A-C	905			905			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	529	0	999999999.000	0	467.3	59999940.000	F
B-A	4	0	999999999.000	0	3.7	59999940.000	F
C-AB	1415	1394	1.015	1389	256.3	907.540	F
C-A	0			0			
A-B	8			8			
A-C	739			739			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	443	0	999999999.000	0	578.2	59999940.000	F
B-A	3	0	999999999.000	0	4.4	59999940.000	F
C-AB	548	681	0.805	836	184.4	1273.397	F
C-A	637			637			
A-B	7			7			
A-C	619			619			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A38 B4066 Junction.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\5 - A38-B4066

Report generation date: 22/09/20 13:44:35

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Stream B-C	D1	0.7	10.18	0.41	B	D2	1.6	17.11	0.62	C
Stream B-A		0.1	11.10	0.05	B		0.1	12.68	0.07	B
Stream C-AB		0.6	9.02	0.37	A		0.8	11.09	0.44	B
2040 Base										
Stream B-C	D3	6.6	48.74	0.89	E	D4	105.0	674.68	1.33	F
Stream B-A		0.1	15.81	0.08	C		0.1	17.98	0.11	C
Stream C-AB		3.6	26.97	0.79	D		3.6	30.72	0.80	D
2040 Base + Dev (Worst Case)										
Stream B-C	D5	608.9	4272.17	2.28	F	D6	665.5	5213.23	2.72	F
Stream B-A		3.3	753.30	1.84	F		16.2	59999940.00	999999999.00	F
Stream C-AB		287.2	1365.18	1.41	F		399.0	1621.91	1.64	F
2040 Base + Dev (Worst Case Sensitivity)										
Stream B-C	D7	702.5	5145.62	2.66	F	D8	779.5	6201.34	2.97	F
Stream B-A		14.2	59999940.00	999999999.00	F		23.3	59999940.00	999999999.00	F
Stream C-AB		385.5	1382.95	1.51	F		508.0	2038.03	1.76	F

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.

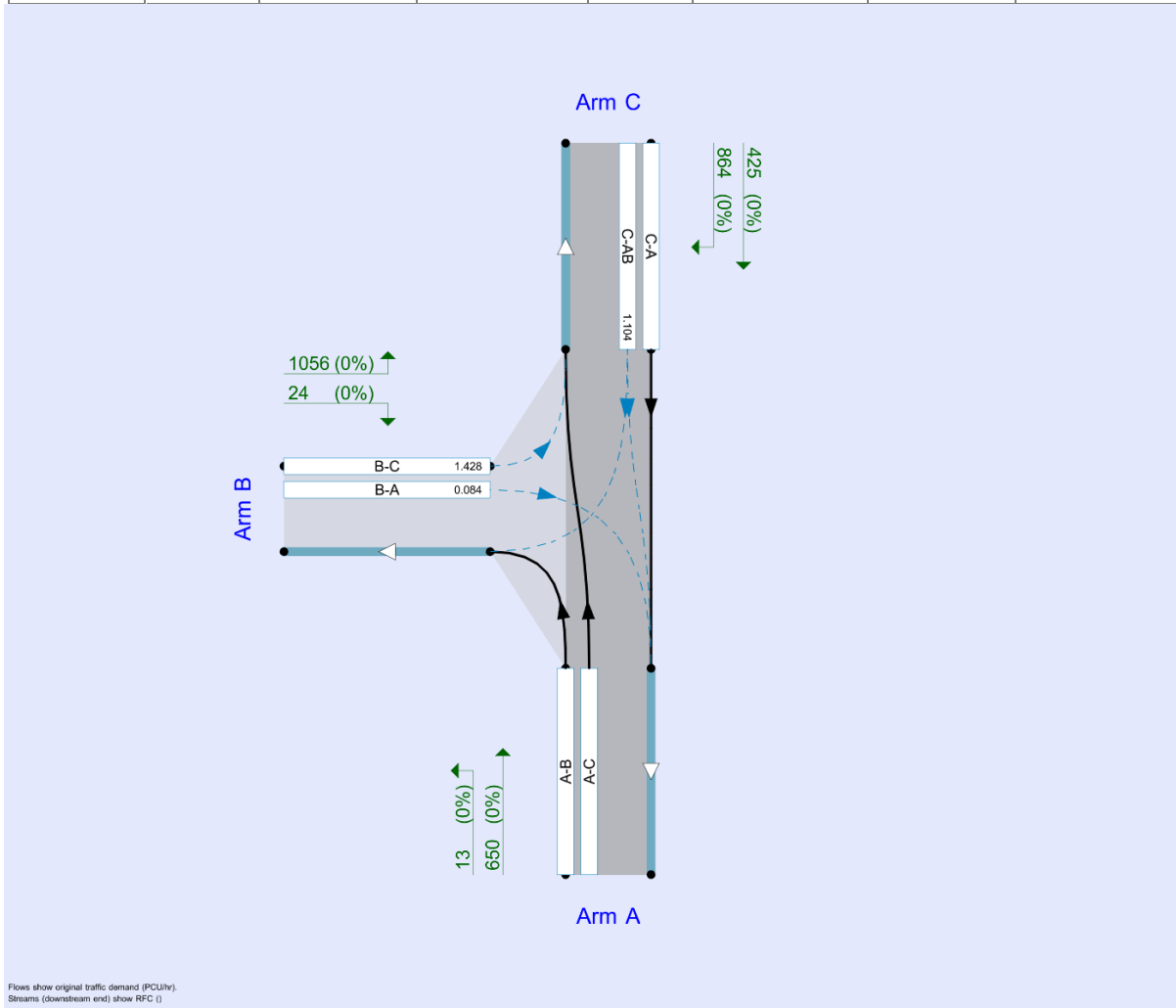
File summary

File Description

Title	B4066/A38
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A38 South		Major
B	B4066		Minor
C	A38 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.99		✓	3.30	80.0	✓	19.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.20	3.00	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	519	0.074	0.187	0.118	0.267
B-C	669	0.080	0.203	-	-
C-B	695	0.211	0.211	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	273	100.000
B		✓	241	100.000
C		✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	257
	B	15	0	226
	C	471	211	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.41	10.18	0.7	B
B-A	0.05	11.10	0.1	B
C-AB	0.37	9.02	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	624	0.273	169	0.4	7.884	A
B-A	11	397	0.028	11	0.0	9.319	A
C-AB	159	651	0.244	158	0.3	7.273	A
C-A	355			355			
A-B	12			12			
A-C	193			193			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	615	0.330	203	0.5	8.724	A
B-A	13	374	0.036	13	0.0	9.999	A
C-AB	190	643	0.295	189	0.4	7.931	A
C-A	423			423			
A-B	14			14			
A-C	231			231			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	602	0.413	248	0.7	10.136	B
B-A	17	341	0.048	16	0.1	11.095	B
C-AB	232	631	0.368	232	0.6	8.996	A
C-A	519			519			
A-B	18			18			
A-C	283			283			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	602	0.413	249	0.7	10.183	B
B-A	17	341	0.048	17	0.1	11.103	B
C-AB	232	631	0.368	232	0.6	9.024	A
C-A	519			519			

A-B	18			18			
A-C	283			283			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	615	0.330	204	0.5	8.780	A
B-A	13	373	0.036	14	0.0	10.011	B
C-AB	190	643	0.295	190	0.4	7.965	A
C-A	423			423			
A-B	14			14			
A-C	231			231			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	170	624	0.273	171	0.4	7.952	A
B-A	11	397	0.028	11	0.0	9.338	A
C-AB	159	651	0.244	159	0.3	7.324	A
C-A	355			355			
A-B	12			12			
A-C	193			193			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	508	100.000
B		✓	325	100.000
C		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	498
	B	19	0	306
	C	326	229	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.62	17.11	1.6	C
B-A	0.07	12.68	0.1	B
C-AB	0.44	11.09	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	586	0.393	228	0.6	9.977	A
B-A	14	373	0.038	14	0.0	10.028	B
C-AB	172	614	0.281	171	0.4	8.096	A
C-A	245			245			

A-B	8			8			
A-C	375			375			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	570	0.483	274	0.9	12.121	B
B-A	17	344	0.050	17	0.1	10.997	B
C-AB	206	598	0.344	205	0.5	9.146	A
C-A	293			293			
A-B	9			9			
A-C	448			448			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	337	547	0.616	334	1.5	16.745	C
B-A	21	305	0.069	21	0.1	12.657	B
C-AB	252	577	0.437	251	0.8	11.023	B
C-A	359			359			
A-B	11			11			
A-C	548			548			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	337	547	0.616	337	1.6	17.111	C
B-A	21	305	0.069	21	0.1	12.676	B
C-AB	252	577	0.437	252	0.8	11.088	B
C-A	359			359			
A-B	11			11			
A-C	548			548			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	275	570	0.483	278	1.0	12.420	B
B-A	17	344	0.050	17	0.1	11.018	B
C-AB	206	598	0.344	207	0.5	9.216	A
C-A	293			293			
A-B	9			9			
A-C	448			448			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	230	586	0.393	232	0.7	10.187	B
B-A	14	372	0.038	14	0.0	10.054	B
C-AB	172	614	0.281	173	0.4	8.172	A
C-A	245			245			
A-B	8			8			
A-C	375			375			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		19.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	324	100.000
B		✓	492	100.000
C		✓	1004	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	305
	B	18	0	474
	C	559	445	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.89	48.74	6.6	E
B-A	0.08	15.81	0.1	C
C-AB	0.79	26.97	3.6	D
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	357	615	0.581	352	1.3	13.431	B
B-A	14	336	0.040	13	0.0	11.166	B
C-AB	335	643	0.521	331	1.1	11.378	B
C-A	421			421			
A-B	14			14			
A-C	230			230			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	426	603	0.706	422	2.3	19.508	C
B-A	16	299	0.054	16	0.1	12.723	B
C-AB	400	633	0.632	398	1.6	15.127	C
C-A	502			502			
A-B	17			17			
A-C	274			274			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	522	587	0.889	508	5.8	39.724	E
B-A	20	249	0.080	20	0.1	15.673	C
C-AB	496	627	0.791	489	3.4	24.918	C
C-A	610			610			

A-B	21			21			
A-C	336			336			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	522	587	0.890	519	6.6	48.743	E
B-A	20	247	0.080	20	0.1	15.814	C
C-AB	496	627	0.791	495	3.6	26.975	D
C-A	610			610			
A-B	21			21			
A-C	336			336			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	426	603	0.707	442	2.6	24.205	C
B-A	16	296	0.055	16	0.1	12.859	B
C-AB	400	633	0.632	407	1.8	16.389	C
C-A	502			502			
A-B	17			17			
A-C	274			274			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	357	614	0.581	361	1.4	14.477	B
B-A	14	334	0.041	14	0.0	11.248	B
C-AB	335	643	0.521	338	1.1	11.888	B
C-A	421			421			
A-B	14			14			
A-C	230			230			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		214.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	603	100.000
B		✓	651	100.000
C		✓	787	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	591
	B	22	0	629
	C	386	401	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.33	674.68	105.0	F
B-A	0.11	17.98	0.1	C
C-AB	0.80	30.72	3.6	D
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	474	570	0.831	457	4.1	28.784	D
B-A	17	320	0.052	16	0.1	11.850	B
C-AB	302	599	0.504	298	1.0	11.814	B
C-A	291			291			
A-B	9			9			
A-C	445			445			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	565	550	1.028	524	14.4	82.126	F
B-A	20	280	0.071	20	0.1	13.808	B
C-AB	361	580	0.621	358	1.6	16.027	C
C-A	347			347			
A-B	11			11			
A-C	531			531			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	693	521	1.329	519	57.8	266.570	F
B-A	24	226	0.107	24	0.1	17.775	C
C-AB	446	560	0.796	439	3.4	27.995	D
C-A	421			421			
A-B	13			13			
A-C	651			651			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	693	521	1.330	520	100.8	549.359	F
B-A	24	224	0.108	24	0.1	17.977	C
C-AB	446	560	0.796	445	3.6	30.718	D
C-A	421			421			
A-B	13			13			
A-C	651			651			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	565	550	1.029	549	105.0	674.680	F
B-A	20	278	0.071	20	0.1	13.984	B
C-AB	361	580	0.621	368	1.7	17.529	C
C-A	347			347			
A-B	11			11			
A-C	531			531			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	474	570	0.831	565	82.3	598.358	F

B-A	17	318	0.052	17	0.1	11.947	B
C-AB	302	599	0.504	305	1.0	12.341	B
C-A	291			291			
A-B	9			9			
A-C	445			445			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2234.76	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	324	100.000
B		✓	1043	100.000
C		✓	1351	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	19	305
B	18	0	1025
C	559	792	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	2.28	4272.17	608.9	F
B-A	1.84	753.30	3.3	F
C-AB	1.41	1365.18	287.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	772	613	1.259	599	43.2	141.800	F
B-A	14	266	0.051	13	0.1	14.244	B
C-AB	689	743	0.927	658	7.7	34.758	D
C-A	328			328			
A-B	14			14			
A-C	230			230			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	921	600	1.537	599	123.7	521.409	F
B-A	16	209	0.077	16	0.1	18.624	C
C-AB	1215	1080	1.124	1093	38.0	100.214	F
C-A	0			0			
A-B	17			17			
A-C	274			274			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1129	573	1.969	573	262.6	1364.681	F
B-A	20	118	0.168	19	0.2	36.385	E
C-AB	1487	1057	1.408	1056	145.7	321.055	F

C-A	0			0			
A-B	21			21			
A-C	336			336			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1129	494	2.284	494	421.2	2580.536	F
B-A	20	29	0.673	16	1.1	234.128	F
C-AB	1487	1057	1.408	1056	253.5	679.292	F
C-A	0			0			
A-B	21			21			
A-C	336			336			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	921	459	2.009	459	536.9	3620.329	F
B-A	16	9	1.842	8	3.3	753.304	F
C-AB	1215	1080	1.124	1080	287.2	1113.014	F
C-A	0			0			
A-B	17			17			
A-C	274			274			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	772	484	1.595	484	608.9	4272.171	F
B-A	14	30	0.449	22	1.2	397.529	F
C-AB	689	743	0.927	769	267.2	1365.177	F
C-A	328			328			
A-B	14			14			
A-C	230			230			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		469284.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	603	100.000
B		✓	1015	100.000
C		✓	1210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	591
	B	22	0	993
	C	386	824	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	2.72	5213.23	665.5	F
B-A	9999999999.00	59999940.00	16.2	F
C-AB	1.64	1621.91	399.0	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	748	567	1.318	556	47.9	168.177	F
B-A	17	235	0.071	16	0.1	59999940.000	F
C-AB	911	879	1.036	849	15.4	54.302	F
C-A	0			0			
A-B	9			9			
A-C	445			445			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	893	543	1.644	543	135.4	676.581	F
B-A	20	166	0.119	20	0.1	59999940.000	F
C-AB	1088	852	1.276	857	73.2	205.376	F
C-A	0			0			
A-B	11			11			
A-C	531			531			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1093	452	2.420	452	295.8	1724.356	F
B-A	24	40	0.613	21	1.0	59999940.000	F
C-AB	1332	815	1.636	814	202.7	617.199	F
C-A	0			0			
A-B	13			13			
A-C	651			651			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1093	402	2.722	402	468.7	3279.389	F
B-A	24	0	999999999.000	0	7.1	59999940.000	F
C-AB	1332	815	1.636	814	332.1	1187.868	F
C-A	0			0			
A-B	13			13			
A-C	651			651			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	893	420	2.126	420	586.9	4423.170	F
B-A	20	0	999999999.000	0	12.0	59999940.000	F
C-AB	1088	852	1.276	852	391.0	1513.193	F
C-A	0			0			
A-B	11			11			
A-C	531			531			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	748	433	1.726	433	665.5	5213.227	F

B-A	17	0	999999999.000	0	16.2	59999940.000	F
C-AB	911	879	1.036	879	399.0	1621.914	F
C-A	0			0			
A-B	9			9			
A-C	445			445			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		416369.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	356	100.000
B		✓	1092	100.000
C		✓	1452	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	21	335
	B	20	0	1072
	C	615	837	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	2.66	5145.62	702.5	F
B-A	999999999.00	59999940.00	14.2	F
C-AB	1.51	1382.95	385.5	F
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	807	607	1.330	595	52.9	171.289	F
B-A	15	248	0.061	15	0.1	59999940.000	F
C-AB	990	1003	0.988	943	11.8	39.194	E
C-A	103			103			
A-B	16			16			
A-C	252			252			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	964	591	1.631	591	146.1	640.012	F
B-A	18	185	0.097	18	0.1	59999940.000	F
C-AB	1305	1088	1.200	1102	62.6	143.400	F

C-A	0			0			
A-B	19			19			
A-C	301			301			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1180	545	2.165	545	304.9	1495.789	F
B-A	22	71	0.309	21	0.4	59999940.000	F
C-AB	1599	1062	1.506	1061	196.9	446.561	F
C-A	0			0			
A-B	23			23			
A-C	369			369			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1180	444	2.659	444	489.0	3151.415	F
B-A	22	0	999999999.000	0	5.9	59999940.000	F
C-AB	1599	1062	1.506	1062	331.1	890.271	F
C-A	0			0			
A-B	23			23			
A-C	369			369			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	964	454	2.121	454	616.3	4328.744	F
B-A	18	0	999999999.000	0	10.4	59999940.000	F
C-AB	1305	1088	1.200	1088	385.5	1214.842	F
C-A	0			0			
A-B	19			19			
A-C	301			301			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	807	462	1.747	462	702.5	5145.618	F
B-A	15	0	999999999.000	0	14.2	59999940.000	F
C-AB	990	1003	0.988	1004	382.1	1382.949	F
C-A	103			103			
A-B	16			16			
A-C	252			252			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		477959.83	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	663	100.000
B		✓	1080	100.000
C		✓	1289	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	650
	B	24	0	1056
	C	425	864	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	2.97	6201.34	779.5	F
B-A	9999999999.00	59999940.00	23.3	F
C-AB	1.76	2038.03	508.0	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	795	557	1.428	548	61.8	216.468	F
B-A	18	215	0.084	18	0.1	59999940.000	F
C-AB	970	879	1.104	875	23.8	75.496	F
C-A	0			0			
A-B	10			10			
A-C	489			489			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	949	527	1.802	527	167.5	935.380	F
B-A	22	135	0.159	21	0.2	59999940.000	F
C-AB	1159	849	1.365	848	101.4	280.693	F
C-A	0			0			
A-B	12			12			
A-C	584			584			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1163	392	2.968	392	360.2	2422.583	F
B-A	26	0	9999999999.000	0	6.8	59999940.000	F
C-AB	1419	807	1.759	807	254.6	800.288	F
C-A	0			0			
A-B	14			14			
A-C	716			716			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1163	392	2.968	392	553.0	3968.379	F
B-A	26	0	9999999999.000	0	13.4	59999940.000	F
C-AB	1419	807	1.759	807	407.7	1483.418	F
C-A	0			0			
A-B	14			14			
A-C	716			716			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	949	412	2.305	412	687.3	5275.871	F
B-A	22	0	999999999.000	0	18.8	59999940.000	F
C-AB	1159	849	1.365	849	485.2	1864.007	F
C-A	0			0			
A-B	12			12			
A-C	584			584			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	795	426	1.865	426	779.5	6201.342	F
B-A	18	0	999999999.000	0	23.3	59999940.000	F
C-AB	970	879	1.104	879	508.0	2038.029	F
C-A	0			0			
A-B	10			10			
A-C	489			489			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A38 Alkington Lane Staggered Junction.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\6 - A38-Alkington Lane

Report generation date: 13/10/20 13:52:51

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Stream B-C	D1	0.0	8.84	0.04	A	D2	0.0	9.27	0.04	A
Stream B-AD		0.8	14.80	0.43	B		0.5	14.20	0.34	B
Stream A-BCD		0.0	6.67	0.01	A		0.0	6.13	0.02	A
Stream D-A		0.0	7.77	0.01	A		0.0	7.40	0.00	A
Stream D-BC		0.1	10.21	0.06	B		0.1	10.36	0.09	B
Stream C-ABD		0.0	6.20	0.04	A		0.0	6.98	0.02	A
2040 Base										
Stream B-C	D3	1.9	339.21	0.84	F	D4	1.7	336.95	0.90	F
Stream B-AD		11.0	110.33	0.97	F		9.3	110.53	0.96	F
Stream A-BCD		0.0	7.71	0.01	A		0.0	6.88	0.02	A
Stream D-A		0.0	9.01	0.01	A		0.0	8.40	0.00	A
Stream D-BC		0.1	14.35	0.09	B		0.2	15.23	0.15	C
Stream C-ABD		0.1	6.81	0.06	A		0.0	8.12	0.03	A
2040 Base + Dev (Worst Case)										
Stream B-C	D5	8.0	2433.48	1.69	F	D6	5.5	1642.80	1.47	F
Stream B-AD		259.4	2096.83	1.85	F		141.4	1300.55	1.66	F
Stream A-BCD		0.0	13.65	0.02	B		0.0	8.78	0.03	A
Stream D-A		0.0	17.08	0.02	C		0.0	11.19	0.00	B
Stream D-BC		0.5	74.02	0.34	F		0.4	38.09	0.30	E
Stream C-ABD		0.1	7.35	0.06	A		0.0	9.43	0.04	A

2040 Base + Dev (Worst Case Sensitivity)										
Stream B-C	D7	10.5	3058.42	1.91	F	D8	7.3	2172.71	1.74	F
Stream B-AD		329.5	2735.70	2.06	F		194.6	1842.61	1.91	F
Stream A-BCD		0.0	18.13	0.03	C		0.0	10.05	0.03	B
Stream D-A		2.3	2636.77	2.85	F		0.0	16.31	0.00	C
Stream D-BC		8.2	1990.14	3.04	F		1.1	92.58	0.57	F
Stream C-ABD		0.1	7.60	0.07	A		0.0	10.10	0.04	B

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.

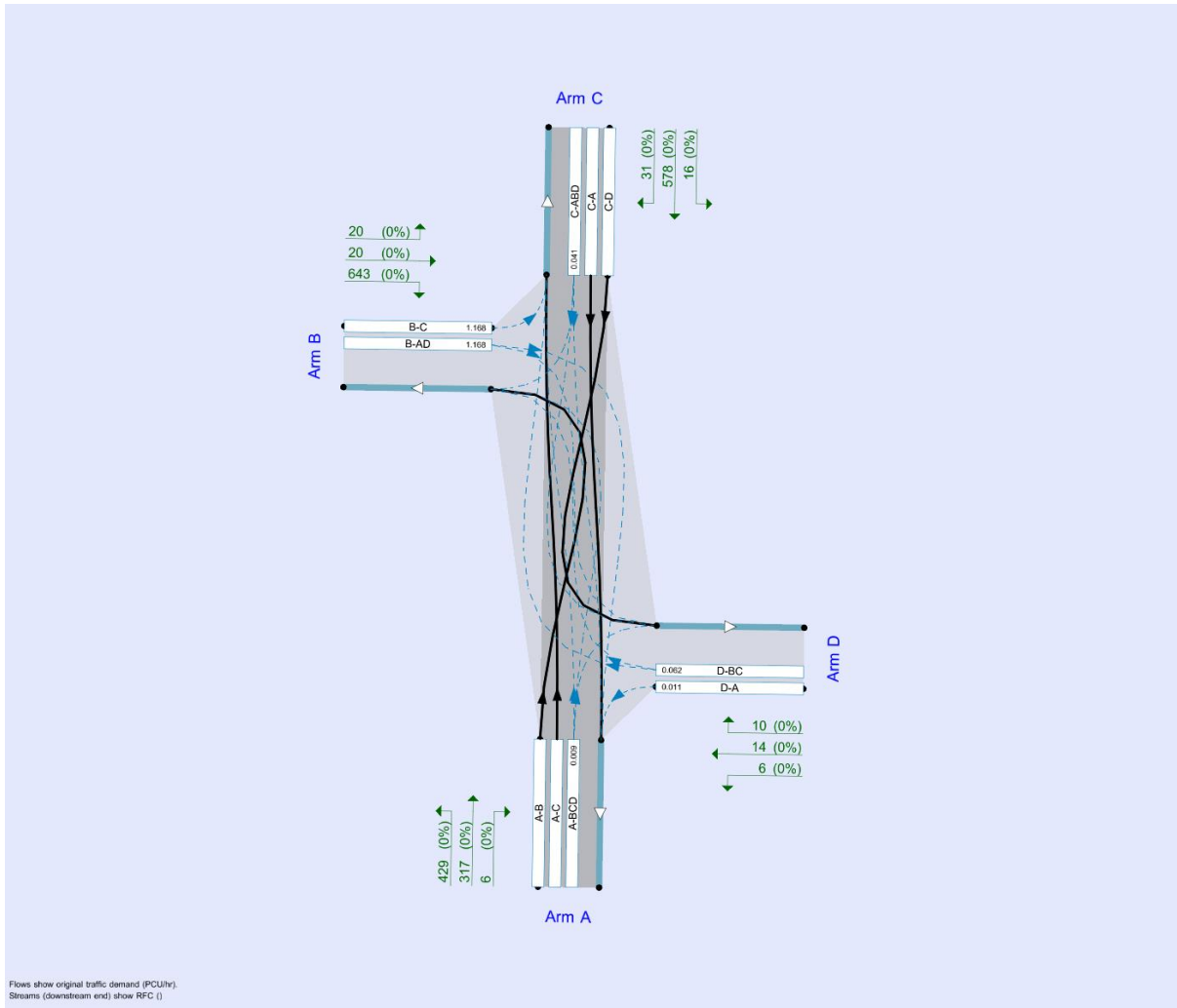
File summary

File Description

Title	A38/ Alkington Lane/ Wick Road
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4066 North		Major
B	Alkington lane		Minor
C	B4066 South		Major
D	Wick Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.73		✓	3.20	100.0	✓	8.00
C	9.73		✓	3.20	100.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	7.93	4.84	3.72	3.50	3.32		1.00	50	70
D	One lane plus flare	8.60	5.15	3.55	3.34	3.34	✓	1.00	90	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	701	-	-	-	0.227	0.227	0.227	-	0.227	-	-
B-AD	581	0.089	0.224	-	-	-	0.141	0.320	0.141	0.089	0.224
B-C	579	0.074	0.188	-	-	-	-	-	-	0.074	0.188
C-B	701	0.227	0.227	-	-	-	-	-	-	0.227	0.227

D-A	606	-	-	-	0.197	0.078	0.197	-	0.078	-	-
D-BC	579	0.141	0.141	0.319	0.223	0.088	0.223	-	0.088	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	358	100.000
B		✓	183	100.000
C		✓	478	100.000
D		✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	111	243	4
	B	153	0	15	15
	C	442	24	0	12
	D	4	11	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
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B-C	0.04	8.84	0.0	A
B-AD	0.43	14.80	0.8	B
A-BCD	0.01	6.67	0.0	A
A-B				
A-C				
D-A	0.01	7.77	0.0	A
D-BC	0.06	10.21	0.1	B
C-ABD	0.04	6.20	0.0	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	492	0.023	11	0.0	7.488	A
B-AD	126	477	0.265	125	0.4	10.199	B
A-BCD	3	594	0.005	3	0.0	6.089	A
A-B	84			84			
A-C	183			183			
D-A	3	512	0.006	3	0.0	7.070	A
D-BC	14	439	0.033	14	0.0	8.468	A
C-ABD	18	637	0.028	18	0.0	5.817	A
C-D	9			9			
C-A	333			333			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	467	0.029	13	0.0	7.936	A
B-AD	151	456	0.331	151	0.5	11.754	B
A-BCD	4	573	0.006	4	0.0	6.319	A
A-B	100			100			
A-C	218			218			
D-A	4	493	0.007	4	0.0	7.348	A
D-BC	17	412	0.042	17	0.0	9.122	A
C-ABD	22	624	0.035	22	0.0	5.971	A
C-D	11			11			
C-A	397			397			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	425	0.039	16	0.0	8.821	A
B-AD	185	428	0.432	184	0.7	14.681	B
A-BCD	4	544	0.008	4	0.0	6.665	A
A-B	122			122			
A-C	268			268			
D-A	4	468	0.009	4	0.0	7.769	A

D-BC	21	374	0.056	21	0.1	10.198	B
C-ABD	26	607	0.044	26	0.0	6.197	A
C-D	13			13			
C-A	487			487			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	424	0.039	17	0.0	8.842	A
B-AD	185	428	0.432	185	0.8	14.798	B
A-BCD	4	544	0.008	4	0.0	6.668	A
A-B	122			122			
A-C	268			268			
D-A	4	467	0.009	4	0.0	7.773	A
D-BC	21	374	0.056	21	0.1	10.206	B
C-ABD	26	607	0.044	26	0.0	6.197	A
C-D	13			13			
C-A	487			487			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	466	0.029	14	0.0	7.955	A
B-AD	151	456	0.331	152	0.5	11.872	B
A-BCD	4	573	0.006	4	0.0	6.326	A
A-B	100			100			
A-C	218			218			
D-A	4	493	0.007	4	0.0	7.354	A
D-BC	17	411	0.042	17	0.0	9.136	A
C-ABD	22	624	0.035	22	0.0	5.972	A
C-D	11			11			
C-A	397			397			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	491	0.023	11	0.0	7.505	A
B-AD	126	477	0.265	127	0.4	10.316	B
A-BCD	3	594	0.005	3	0.0	6.096	A
A-B	84			84			
A-C	183			183			
D-A	3	512	0.006	3	0.0	7.079	A
D-BC	14	439	0.033	14	0.0	8.483	A
C-ABD	18	637	0.028	18	0.0	5.818	A
C-D	9			9			
C-A	333			333			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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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.
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Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		2.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	669	100.000
B		✓	134	100.000
C		✓	302	100.000
D		✓	32	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	157	503	9
	B	108	0	13	13
	C	276	11	0	15
	D	1	16	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	9.27	0.0	A
B-AD	0.34	14.20	0.5	B
A-BCD	0.02	6.13	0.0	A
A-B				
A-C				
D-A	0.00	7.40	0.0	A
D-BC	0.09	10.36	0.1	B
C-ABD	0.02	6.98	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	469	0.021	10	0.0	7.840	A
B-AD	91	448	0.203	90	0.3	10.029	B
A-BCD	7	630	0.011	7	0.0	5.774	A
A-B	118			118			
A-C	379			379			
D-A	0.75	519	0.001	0.75	0.0	6.947	A
D-BC	23	447	0.052	23	0.1	8.489	A
C-ABD	8	582	0.014	8	0.0	6.270	A
C-D	11			11			
C-A	208			208			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	443	0.026	12	0.0	8.347	A
B-AD	109	422	0.258	108	0.3	11.451	B
A-BCD	8	616	0.013	8	0.0	5.919	A
A-B	141			141			

A-C	452			452			
D-A	0.90	506	0.002	0.90	0.0	7.127	A
D-BC	28	419	0.066	28	0.1	9.190	A
C-ABD	10	559	0.018	10	0.0	6.551	A
C-D	13			13			
C-A	248			248			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	403	0.036	14	0.0	9.261	A
B-AD	133	387	0.345	133	0.5	14.124	B
A-BCD	10	597	0.017	10	0.0	6.129	A
A-B	173			173			
A-C	554			554			
D-A	1	488	0.002	1	0.0	7.393	A
D-BC	34	382	0.089	34	0.1	10.350	B
C-ABD	12	528	0.023	12	0.0	6.983	A
C-D	17			17			
C-A	304			304			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	402	0.036	14	0.0	9.275	A
B-AD	133	387	0.345	133	0.5	14.200	B
A-BCD	10	597	0.017	10	0.0	6.131	A
A-B	173			173			
A-C	554			554			
D-A	1	488	0.002	1	0.0	7.396	A
D-BC	34	382	0.089	34	0.1	10.360	B
C-ABD	12	528	0.023	12	0.0	6.983	A
C-D	17			17			
C-A	304			304			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	442	0.026	12	0.0	8.359	A
B-AD	109	422	0.258	109	0.4	11.534	B
A-BCD	8	616	0.013	8	0.0	5.922	A
A-B	141			141			
A-C	452			452			
D-A	0.90	506	0.002	0.90	0.0	7.131	A
D-BC	28	419	0.066	28	0.1	9.204	A
C-ABD	10	559	0.018	10	0.0	6.554	A
C-D	13			13			
C-A	248			248			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	468	0.021	10	0.0	7.855	A
B-AD	91	448	0.203	91	0.3	10.107	B
A-BCD	7	630	0.011	7	0.0	5.780	A

A-B	118			118			
A-C	379			379			
D-A	0.75	518	0.001	0.75	0.0	6.955	A
D-BC	23	447	0.052	23	0.1	8.507	A
C-ABD	8	582	0.014	8	0.0	6.271	A
C-D	11			11			
C-A	208			208			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		29.66	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	543	100.000
B		✓	360	100.000
C		✓	568	100.000
D		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	250	288	5
	B	324	0	18	18
	C	525	29	0	14
	D	5	13	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.84	339.21	1.9	F
B-AD	0.97	110.33	11.0	F
A-BCD	0.01	7.71	0.0	A
A-B				
A-C				
D-A	0.01	9.01	0.0	A
D-BC	0.09	14.35	0.1	B
C-ABD	0.06	6.81	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	364	0.037	13	0.0	10.252	B
B-AD	257	450	0.572	252	1.3	17.764	C
A-BCD	4	550	0.007	4	0.0	6.592	A
A-B	188			188			
A-C	217			217			
D-A	4	475	0.008	4	0.0	7.644	A

D-BC	17	376	0.044	16	0.0	10.006	B
C-ABD	22	605	0.036	22	0.0	6.172	A
C-D	11			11			
C-A	395			395			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	256	0.063	16	0.1	14.987	B
B-AD	307	424	0.724	303	2.4	28.632	D
A-BCD	4	519	0.009	4	0.0	6.991	A
A-B	225			225			
A-C	259			259			
D-A	4	447	0.010	4	0.0	8.130	A
D-BC	20	335	0.059	20	0.1	11.398	B
C-ABD	26	586	0.044	26	0.0	6.427	A
C-D	13			13			
C-A	472			472			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	26	0.761	15	1.3	270.035	F
B-AD	377	388	0.970	353	8.3	74.073	F
A-BCD	6	478	0.012	5	0.0	7.619	A
A-B	275			275			
A-C	317			317			
D-A	6	409	0.013	5	0.0	8.910	A
D-BC	24	280	0.086	24	0.1	14.056	B
C-ABD	32	560	0.057	32	0.1	6.811	A
C-D	15			15			
C-A	578			578			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	24	0.838	17	1.9	339.211	F
B-AD	377	388	0.972	366	11.0	110.329	F
A-BCD	6	473	0.012	6	0.0	7.707	A
A-B	275			275			
A-C	317			317			
D-A	6	405	0.014	6	0.0	9.015	A
D-BC	24	275	0.088	24	0.1	14.355	B
C-ABD	32	560	0.057	32	0.1	6.812	A
C-D	15			15			
C-A	578			578			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	187	0.087	23	0.1	22.927	C
B-AD	307	423	0.727	339	3.0	52.348	F
A-BCD	4	511	0.009	5	0.0	7.113	A
A-B	225			225			
A-C	259			259			

D-A	4	440	0.010	5	0.0	8.275	A
D-BC	20	327	0.060	20	0.1	11.726	B
C-ABD	26	586	0.044	26	0.0	6.429	A
C-D	13			13			
C-A	472			472			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	350	0.039	14	0.0	10.722	B
B-AD	257	450	0.572	264	1.4	19.941	C
A-BCD	4	547	0.007	4	0.0	6.625	A
A-B	188			188			
A-C	217			217			
D-A	4	472	0.008	4	0.0	7.687	A
D-BC	17	373	0.044	17	0.0	10.093	B
C-ABD	22	605	0.036	22	0.0	6.176	A
C-D	11			11			
C-A	395			395			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		23.30	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
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A		✓	944	100.000
B		✓	308	100.000
C		✓	359	100.000
D		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	338	596	10
	B	276	0	16	16
	C	328	13	0	18
	D	1	19	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.90	336.95	1.7	F
B-AD	0.96	110.53	9.3	F
A-BCD	0.02	6.88	0.0	A
A-B				
A-C				
D-A	0.00	8.40	0.0	A
D-BC	0.15	15.23	0.2	C
C-ABD	0.03	8.12	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	348	0.035	12	0.0	10.693	B
B-AD	220	415	0.530	216	1.1	17.708	C
A-BCD	8	591	0.013	7	0.0	6.164	A
A-B	254			254			
A-C	449			449			
D-A	0.75	485	0.002	0.75	0.0	7.439	A
D-BC	28	379	0.073	28	0.1	10.222	B
C-ABD	10	534	0.018	10	0.0	6.861	A
C-D	14			14			
C-A	247			247			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	250	0.058	14	0.1	15.284	C
B-AD	263	382	0.687	259	2.0	28.370	D
A-BCD	9	569	0.016	9	0.0	6.425	A
A-B	304			304			
A-C	536			536			
D-A	0.90	464	0.002	0.90	0.0	7.777	A
D-BC	33	338	0.098	33	0.1	11.794	B
C-ABD	12	502	0.023	12	0.0	7.340	A
C-D	16			16			
C-A	295			295			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	36	0.492	15	0.7	160.444	F
B-AD	321	336	0.956	301	7.2	75.858	F
A-BCD	11	539	0.020	11	0.0	6.816	A
A-B	372			372			
A-C	656			656			
D-A	1	434	0.003	1	0.0	8.316	A
D-BC	41	282	0.145	41	0.2	14.920	B
C-ABD	14	457	0.031	14	0.0	8.124	A
C-D	20			20			
C-A	361			361			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	20	0.898	14	1.7	336.948	F
B-AD	321	336	0.957	313	9.3	110.534	F
A-BCD	11	534	0.021	11	0.0	6.877	A
A-B	372			372			
A-C	656			656			
D-A	1	430	0.003	1	0.0	8.395	A
D-BC	41	277	0.147	41	0.2	15.234	C
C-ABD	14	457	0.031	14	0.0	8.125	A
C-D	20			20			
C-A	361			361			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	196	0.073	21	0.1	21.210	C
B-AD	263	381	0.689	290	2.5	47.497	E
A-BCD	9	562	0.016	9	0.0	6.512	A
A-B	304			304			
A-C	536			536			
D-A	0.90	457	0.002	0.90	0.0	7.886	A
D-BC	33	331	0.101	33	0.1	12.116	B
C-ABD	12	502	0.023	12	0.0	7.345	A
C-D	16			16			
C-A	295			295			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	338	0.036	12	0.0	11.065	B
B-AD	220	415	0.530	225	1.2	19.459	C
A-BCD	8	589	0.013	8	0.0	6.189	A
A-B	254			254			
A-C	449			449			
D-A	0.75	483	0.002	0.75	0.0	7.470	A
D-BC	28	377	0.074	28	0.1	10.310	B
C-ABD	10	534	0.018	10	0.0	6.863	A
C-D	14			14			
C-A	247			247			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		703.82	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
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D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
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Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	697	100.000
B		✓	647	100.000
C		✓	568	100.000
D		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	404	288	5
	B	611	0	18	18
	C	525	29	0	14
	D	5	13	9	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.69	2433.48	8.0	F
B-AD	1.85	2096.83	259.4	F
A-BCD	0.02	13.65	0.0	B
A-B				
A-C				
D-A	0.02	17.08	0.0	C
D-BC	0.34	74.02	0.5	F
C-ABD	0.06	7.35	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	13	1.075	8	1.5	528.815	F
B-AD	474	441	1.075	413	15.1	85.570	F
A-BCD	4	501	0.008	4	0.0	7.243	A
A-B	304			304			
A-C	217			217			
D-A	4	431	0.009	4	0.0	8.417	A
D-BC	17	311	0.053	16	0.1	12.191	B
C-ABD	22	578	0.038	22	0.0	6.464	A
C-D	11			11			
C-A	395			395			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	15	1.107	12	2.6	859.210	F
B-AD	565	412	1.371	411	53.7	329.194	F
A-BCD	4	448	0.010	4	0.0	8.114	A
A-B	363			363			
A-C	259			259			
D-A	4	384	0.012	4	0.0	9.478	A
D-BC	20	246	0.080	20	0.1	15.874	C
C-ABD	26	555	0.047	26	0.0	6.810	A
C-D	13			13			
C-A	472			472			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	12	1.597	11	4.7	1395.974	F
B-AD	693	374	1.850	374	133.3	908.597	F
A-BCD	6	359	0.015	5	0.0	10.173	B
A-B	445			445			
A-C	317			317			
D-A	6	301	0.018	5	0.0	12.167	B
D-BC	24	141	0.172	24	0.2	30.685	D
C-ABD	32	522	0.061	32	0.1	7.348	A
C-D	15			15			
C-A	578			578			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	12	1.687	11	6.8	2108.845	F
B-AD	693	374	1.850	374	212.8	1675.935	F
A-BCD	6	287	0.019	5	0.0	12.789	B

A-B	445			445			
A-C	317			317			
D-A	6	223	0.025	5	0.0	16.575	C
D-BC	24	71	0.342	23	0.5	74.019	F
C-ABD	32	522	0.061	32	0.1	7.349	A
C-D	15			15			
C-A	578			578			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	13	1.282	12	7.8	2324.653	F
B-AD	565	413	1.371	412	251.0	1963.202	F
A-BCD	4	268	0.017	5	0.0	13.647	B
A-B	363			363			
A-C	259			259			
D-A	4	215	0.021	5	0.0	17.079	C
D-BC	20	73	0.272	20	0.4	68.651	F
C-ABD	26	554	0.047	26	0.0	6.819	A
C-D	13			13			
C-A	472			472			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	13	1.017	13	8.0	2433.481	F
B-AD	474	440	1.076	440	259.4	2096.831	F
A-BCD	4	272	0.014	4	0.0	13.408	B
A-B	304			304			
A-C	217			217			
D-A	4	228	0.017	4	0.0	16.047	C
D-BC	17	91	0.182	17	0.2	49.060	E
C-ABD	22	578	0.038	22	0.0	6.475	A
C-D	11			11			
C-A	395			395			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		309.59	F

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1188	100.000
B		✓	488	100.000
C		✓	359	100.000
D		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	582	596	10
	B	456	0	16	16
	C	328	13	0	18
	D	1	19	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.47	1642.80	5.5	F
B-AD	1.66	1300.55	141.4	F
A-BCD	0.03	8.78	0.0	A
A-B				

A-C				
D-A	0.00	11.19	0.0	B
D-BC	0.30	38.09	0.4	E
C-ABD	0.04	9.43	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	112	0.107	12	0.1	35.608	E
B-AD	355	399	0.891	335	5.2	46.746	E
A-BCD	8	561	0.013	7	0.0	6.508	A
A-B	438			438			
A-C	449			449			
D-A	0.75	458	0.002	0.75	0.0	7.875	A
D-BC	28	323	0.086	27	0.1	12.185	B
C-ABD	10	493	0.020	10	0.0	7.454	A
C-D	14			14			
C-A	247			247			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	12	1.188	8	1.7	620.399	F
B-AD	424	363	1.169	355	22.5	169.040	F
A-BCD	9	529	0.017	9	0.0	6.926	A
A-B	523			523			
A-C	536			536			
D-A	0.90	428	0.002	0.90	0.0	8.436	A
D-BC	33	267	0.125	33	0.1	15.407	C
C-ABD	12	452	0.026	12	0.0	8.172	A
C-D	16			16			
C-A	295			295			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	13	1.397	11	3.4	1099.903	F
B-AD	520	313	1.659	313	74.2	575.964	F
A-BCD	11	475	0.023	11	0.0	7.752	A
A-B	641			641			
A-C	656			656			
D-A	1	372	0.003	1	0.0	9.710	A
D-BC	41	180	0.226	40	0.3	25.627	D
C-ABD	14	396	0.036	14	0.0	9.422	A
C-D	20			20			
C-A	361			361			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	12	1.473	11	5.0	1618.328	F
B-AD	520	313	1.659	313	125.9	1064.104	F
A-BCD	11	428	0.026	11	0.0	8.626	A
A-B	641			641			
A-C	656			656			
D-A	1	323	0.003	1	0.0	11.190	B
D-BC	41	134	0.304	40	0.4	38.086	E
C-ABD	14	396	0.036	14	0.0	9.427	A
C-D	20			20			
C-A	361			361			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	13	1.070	12	5.5	1642.799	F
B-AD	424	363	1.170	362	141.4	1300.547	F
A-BCD	9	419	0.021	9	0.0	8.782	A
A-B	523			523			
A-C	536			536			
D-A	0.90	330	0.003	0.90	0.0	10.926	B
D-BC	33	159	0.209	34	0.3	28.790	D
C-ABD	12	452	0.026	12	0.0	8.179	A
C-D	16			16			
C-A	295			295			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	15	0.819	12	5.5	1576.707	F
B-AD	355	398	0.892	395	131.3	1241.438	F
A-BCD	8	432	0.017	8	0.0	8.482	A
A-B	438			438			
A-C	449			449			
D-A	0.75	349	0.002	0.76	0.0	10.329	B
D-BC	28	197	0.141	28	0.2	21.377	C
C-ABD	10	492	0.020	10	0.0	7.462	A
C-D	14			14			
C-A	247			247			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		927.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	752	100.000
B		✓	683	100.000
C		✓	625	100.000
D		✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	429	317	6
	B	643	0	20	20
	C	578	31	0	16
	D	6	14	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.91	3058.42	10.5	F
B-AD	2.06	2735.70	329.5	F
A-BCD	0.03	18.13	0.0	C
A-B				
A-C				
D-A	2.85	2636.77	2.3	F
D-BC	3.04	1990.14	8.2	F
C-ABD	0.07	7.60	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	13	1.168	8	1.7	554.435	F
B-AD	499	427	1.168	409	22.5	117.858	F
A-BCD	5	485	0.009	4	0.0	7.484	A
A-B	323			323			
A-C	239			239			
D-A	5	419	0.011	4	0.0	8.673	A
D-BC	18	291	0.062	18	0.1	13.188	B
C-ABD	23	569	0.041	23	0.0	6.596	A
C-D	12			12			
C-A	435			435			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	14	1.250	12	3.1	1001.752	F
B-AD	596	397	1.502	396	72.5	467.864	F
A-BCD	5	423	0.013	5	0.0	8.615	A
A-B	386			386			
A-C	285			285			
D-A	5	363	0.015	5	0.0	10.064	B
D-BC	22	215	0.100	21	0.1	18.575	C
C-ABD	28	543	0.051	28	0.1	6.985	A
C-D	14			14			
C-A	520			520			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	12	1.829	11	5.8	1688.700	F

B-AD	730	355	2.056	355	166.2	1206.543	F
A-BCD	7	320	0.021	7	0.0	11.484	B
A-B	472			472			
A-C	349			349			
D-A	7	258	0.026	7	0.0	14.289	B
D-BC	26	94	0.281	25	0.4	51.716	F
C-ABD	34	508	0.067	34	0.1	7.600	A
C-D	18			18			
C-A	636			636			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	12	1.913	11	8.5	2419.546	F
B-AD	730	355	2.056	355	259.9	2173.003	F
A-BCD	7	235	0.028	7	0.0	15.778	C
A-B	472			472			
A-C	349			349			
D-A	7	3	2.282	2	1.3	2116.776	F
D-BC	26	12	2.197	10	4.4	1188.576	F
C-ABD	34	508	0.067	34	0.1	7.603	A
C-D	18			18			
C-A	636			636			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	13	1.434	12	9.9	2850.620	F
B-AD	596	394	1.511	394	310.4	2499.382	F
A-BCD	5	207	0.026	5	0.0	17.839	C
A-B	386			386			
A-C	285			285			
D-A	5	2	2.851	2	2.2	2636.771	F
D-BC	22	7	3.041	7	8.1	1990.137	F
C-ABD	28	539	0.052	28	0.1	7.041	A
C-D	14			14			
C-A	520			520			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	13	1.132	13	10.5	3058.422	F
B-AD	499	423	1.181	423	329.5	2735.700	F
A-BCD	5	203	0.022	5	0.0	18.130	C
A-B	323			323			
A-C	239			239			
D-A	5	5	0.907	4	2.3	2418.700	F
D-BC	18	19	0.964	17	8.2	1776.397	F
C-ABD	23	561	0.042	23	0.0	6.692	A
C-D	12			12			
C-A	435			435			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		431.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1282	100.000
B		✓	518	100.000
C		✓	394	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	616	655	11
	B	484	0	17	17
	C	360	14	0	20
	D	1	21	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.74	2172.71	7.3	F
B-AD	1.91	1842.61	194.6	F
A-BCD	0.03	10.05	0.0	B
A-B				
A-C				
D-A	0.00	16.31	0.0	C
D-BC	0.57	92.58	1.1	F
C-ABD	0.04	10.10	0.0	B
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	25	0.507	10	0.7	216.632	F
B-AD	377	382	0.987	343	8.7	66.909	F
A-BCD	8	550	0.015	8	0.0	6.647	A
A-B	464			464			
A-C	493			493			
D-A	0.75	447	0.002	0.75	0.0	8.060	A
D-BC	31	302	0.102	30	0.1	13.239	B
C-ABD	11	476	0.022	10	0.0	7.732	A
C-D	15			15			
C-A	271			271			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	13	1.203	10	2.1	773.474	F
B-AD	450	343	1.313	340	36.2	272.981	F
A-BCD	10	513	0.019	10	0.0	7.159	A
A-B	554			554			

A-C	589			589			
D-A	0.90	411	0.002	0.90	0.0	8.774	A
D-BC	37	239	0.154	37	0.2	17.779	C
C-ABD	13	432	0.029	13	0.0	8.576	A
C-D	18			18			
C-A	324			324			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	11	1.662	10	4.2	1393.743	F
B-AD	552	289	1.908	289	101.9	871.989	F
A-BCD	12	447	0.027	12	0.0	8.275	A
A-B	678			678			
A-C	721			721			
D-A	1	332	0.003	1	0.0	10.866	B
D-BC	45	138	0.328	44	0.5	37.991	E
C-ABD	15	372	0.041	15	0.0	10.094	B
C-D	22			22			
C-A	396			396			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	11	1.744	10	6.3	2158.489	F
B-AD	552	289	1.909	289	167.6	1694.577	F
A-BCD	12	387	0.031	12	0.0	9.593	A
A-B	678			678			
A-C	721			721			
D-A	1	222	0.005	1	0.0	16.311	C
D-BC	45	79	0.569	43	1.1	92.576	F
C-ABD	15	372	0.041	15	0.0	10.103	B
C-D	22			22			
C-A	396			396			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	12	1.231	12	7.2	2159.905	F
B-AD	450	342	1.316	342	194.6	1812.749	F
A-BCD	10	368	0.027	10	0.0	10.052	B
A-B	554			554			
A-C	589			589			
D-A	0.90	258	0.003	0.90	0.0	13.982	B
D-BC	37	98	0.377	39	0.7	62.323	F
C-ABD	13	431	0.029	13	0.0	8.598	A
C-D	18			18			
C-A	324			324			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	14	0.933	13	7.3	2172.707	F
B-AD	377	382	0.989	380	194.0	1842.614	F
A-BCD	8	373	0.022	8	0.0	9.876	A

A-B	464			464			
A-C	493			493			
D-A	0.75	290	0.003	0.76	0.0	12.443	B
D-BC	31	129	0.239	32	0.3	37.581	E
C-ABD	11	475	0.022	11	0.0	7.744	A
C-D	15			15			
C-A	271			271			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A38-Breadstone T-junction.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\7 - A38-Breadstone

Report generation date: 22/09/20 15:02:06

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Stream B-C	D1	0.2	6.82	0.17	A	D2	0.2	8.20	0.16	A
Stream B-A		0.1	13.45	0.08	B		0.1	17.20	0.12	C
Stream C-AB		0.1	6.39	0.12	A		0.2	7.97	0.16	A
2040 Base										
Stream B-C	D3	0.3	8.87	0.24	A	D4	0.4	13.14	0.27	B
Stream B-A		0.2	26.13	0.17	D		0.5	59.60	0.36	F
Stream C-AB		0.2	7.81	0.16	A		0.3	11.62	0.25	B
2040 Base + Dev (Worst Case)										
Stream B-C	D5	64.7	1575.19	999999999.00	F	D6	51.0	1734.73	999999999.00	F
Stream B-A		14.7	1634.23	999999999.00	F		18.1	1844.24	999999999.00	F
Stream C-AB		0.3	12.27	0.23	B		0.5	18.07	0.35	C
2040 Base + Dev (Worst Case Sensitivity)										
Stream B-C	D7	70.9	1701.04	999999999.00	F	D8	86.4	2156.87	999999999.00	F
Stream B-A		16.8	1810.68	999999999.00	F		29.4	2547.29	999999999.00	F
Stream C-AB		0.4	13.78	0.27	B		0.7	23.55	0.43	C

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.

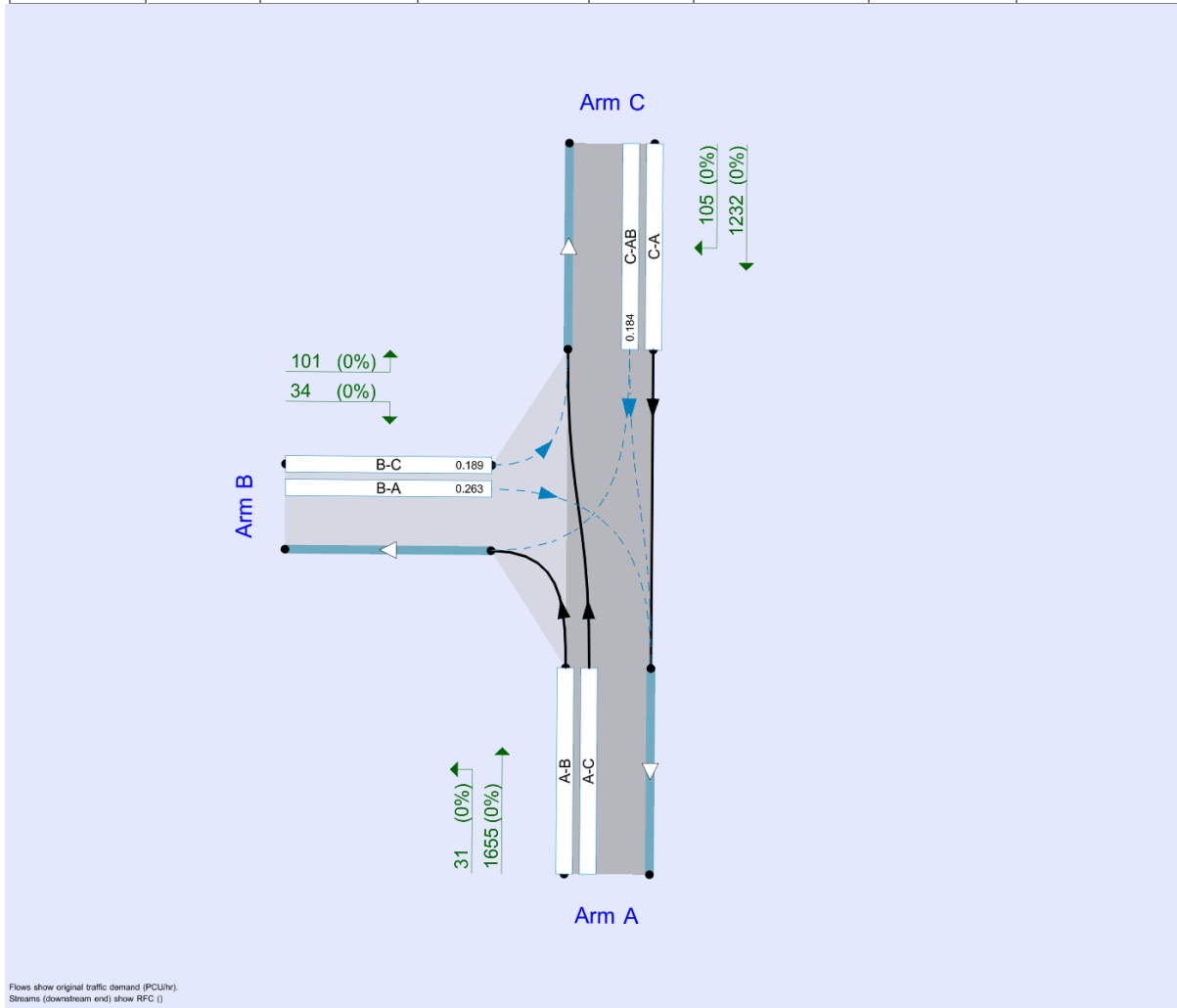
File summary

File Description

Title	A38/ Breadstone
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
-----------------------------	-----------------------------	---------------	-----------------------------	-----------------------

		0.85	36.00	20.00
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Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A38 South		Major
B	Breadstone		Minor
C	A38 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	3.00	250.0	✓	15.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	5.00	4.50	4.50	✓	3.00	100	120

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	532	0.088	0.224	0.141	0.319
B-C	790	0.111	0.279	-	-
C-B	781	0.276	0.276	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	470	100.000
B		✓	120	100.000
C		✓	737	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	448
	B	22	0	98
	C	669	68	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	6.82	0.2	A
B-A	0.08	13.45	0.1	B
C-AB	0.12	6.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	686	0.108	73	0.1	5.878	A
B-A	17	368	0.045	16	0.0	10.240	B
C-AB	51	684	0.075	51	0.1	5.688	A
C-A	504			504			
A-B	17			17			
A-C	337			337			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	665	0.133	88	0.2	6.239	A
B-A	20	336	0.059	20	0.1	11.382	B
C-AB	61	665	0.092	61	0.1	5.965	A
C-A	601			601			
A-B	20			20			
A-C	403			403			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	635	0.170	108	0.2	6.816	A
B-A	24	292	0.083	24	0.1	13.442	B
C-AB	75	638	0.117	75	0.1	6.386	A
C-A	737			737			

A-B	24			24			
A-C	493			493			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	635	0.170	108	0.2	6.825	A
B-A	24	292	0.083	24	0.1	13.453	B
C-AB	75	638	0.117	75	0.1	6.388	A
C-A	737			737			
A-B	24			24			
A-C	493			493			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	665	0.133	88	0.2	6.250	A
B-A	20	336	0.059	20	0.1	11.398	B
C-AB	61	665	0.092	61	0.1	5.970	A
C-A	601			601			
A-B	20			20			
A-C	403			403			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	685	0.108	74	0.1	5.887	A
B-A	17	368	0.045	17	0.0	10.256	B
C-AB	51	684	0.075	51	0.1	5.694	A
C-A	504			504			
A-B	17			17			
A-C	337			337			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	790	100.000
B		✓	104	100.000
C		✓	592	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	24	766
	B	26	0	78
	C	511	81	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	8.20	0.2	A
B-A	0.12	17.20	0.1	C
C-AB	0.16	7.97	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	607	0.097	58	0.1	6.556	A
B-A	20	334	0.059	19	0.1	11.422	B
C-AB	61	617	0.099	61	0.1	6.470	A
C-A	385			385			
A-B	18			18			
A-C	577			577			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	573	0.122	70	0.1	7.153	A
B-A	23	294	0.080	23	0.1	13.303	B
C-AB	73	585	0.124	73	0.1	7.024	A
C-A	459			459			
A-B	22			22			
A-C	689			689			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	525	0.163	86	0.2	8.183	A
B-A	29	238	0.120	28	0.1	17.170	C
C-AB	89	541	0.165	89	0.2	7.961	A
C-A	563			563			
A-B	26			26			
A-C	843			843			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	525	0.164	86	0.2	8.195	A
B-A	29	238	0.120	29	0.1	17.201	C
C-AB	89	541	0.165	89	0.2	7.968	A
C-A	563			563			
A-B	26			26			
A-C	843			843			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	70	573	0.122	70	0.1	7.167	A
B-A	23	294	0.080	24	0.1	13.331	B
C-AB	73	585	0.124	73	0.1	7.036	A
C-A	459			459			
A-B	22			22			
A-C	689			689			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	607	0.097	59	0.1	6.574	A

B-A	20	334	0.059	20	0.1	11.449	B
C-AB	61	617	0.099	61	0.1	6.477	A
C-A	385			385			
A-B	18			18			
A-C	577			577			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	763	100.000
B		✓	143	100.000
C		✓	1069	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	26	737
B	26	0	117
C	989	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	8.87	0.3	A
B-A	0.17	26.13	0.2	D
C-AB	0.16	7.81	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	622	0.142	87	0.2	6.729	A
B-A	20	282	0.069	19	0.1	13.689	B
C-AB	60	623	0.097	60	0.1	6.393	A
C-A	745			745			
A-B	20			20			
A-C	555			555			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	587	0.179	105	0.2	7.468	A
B-A	23	233	0.100	23	0.1	17.113	C
C-AB	72	592	0.122	72	0.1	6.921	A
C-A	889			889			
A-B	23			23			
A-C	663			663			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	535	0.241	128	0.3	8.840	A
B-A	29	166	0.172	28	0.2	25.997	D
C-AB	88	549	0.160	88	0.2	7.801	A

C-A	1089			1089			
A-B	29			29			
A-C	811			811			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	535	0.241	129	0.3	8.866	A
B-A	29	166	0.172	29	0.2	26.127	D
C-AB	88	549	0.160	88	0.2	7.807	A
C-A	1089			1089			
A-B	29			29			
A-C	811			811			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	586	0.179	106	0.2	7.499	A
B-A	23	233	0.100	24	0.1	17.190	C
C-AB	72	592	0.122	72	0.1	6.929	A
C-A	889			889			
A-B	23			23			
A-C	663			663			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	621	0.142	88	0.2	6.758	A
B-A	20	282	0.069	20	0.1	13.738	B
C-AB	60	623	0.097	60	0.1	6.404	A
C-A	745			745			
A-B	20			20			
A-C	555			555			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1202	100.000
B		✓	123	100.000
C		✓	831	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	1174
	B	31	0	92
	C	735	96	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	13.14	0.4	B
B-A	0.36	59.60	0.5	F
C-AB	0.25	11.62	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	518	0.134	69	0.2	8.000	A
B-A	23	236	0.099	23	0.1	16.841	C
C-AB	72	531	0.136	72	0.2	7.824	A
C-A	553			553			
A-B	21			21			
A-C	884			884			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	464	0.178	82	0.2	9.428	A
B-A	28	177	0.158	28	0.2	24.103	C
C-AB	86	483	0.179	86	0.2	9.071	A
C-A	661			661			
A-B	25			25			
A-C	1055			1055			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	378	0.268	101	0.4	12.976	B
B-A	34	94	0.362	33	0.5	57.474	F
C-AB	106	416	0.254	105	0.3	11.564	B
C-A	809			809			
A-B	31			31			
A-C	1293			1293			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	375	0.270	101	0.4	13.140	B
B-A	34	94	0.362	34	0.5	59.603	F
C-AB	106	416	0.254	106	0.3	11.617	B
C-A	809			809			
A-B	31			31			
A-C	1293			1293			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	462	0.179	83	0.2	9.527	A
B-A	28	177	0.158	29	0.2	24.598	C
C-AB	86	483	0.179	87	0.2	9.105	A
C-A	661			661			
A-B	25			25			
A-C	1055			1055			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	517	0.134	70	0.2	8.047	A

B-A	23	236	0.099	24	0.1	16.960	C
C-AB	72	531	0.136	73	0.2	7.853	A
C-A	553			553			
A-B	21			21			
A-C	884			884			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		79.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1314	100.000
B		✓	143	100.000
C		✓	1416	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	26	1288
B	26	0	117
C	1336	80	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	1575.19	64.7	F
B-A	999999999.00	1634.23	14.7	F
C-AB	0.23	12.27	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	500	0.176	87	0.2	8.701	A
B-A	20	153	0.128	19	0.1	26.843	D
C-AB	60	508	0.119	60	0.1	8.019	A
C-A	1006			1006			
A-B	20			20			
A-C	970			970			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	428	0.246	105	0.3	11.130	B
B-A	23	79	0.296	22	0.4	62.775	F
C-AB	72	455	0.158	72	0.2	9.391	A
C-A	1201			1201			
A-B	23			23			
A-C	1158			1158			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	0	999999999.000	0	32.5	1575.185	F
B-A	29	0	999999999.000	0	7.5	1634.231	F
C-AB	88	381	0.231	88	0.3	12.234	B

C-A	1471			1471			
A-B	29			29			
A-C	1418			1418			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	0	999999999.000	0	64.7	-3519.744	?
B-A	29	0	999999999.000	0	14.7	-4017.859	?
C-AB	88	381	0.231	88	0.3	12.269	B
C-A	1471			1471			
A-B	29			29			
A-C	1418			1418			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	279	0.378	274	22.4	524.526	F
B-A	23	63	0.372	59	5.8	538.429	F
C-AB	72	455	0.158	72	0.2	9.422	A
C-A	1201			1201			
A-B	23			23			
A-C	1158			1158			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	478	0.184	177	0.2	16.353	C
B-A	20	152	0.129	42	0.2	39.379	E
C-AB	60	508	0.119	60	0.1	8.049	A
C-A	1006			1006			
A-B	20			20			
A-C	970			970			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		74.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1566	100.000
B		✓	123	100.000
C		✓	1254	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	28	1538
	B	31	0	92
	C	1158	96	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	1734.73	51.0	F
B-A	999999999.00	1844.24	18.1	F
C-AB	0.35	18.07	0.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	435	0.159	69	0.2	9.801	A
B-A	23	128	0.182	22	0.2	33.859	D
C-AB	72	455	0.159	72	0.2	9.359	A
C-A	872			872			
A-B	21			21			
A-C	1158			1158			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	316	0.262	82	0.3	15.355	C
B-A	28	47	0.589	25	1.0	144.597	F
C-AB	86	392	0.220	86	0.3	11.739	B
C-A	1041			1041			
A-B	25			25			
A-C	1383			1383			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0	999999999.000	0	25.7	1734.728	F
B-A	34	0	999999999.000	0	9.6	1844.239	F
C-AB	106	305	0.347	105	0.5	17.911	C
C-A	1275			1275			
A-B	31			31			
A-C	1693			1693			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	0	999999999.000	0	51.0	-895.419	?
B-A	34	0	999999999.000	0	18.1	-1171.327	?
C-AB	106	305	0.347	106	0.5	18.074	C
C-A	1275			1275			
A-B	31			31			
A-C	1693			1693			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	131	0.631	129	39.5	1035.458	F
B-A	28	46	0.608	43	14.2	1071.254	F
C-AB	86	392	0.220	87	0.3	11.839	B
C-A	1041			1041			
A-B	25			25			
A-C	1383			1383			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	362	0.191	226	0.2	89.529	F

B-A	23	122	0.191	79	0.3	164.726	F
C-AB	72	455	0.159	73	0.2	9.414	A
C-A	872			872			
A-B	21			21			
A-C	1158			1158			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		88.42	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1391	100.000
B		✓	157	100.000
C		✓	1522	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	1362
	B	29	0	128
	C	1434	88	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	9999999999.00	1701.04	70.9	F
B-A	9999999999.00	1810.68	16.8	F
C-AB	0.27	13.78	0.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	479	0.201	95	0.2	9.356	A
B-A	22	128	0.171	21	0.2	33.518	D
C-AB	66	492	0.135	66	0.2	8.434	A
C-A	1080			1080			
A-B	22			22			
A-C	1025			1025			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	372	0.309	114	0.4	13.902	B
B-A	26	49	0.532	23	0.9	130.551	F
C-AB	79	436	0.182	79	0.2	10.081	B

C-A	1289			1289			
A-B	26			26			
A-C	1224			1224			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	0	999999999.000	0	35.7	1701.041	F
B-A	32	0	999999999.000	0	8.8	1810.682	F
C-AB	97	358	0.271	96	0.4	13.725	B
C-A	1579			1579			
A-B	32			32			
A-C	1500			1500			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	141	0	999999999.000	0	70.9	-1190.361	?
B-A	32	0	999999999.000	0	16.8	-1501.877	?
C-AB	97	358	0.271	97	0.4	13.782	B
C-A	1579			1579			
A-B	32			32			
A-C	1500			1500			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	195	0.589	193	51.5	1017.599	F
B-A	26	46	0.570	43	12.5	1036.293	F
C-AB	79	436	0.182	80	0.2	10.129	B
C-A	1289			1289			
A-B	26			26			
A-C	1224			1224			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	412	0.234	301	0.3	141.923	F
B-A	22	115	0.190	71	0.3	151.684	F
C-AB	66	492	0.135	67	0.2	8.470	A
C-A	1080			1080			
A-B	22			22			
A-C	1025			1025			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		97.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	1686	100.000
B		✓	135	100.000
C		✓	1337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	31	1655
	B	34	0	101
	C	1232	105	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	999999999.00	2156.87	86.4	F
B-A	999999999.00	2547.29	29.4	F
C-AB	0.43	23.55	0.7	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	403	0.189	75	0.2	10.952	B
B-A	26	98	0.263	24	0.3	48.383	E
C-AB	79	431	0.184	78	0.2	10.192	B
C-A	928			928			
A-B	23			23			
A-C	1246			1246			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	31	2.912	30	15.5	2156.867	F
B-A	31	11	2.819	10	5.6	2547.293	F
C-AB	94	362	0.260	94	0.3	13.381	B
C-A	1108			1108			
A-B	28			28			
A-C	1488			1488			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0	999999999.000	0	43.3	1768.161	F
B-A	37	0	999999999.000	0	15.0	1789.113	F
C-AB	116	268	0.431	114	0.7	23.125	C
C-A	1356			1356			
A-B	34			34			
A-C	1822			1822			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	0	999999999.000	0	71.1	1412.368	F
B-A	37	0	999999999.000	0	24.3	1431.966	F
C-AB	116	268	0.431	116	0.7	23.546	C
C-A	1356			1356			
A-B	34			34			
A-C	1822			1822			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	30	3.045	30	86.4	1979.787	F
B-A	31	10	3.010	10	29.4	2019.074	F
C-AB	94	362	0.260	96	0.4	13.582	B
C-A	1108			1108			
A-B	28			28			
A-C	1488			1488			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	242	0.314	239	45.6	999.062	F
B-A	26	82	0.311	79	15.9	1041.537	F
C-AB	79	431	0.184	80	0.2	10.275	B
C-A	928			928			
A-B	23			23			
A-C	1246			1246			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: A38-Berkeley Road.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\8 - A38-Berkeley Road

Report generation date: 13/10/20 14:23:04

- »2020 Base, AM
- »2020 Base, PM
- »2040 Base, AM
- »2040 Base, PM
- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020 Base										
Junction 1 - Stream B-C	D1	1.6	13.11	0.62	B	D2	0.5	7.70	0.35	A
Junction 1 - Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 1 - Stream C-AB		0.7	9.60	0.41	A		1.2	12.28	0.54	B
Junction 2 - Stream B-AC		0.1	8.46	0.07	A		0.1	9.30	0.07	A
Junction 2 - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2040 Base										
Junction 1 - Stream B-C	D3	10.9	66.54	0.95	F	D4	1.1	11.59	0.54	B
Junction 1 - Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 1 - Stream C-AB		2.4	19.86	0.71	C		11.5	38.08	0.91	E
Junction 2 - Stream B-AC		0.1	10.45	0.10	B		0.1	11.92	0.10	B
Junction 2 - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2040 Base + Dev (Worst Case)										
Junction 1 - Stream B-C	D5	254.8	1773.21	1.80	F	D6	68.0	508.02	1.28	F
Junction 1 - Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 1 - Stream C-AB		244.9	1147.94	1.36	F		300.2	1335.07	1.38	F
Junction 2 - Stream B-AC		0.2	14.67	0.13	B		0.2	17.88	0.14	C
Junction 2 - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2040 Base + Dev (Worst Case Sensitivity)										
Junction 1 - Stream B-C	D7	335.0	2335.94	1.99	F	D8	99.6	732.33	1.40	F

Junction 1 - Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 1 - Stream C-AB		350.4	1479.44	1.48	F		454.4	1640.07	1.53	F
Junction 2 - Stream B-AC		0.1	11.17	0.10	B		0.1	12.96	0.11	B
Junction 2 - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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.

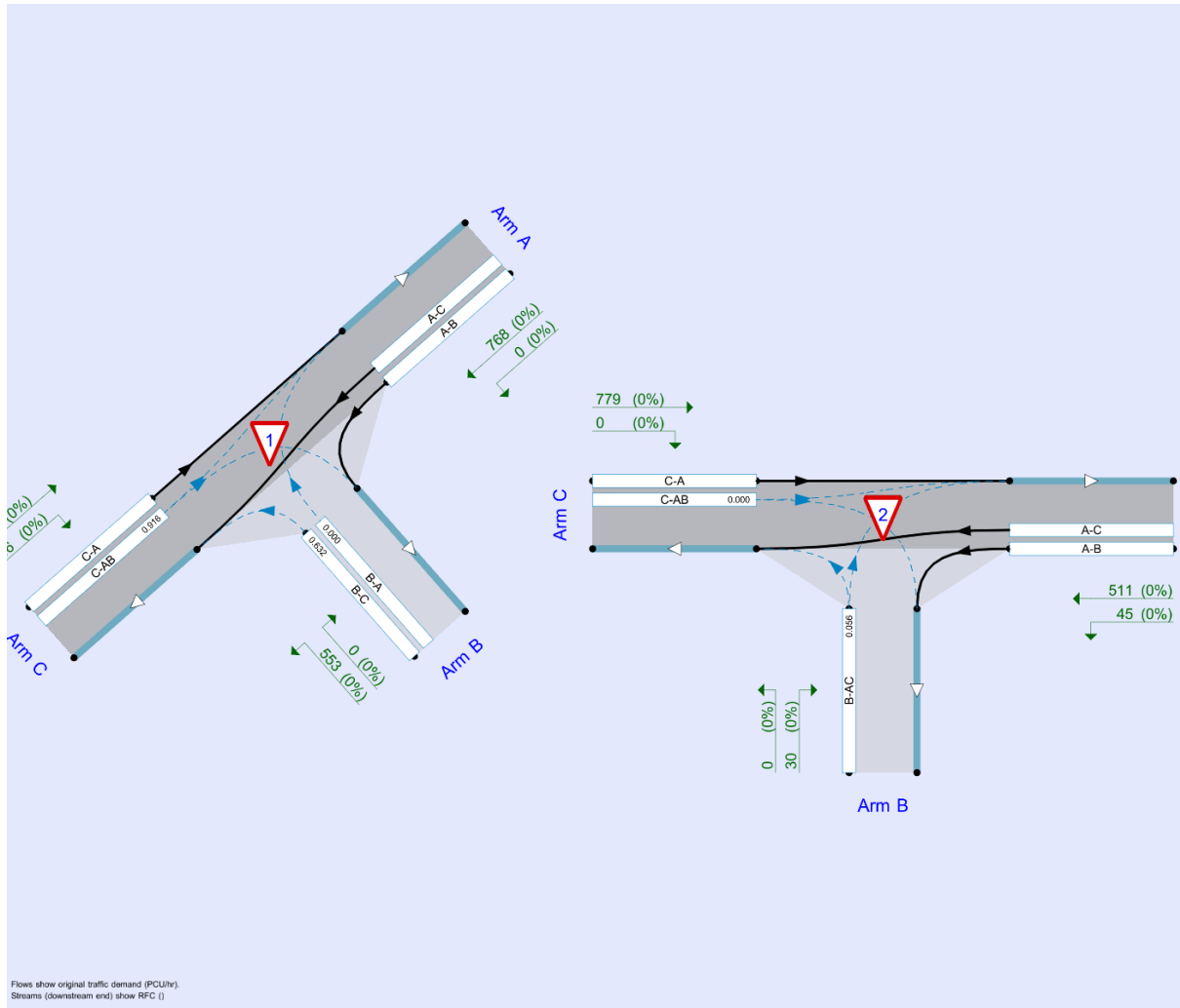
File summary

File Description

Title	A38/ Berkeley Road
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.84	A
2	untitled	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	A38 North		Major
	B	Berkeley Road		Minor
	C	A38 South		Major
2	A	A38 N		Major
	B	Link Road		Minor
	C	A38 S		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.48		✓	3.00	175.0	✓	8.00
2	C	7.50				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

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1	B	One lane plus flare		5.10	4.48	3.90	3.64	3.55	✓	1.00	130	200
2	B	One lane	4.00								150	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	439	0.075	0.189	0.119	0.270
	B-C	833	0.120	0.302	-	-
	C-B	734	0.266	0.266	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	601	0.102	0.259	0.163	0.369
	B-C	714	0.102	0.259	-	-
	C-B	719	0.260	0.260	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2020 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	344	100.000
	B		✓	404	100.000
	C		✓	546	100.000
2	A		✓	339	100.000
	B		✓	29	100.000
	C		✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	
Junction 1	From	A	0	0	344
		B	0	0	404
		C	311	235	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	24	315
	B	29	0	0
	C	285	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	0.62	13.11	1.6	B
	B-A	0.00	0.00	0.0	A
	C-AB	0.41	9.60	0.7	A
	C-A				
	A-B				
	A-C				
2	B-AC	0.07	8.46	0.1	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	304	755	0.403	301	0.7	7.890	A
	B-A	0	315	0.000	0	0.0	0.000	A
	C-AB	177	665	0.266	175	0.4	7.331	A
	C-A	234			234			
	A-B	0			0			
	A-C	259			259			
2	B-AC	22	503	0.043	22	0.0	7.479	A
	C-AB	0	652	0.000	0	0.0	0.000	A
	C-A	215			215			
	A-B	18			18			
	A-C	237			237			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	363	740	0.491	362	0.9	9.494	A
	B-A	0	290	0.000	0	0.0	0.000	A
	C-AB	211	652	0.324	211	0.5	8.154	A
	C-A	280			280			
	A-B	0			0			
	A-C	309			309			
2	B-AC	26	484	0.054	26	0.1	7.861	A
	C-AB	0	639	0.000	0	0.0	0.000	A
	C-A	256			256			
	A-B	22			22			
	A-C	283			283			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	445	719	0.619	442	1.6	12.891	B
	B-A	0	256	0.000	0	0.0	0.000	A
	C-AB	259	634	0.409	258	0.7	9.565	A
	C-A	342			342			
	A-B	0			0			
	A-C	379			379			
2	B-AC	32	458	0.070	32	0.1	8.456	A
	C-AB	0	622	0.000	0	0.0	0.000	A
	C-A	314			314			
	A-B	26			26			
	A-C	347			347			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	445	719	0.619	445	1.6	13.109	B
	B-A	0	256	0.000	0	0.0	0.000	A
	C-AB	259	634	0.409	259	0.7	9.604	A
	C-A	342			342			
	A-B	0			0			
	A-C	379			379			
2	B-AC	32	458	0.070	32	0.1	8.458	A

	C-AB	0	622	0.000	0	0.0	0.000	A
	C-A	314			314			
	A-B	26			26			
	A-C	347			347			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	363	740	0.491	366	1.0	9.676	A
	B-A	0	290	0.000	0	0.0	0.000	A
	C-AB	211	652	0.324	212	0.5	8.200	A
	C-A	280			280			
	A-B	0			0			
	A-C	309			309			
2	B-AC	26	484	0.054	26	0.1	7.867	A
	C-AB	0	639	0.000	0	0.0	0.000	A
	C-A	256			256			
	A-B	22			22			
	A-C	283			283			

09:15 - 09:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	304	755	0.403	305	0.7	8.023	A
	B-A	0	314	0.000	0	0.0	0.000	A
	C-AB	177	665	0.266	177	0.4	7.389	A
	C-A	234			234			
	A-B	0			0			
	A-C	259			259			
2	B-AC	22	503	0.043	22	0.0	7.486	A
	C-AB	0	652	0.000	0	0.0	0.000	A
	C-A	215			215			
	A-B	18			18			
	A-C	237			237			

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
----------	------	---------------	----------------------	-----------------------	--------------------	--------------

1	untitled	T-Junction	Two-way		3.85	A
2	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2020 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	355	100.000
	B		✓	225	100.000
	C		✓	854	100.000
2	A		✓	363	100.000
	B		✓	25	100.000
	C		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	355
	B	0	0	225
	C	546	308	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	38	325
	B	25	0	0
	C	500	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	0.35	7.70	0.5	A
	B-A	0.00	0.00	0.0	A
	C-AB	0.54	12.28	1.2	B
	C-A				
	A-B				
	A-C				
2	B-AC	0.07	9.30	0.1	A
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	169	753	0.225	168	0.3	6.150	A
	B-A	0	277	0.000	0	0.0	0.000	A
	C-AB	232	663	0.350	230	0.5	8.269	A
	C-A	411			411			
	A-B	0			0			
	A-C	267			267			
2	B-AC	19	474	0.040	19	0.0	7.911	A
	C-AB	0	648	0.000	0	0.0	0.000	A
	C-A	376			376			
	A-B	29			29			

	A-C	245			245			
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17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	202	737	0.274	202	0.4	6.723	A
	B-A	0	245	0.000	0	0.0	0.000	A
	C-AB	277	650	0.427	276	0.7	9.619	A
	C-A	491			491			
	A-B	0			0			
	A-C	319			319			
2	B-AC	22	449	0.050	22	0.1	8.442	A
	C-AB	0	634	0.000	0	0.0	0.000	A
	C-A	449			449			
	A-B	34			34			
	A-C	292			292			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	248	715	0.346	247	0.5	7.678	A
	B-A	0	201	0.000	0	0.0	0.000	A
	C-AB	341	634	0.538	340	1.1	12.154	B
	C-A	599			599			
	A-B	0			0			
	A-C	391			391			
2	B-AC	28	415	0.066	27	0.1	9.299	A
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	551			551			
	A-B	42			42			
	A-C	358			358			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	248	715	0.346	248	0.5	7.697	A
	B-A	0	201	0.000	0	0.0	0.000	A
	C-AB	341	634	0.538	341	1.2	12.281	B
	C-A	599			599			
	A-B	0			0			
	A-C	391			391			
2	B-AC	28	415	0.066	28	0.1	9.300	A
	C-AB	0	615	0.000	0	0.0	0.000	A
	C-A	551			551			
	A-B	42			42			
	A-C	358			358			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	202	737	0.274	203	0.4	6.745	A
	B-A	0	244	0.000	0	0.0	0.000	A
	C-AB	277	650	0.427	279	0.8	9.746	A
	C-A	491			491			
	A-B	0			0			

	A-C	319			319			
2	B-AC	22	449	0.050	23	0.1	8.448	A
	C-AB	0	634	0.000	0	0.0	0.000	A
	C-A	449			449			
	A-B	34			34			
	A-C	292			292			

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	169	753	0.225	170	0.3	6.178	A
	B-A	0	276	0.000	0	0.0	0.000	A
	C-AB	232	663	0.350	233	0.5	8.384	A
	C-A	411			411			
	A-B	0			0			
	A-C	267			267			
2	B-AC	19	474	0.040	19	0.0	7.919	A
	C-AB	0	648	0.000	0	0.0	0.000	A
	C-A	376			376			
	A-B	29			29			
	A-C	245			245			

2040 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		23.55	C
2	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
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D3	2040 Base	AM	ONE HOUR	08:00	09:30	15
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Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	512	100.000
	B		✓	571	100.000
	C		✓	854	100.000
2	A		✓	505	100.000
	B		✓	34	100.000
	C		✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	512
	B	0	0	571
	C	479	375	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	28	477
	B	34	0	0
	C	447	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	0.95	66.54	10.9	F
	B-A	0.00	0.00	0.0	A
	C-AB	0.71	19.86	2.4	C
	C-A				
	A-B				
	A-C				
2	B-AC	0.10	10.45	0.1	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	430	717	0.600	424	1.4	12.066	B
	B-A	0	247	0.000	0	0.0	0.000	A
	C-AB	283	632	0.447	279	0.8	10.120	B
	C-A	360			360			
	A-B	0			0			
	A-C	385			385			
2	B-AC	26	451	0.057	25	0.1	8.449	A
	C-AB	0	620	0.000	0	0.0	0.000	A
	C-A	337			337			
	A-B	21			21			
	A-C	359			359			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	513	694	0.739	509	2.6	18.883	C
	B-A	0	209	0.000	0	0.0	0.000	A
	C-AB	339	615	0.551	338	1.2	12.889	B
	C-A	429			429			
	A-B	0			0			
	A-C	460			460			
2	B-AC	31	422	0.072	30	0.1	9.191	A
	C-AB	0	601	0.000	0	0.0	0.000	A
	C-A	402			402			
	A-B	25			25			
	A-C	429			429			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	629	663	0.948	604	8.8	47.630	E
	B-A	0	157	0.000	0	0.0	0.000	A
	C-AB	436	617	0.707	432	2.3	19.015	C
	C-A	504			504			
	A-B	0			0			
	A-C	564			564			
2	B-AC	37	382	0.098	37	0.1	10.443	B
	C-AB	0	574	0.000	0	0.0	0.000	A
	C-A	492			492			
	A-B	31			31			
	A-C	525			525			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	629	663	0.948	620	10.9	66.541	F
	B-A	0	156	0.000	0	0.0	0.000	A
	C-AB	436	617	0.707	436	2.4	19.857	C
	C-A	504			504			
	A-B	0			0			
	A-C	564			564			
2	B-AC	37	382	0.098	37	0.1	10.449	B
	C-AB	0	574	0.000	0	0.0	0.000	A
	C-A	492			492			
	A-B	31			31			
	A-C	525			525			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	513	694	0.739	545	3.1	27.957	D
	B-A	0	207	0.000	0	0.0	0.000	A
	C-AB	339	615	0.551	344	1.3	13.480	B
	C-A	429			429			
	A-B	0			0			
	A-C	460			460			
2	B-AC	31	422	0.072	31	0.1	9.200	A
	C-AB	0	601	0.000	0	0.0	0.000	A
	C-A	402			402			
	A-B	25			25			
	A-C	429			429			

09:15 - 09:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	430	717	0.600	436	1.5	13.077	B
	B-A	0	246	0.000	0	0.0	0.000	A
	C-AB	283	632	0.447	284	0.8	10.405	B
	C-A	360			360			
	A-B	0			0			
	A-C	385			385			
2	B-AC	26	451	0.057	26	0.1	8.460	A

	C-AB	0	620	0.000	0	0.0	0.000	A
	C-A	337			337			
	A-B	21			21			
	A-C	359			359			

2040 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		13.51	B
2	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	490	100.000
	B		✓	327	100.000
	C		✓	1279	100.000
2	A		✓	499	100.000
	B		✓	30	100.000
	C		✓	735	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	
Junction 1	From	A	0	0	490
		B	0	0	327
		C	789	490	0

Demand (PCU/hr)

		To			
		A	B	C	
Junction 2	From	A	0	45	454
		B	30	0	0
		C	735	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	0.54	11.59	1.1	B
	B-A	0.00	0.00	0.0	A
	C-AB	0.91	38.08	11.5	E
	C-A				
	A-B				
	A-C				
2	B-AC	0.10	11.92	0.1	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				

	A-C				
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Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	246	722	0.341	244	0.5	7.502	A
	B-A	0	199	0.000	0	0.0	0.000	A
	C-AB	373	644	0.580	368	1.3	12.831	B
	C-A	590			590			
	A-B	0			0			
	A-C	369			369			
2	B-AC	23	419	0.054	22	0.1	9.069	A
	C-AB	0	621	0.000	0	0.0	0.000	A
	C-A	553			553			
	A-B	34			34			
	A-C	342			342			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	294	700	0.420	293	0.7	8.822	A
	B-A	0	151	0.000	0	0.0	0.000	A
	C-AB	475	665	0.714	470	2.5	18.168	C
	C-A	675			675			
	A-B	0			0			
	A-C	440			440			
2	B-AC	27	384	0.070	27	0.1	10.084	B
	C-AB	0	602	0.000	0	0.0	0.000	A
	C-A	661			661			
	A-B	40			40			
	A-C	408			408			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	360	670	0.537	358	1.1	11.471	B
	B-A	0	85	0.000	0	0.0	0.000	A
	C-AB	925	1012	0.914	899	8.8	28.881	D
	C-A	484			484			
	A-B	0			0			
	A-C	540			540			
2	B-AC	33	335	0.099	33	0.1	11.912	B
	C-AB	0	576	0.000	0	0.0	0.000	A
	C-A	809			809			
	A-B	50			50			
	A-C	500			500			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	360	670	0.537	360	1.1	11.589	B
	B-A	0	81	0.000	0	0.0	0.000	A
	C-AB	925	1012	0.914	914	11.5	38.079	E
	C-A	484			484			
	A-B	0			0			
	A-C	540			540			
2	B-AC	33	335	0.099	33	0.1	11.921	B
	C-AB	0	576	0.000	0	0.0	0.000	A
	C-A	809			809			
	A-B	50			50			
	A-C	500			500			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	294	700	0.420	296	0.7	8.929	A
	B-A	0	143	0.000	0	0.0	0.000	A
	C-AB	475	665	0.714	509	3.0	27.567	D
	C-A	675			675			
	A-B	0			0			
	A-C	440			440			
2	B-AC	27	384	0.070	27	0.1	10.097	B
	C-AB	0	602	0.000	0	0.0	0.000	A
	C-A	661			661			
	A-B	40			40			
	A-C	408			408			

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	246	722	0.341	247	0.5	7.591	A
	B-A	0	196	0.000	0	0.0	0.000	A
	C-AB	373	644	0.580	379	1.4	13.927	B
	C-A	590			590			
	A-B	0			0			
	A-C	369			369			
2	B-AC	23	419	0.054	23	0.1	9.083	A
	C-AB	0	621	0.000	0	0.0	0.000	A
	C-A	553			553			
	A-B	34			34			
	A-C	342			342			

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		964.41	F
2	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D5	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	691	100.000
	B		✓	740	100.000
	C		✓	1406	100.000
2	A		✓	684	100.000
	B		✓	34	100.000
	C		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	
Junction 1	From	A	0	0	691
	B	0	0	740	
	C	748	658	0	

Demand (PCU/hr)

		To			
		A	B	C	
Junction 2	From	A	0	28	656
		B	34	0	0
		C	716	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	1.80	1773.21	254.8	F
	B-A	0.00	0.00	0.0	A
	C-AB	1.36	1147.94	244.9	F
	C-A				
	A-B				
	A-C				
2	B-AC	0.13	14.67	0.2	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	557	676	0.824	541	4.0	24.358	C
	B-A	0	140	0.000	0	0.0	0.000	A
	C-AB	603	725	0.832	584	4.6	23.669	C
	C-A	456			456			
	A-B	0			0			
	A-C	520			520			
2	B-AC	26	383	0.067	25	0.1	10.053	B
	C-AB	0	585	0.000	0	0.0	0.000	A
	C-A	539			539			
	A-B	21			21			
	A-C	494			494			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	665	646	1.030	617	15.9	77.087	F
	B-A	0	77	0.000	0	0.0	0.000	A
	C-AB	1264	1215	1.040	1180	25.6	57.991	F
	C-A	0			0			
	A-B	0			0			
	A-C	621			621			
2	B-AC	31	341	0.090	30	0.1	11.582	B
	C-AB	0	559	0.000	0	0.0	0.000	A
	C-A	644			644			
	A-B	25			25			
	A-C	590			590			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	815	453	1.800	452	106.6	501.763	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1548	1136	1.363	1134	129.2	253.112	F
	C-A	0			0			
	A-B	0			0			
	A-C	761			761			
2	B-AC	37	283	0.132	37	0.1	14.649	B
	C-AB	0	523	0.000	0	0.0	0.000	A
	C-A	788			788			
	A-B	31			31			
	A-C	722			722			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	815	453	1.800	453	197.1	1163.310	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1548	1136	1.363	1135	232.3	563.643	F
	C-A	0			0			
	A-B	0			0			
	A-C	761			761			
2	B-AC	37	283	0.132	37	0.2	14.672	B

	C-AB	0	523	0.000	0	0.0	0.000	A
	C-A	788			788			
	A-B	31			31			
	A-C	722			722			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	665	484	1.374	484	242.3	1609.167	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1264	1215	1.040	1214	244.9	902.897	F
	C-A	0			0			
	A-B	0			0			
	A-C	621			621			
2	B-AC	31	341	0.090	31	0.1	11.607	B
	C-AB	0	559	0.000	0	0.0	0.000	A
	C-A	644			644			
	A-B	25			25			
	A-C	590			590			

09:15 - 09:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	557	507	1.098	507	254.8	1773.207	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	603	725	0.832	817	191.3	1147.939	F
	C-A	456			456			
	A-B	0			0			
	A-C	520			520			
2	B-AC	26	383	0.067	26	0.1	10.066	B
	C-AB	0	585	0.000	0	0.0	0.000	A
	C-A	539			539			
	A-B	21			21			
	A-C	494			494			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
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1	untitled	T-Junction	Two-way		753.39	F
2	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D6	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	719	100.000
	B		✓	520	100.000
	C		✓	1643	100.000
2	A		✓	729	100.000
	B		✓	30	100.000
	C		✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	719
	B	0	0	520
	C	986	657	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	45	684
	B	30	0	0
	C	931	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	1.28	508.02	68.0	F
	B-A	0.00	0.00	0.0	A
	C-AB	1.38	1335.07	300.2	F
	C-A				
	A-B				
	A-C				
2	B-AC	0.14	17.88	0.2	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	391	670	0.584	386	1.4	12.458	B
	B-A	0	115	0.000	0	0.0	0.000	A
	C-AB	646	771	0.838	626	5.0	23.048	C
	C-A	591			591			
	A-B	0			0			
	A-C	541			541			
2	B-AC	23	350	0.064	22	0.1	10.967	B
	C-AB	0	576	0.000	0	0.0	0.000	A
	C-A	701			701			
	A-B	34			34			

	A-C	515			515			
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17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	467	638	0.733	463	2.5	19.981	C
	B-A	0	47	0.000	0	0.0	0.000	A
	C-AB	1477	1406	1.051	1372	31.3	58.314	F
	C-A	0			0			
	A-B	0			0			
	A-C	646			646			
2	B-AC	27	302	0.089	27	0.1	13.094	B
	C-AB	0	548	0.000	0	0.0	0.000	A
	C-A	837			837			
	A-B	40			40			
	A-C	615			615			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	573	446	1.285	438	36.1	177.131	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1809	1309	1.382	1307	156.9	265.299	F
	C-A	0			0			
	A-B	0			0			
	A-C	792			792			
2	B-AC	33	234	0.141	33	0.2	17.833	C
	C-AB	0	510	0.000	0	0.0	0.000	A
	C-A	1025			1025			
	A-B	50			50			
	A-C	753			753			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	573	446	1.285	445	68.0	426.593	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1809	1309	1.382	1308	282.0	591.247	F
	C-A	0			0			
	A-B	0			0			
	A-C	792			792			
2	B-AC	33	234	0.141	33	0.2	17.877	C
	C-AB	0	510	0.000	0	0.0	0.000	A
	C-A	1025			1025			
	A-B	50			50			
	A-C	753			753			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	467	479	0.977	474	66.4	508.021	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1477	1406	1.051	1404	300.2	1007.940	F
	C-A	0			0			
	A-B	0			0			

	A-C	646			646			
2	B-AC	27	302	0.089	27	0.1	13.128	B
	C-AB	0	548	0.000	0	0.0	0.000	A
	C-A	837			837			
	A-B	40			40			
	A-C	615			615			

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	391	502	0.779	495	40.5	391.931	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	646	771	0.838	885	240.5	1335.070	F
	C-A	591			591			
	A-B	0			0			
	A-C	541			541			
2	B-AC	23	350	0.064	23	0.1	10.994	B
	C-AB	0	576	0.000	0	0.0	0.000	A
	C-A	701			701			
	A-B	34			34			
	A-C	515			515			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1274.83	F
2	untitled	T-Junction	Two-way		0.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D7	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	742	100.000
	B		✓	797	100.000
	C		✓	1490	100.000
2	A		✓	543	100.000
	B		✓	34	100.000
	C		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	742
	B	0	0	797
	C	795	695	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	28	515
	B	34	0	0
	C	510	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	B-C	1.99	2335.94	335.0	F
	B-A	0.00	0.00	0.0	A
	C-AB	1.48	1479.44	350.4	F
	C-A				
	A-B				
	A-C				
2	B-AC	0.10	11.17	0.1	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	600	665	0.903	575	6.4	33.782	D
	B-A	0	121	0.000	0	0.0	0.000	A
	C-AB	741	829	0.894	713	6.9	27.522	D
	C-A	381			381			
	A-B	0			0			
	A-C	559			559			
2	B-AC	26	436	0.059	25	0.1	8.758	A
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	384			384			
	A-B	21			21			
	A-C	388			388			

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	716	632	1.134	621	30.1	130.268	F
	B-A	0	53	0.000	0	0.0	0.000	A
	C-AB	1339	1193	1.123	1179	47.1	94.397	F
	C-A	0			0			

	A-B	0			0			
	A-C	667			667			
2	B-AC	31	404	0.076	30	0.1	9.633	A
	C-AB	0	592	0.000	0	0.0	0.000	A
	C-A	458			458			
	A-B	25			25			
	A-C	463			463			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	878	440	1.994	440	139.6	706.131	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1641	1108	1.481	1107	180.5	376.476	F
	C-A	0			0			
	A-B	0			0			
	A-C	817			817			
2	B-AC	37	360	0.104	37	0.1	11.156	B
	C-AB	0	563	0.000	0	0.0	0.000	A
	C-A	562			562			
	A-B	31			31			
	A-C	567			567			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	878	440	1.994	440	249.0	1599.953	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1641	1108	1.481	1107	313.8	780.443	F
	C-A	0			0			
	A-B	0			0			
	A-C	817			817			
2	B-AC	37	360	0.104	37	0.1	11.165	B
	C-AB	0	563	0.000	0	0.0	0.000	A
	C-A	562			562			
	A-B	31			31			
	A-C	567			567			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	716	474	1.512	474	309.6	2069.893	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1339	1193	1.123	1193	350.4	1052.657	F
	C-A	0			0			
	A-B	0			0			
	A-C	667			667			
2	B-AC	31	404	0.076	31	0.1	9.644	A
	C-AB	0	592	0.000	0	0.0	0.000	A
	C-A	458			458			
	A-B	25			25			
	A-C	463			463			

09:15 - 09:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	600	499	1.204	498	335.0	2335.944	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	741	829	0.894	874	317.1	1479.438	F
	C-A	381			381			
	A-B	0			0			
	A-C	559			559			
2	B-AC	26	436	0.059	26	0.1	8.774	A
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	384			384			
	A-B	21			21			
	A-C	388			388			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Junction 1 - Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix	Junction 1	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.
Warning	Vehicle Mix	Junction 2	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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		986.02	F
2	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D8	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	768	100.000
	B		✓	553	100.000
	C		✓	1771	100.000
2	A		✓	556	100.000
	B		✓	30	100.000
	C		✓	779	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	768
	B	0	0	553
	C	1065	706	0

Demand (PCU/hr)

Junction 2

		To		
		A	B	C
From	A	0	45	511
	B	30	0	0
	C	779	0	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

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

Heavy Vehicle Percentages

Junction 2

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

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
----------	--------	---------	---------------	-----------------	---------

1	B-C	1.40	732.33	99.6	F
	B-A	0.00	0.00	0.0	A
	C-AB	1.53	1640.07	454.4	F
	C-A				
	A-B				
	A-C				
2	B-AC	0.11	12.96	0.1	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				

Main Results for each time segment

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	416	659	0.632	410	1.6	14.110	B
	B-A	0	91	0.000	0	0.0	0.000	A
	C-AB	896	978	0.916	862	8.5	27.080	D
	C-A	438			438			
	A-B	0			0			
	A-C	578			578			
2	B-AC	23	403	0.056	22	0.1	9.461	A
	C-AB	0	610	0.000	0	0.0	0.000	A
	C-A	586			586			
	A-B	34			34			
	A-C	385			385			

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	497	625	0.796	490	3.4	25.383	D
	B-A	0	16	0.000	0	0.0	0.000	A
	C-AB	1592	1381	1.153	1367	64.7	106.033	F
	C-A	0			0			
	A-B	0			0			
	A-C	690			690			
2	B-AC	27	364	0.074	27	0.1	10.673	B
	C-AB	0	589	0.000	0	0.0	0.000	A
	C-A	700			700			
	A-B	40			40			
	A-C	459			459			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	609	433	1.405	429	48.4	234.840	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1950	1277	1.527	1276	233.2	425.397	F

	C-A	0			0			
	A-B	0			0			
	A-C	846			846			
2	B-AC	33	311	0.106	33	0.1	12.943	B
	C-AB	0	559	0.000	0	0.0	0.000	A
	C-A	858			858			
	A-B	50			50			
	A-C	563			563			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	609	433	1.405	433	92.3	580.215	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1950	1277	1.527	1277	401.5	867.258	F
	C-A	0			0			
	A-B	0			0			
	A-C	846			846			
2	B-AC	33	311	0.106	33	0.1	12.956	B
	C-AB	0	559	0.000	0	0.0	0.000	A
	C-A	858			858			
	A-B	50			50			
	A-C	563			563			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	497	469	1.061	468	99.6	732.326	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	1592	1381	1.153	1380	454.4	1209.730	F
	C-A	0			0			
	A-B	0			0			
	A-C	690			690			
2	B-AC	27	364	0.074	27	0.1	10.689	B
	C-AB	0	589	0.000	0	0.0	0.000	A
	C-A	700			700			
	A-B	40			40			
	A-C	459			459			

18:15 - 18:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	B-C	416	494	0.843	489	81.4	666.810	F
	B-A	0	0	0.000	0	0.0	0.000	A
	C-AB	896	978	0.916	1018	423.9	1640.072	F
	C-A	438			438			
	A-B	0			0			
	A-C	578			578			
2	B-AC	23	403	0.056	23	0.1	9.478	A
	C-AB	0	610	0.000	0	0.0	0.000	A
	C-A	586			586			
	A-B	34			34			
	A-C	385			385			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B4066-Saniger Lane-Emp Access.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\1 - B4066-Saniger Lane

Report generation date: 22/09/20 12:51:57

- » 2040 Base + Dev (Worst Case), AM
- » 2040 Base + Dev (Worst Case), PM
- » 2040 Base + Dev (Worst Case Sensitivity), AM
- » 2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2040 Base + Dev (Worst Case)														
Stream B-CD	D1	1.6	12.00	0.61	B	3.87	A	D2	2.9	19.01	0.75	C	7.12	A
Stream B-A		0.1	15.18	0.12	C				0.1	19.15	0.06	C		
Stream AB-CD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-C		0.1	14.36	0.13	B				0.7	20.71	0.43	C		
Stream CD-AB		1.5	11.58	0.60	B				2.5	17.36	0.72	C		
2040 Base + Dev (Worst Case Sensitivity)														
Stream B-CD	D3	2.0	14.49	0.67	B	4.61	A	D4	4.7	28.63	0.84	D	9.99	A
Stream B-A		0.2	18.09	0.15	C				0.1	29.60	0.10	D		
Stream AB-CD		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream D-C		0.2	16.40	0.15	C				0.9	25.22	0.48	D		
Stream CD-AB		1.9	13.57	0.66	B				3.7	23.34	0.79	C		

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. Junction LOS and Junction Delay are demand-weighted averages.

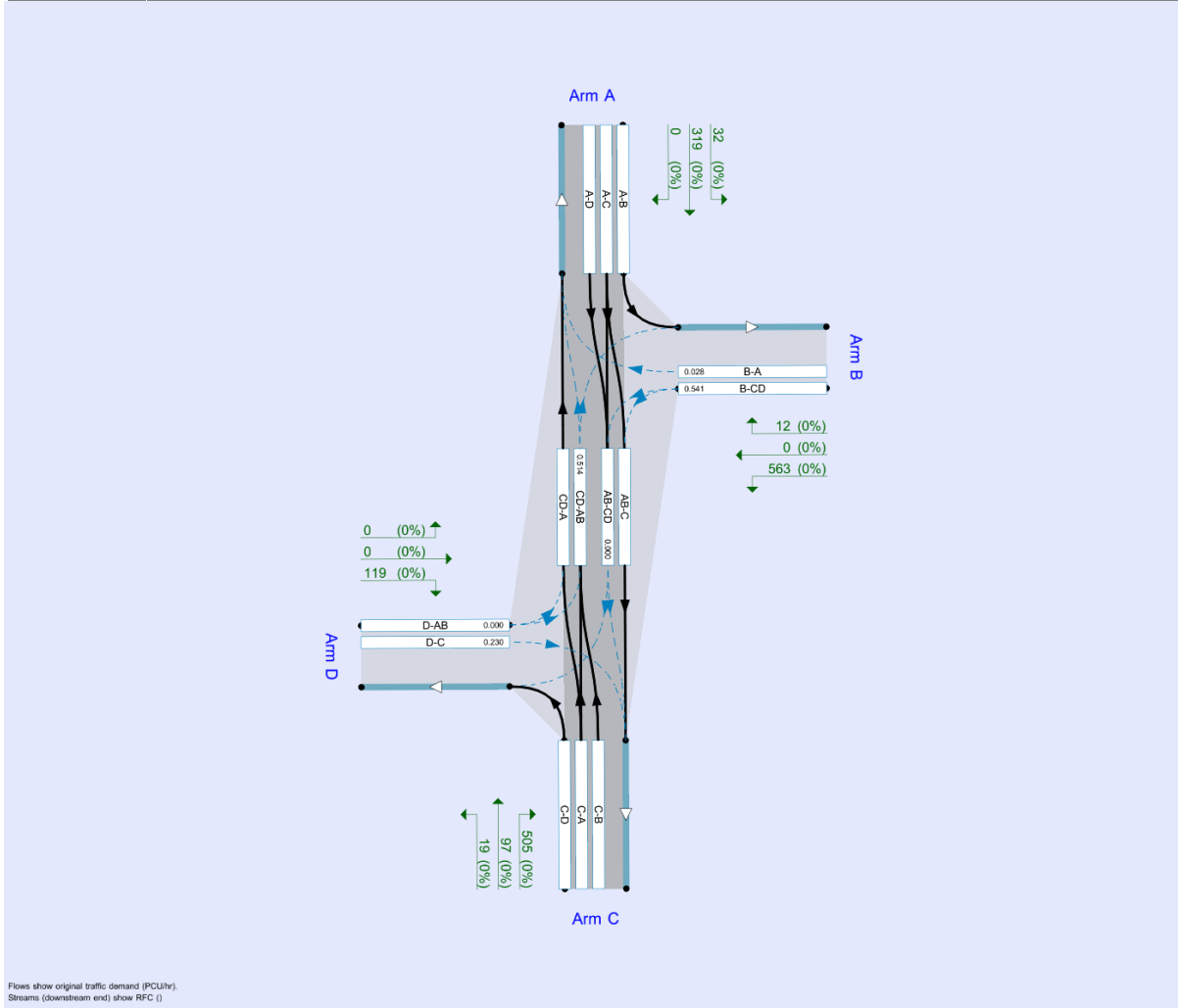
File summary

File Description

Title	B4066-Saniger Lane-Employment Access
Location	
Site number	
Date	08/09/20
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	41745
Enumerator	CORP\rpawson
Description	Assumed 50% of employment traffic uses this access

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	00:00	01:30	15
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	00:00	01:30	15
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	00:00	01:30	15
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4066 N		Major
B	Saniger Lane		Minor
C	B4066 S		Major
D	Employment Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.00		✓	3.50	250.0	✓	6.00
C	7.00		✓	3.50	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
-----	----------------	-----------------------	-----------------	------------------	------------------	------------------	-----------------------	--------------------	------------------------	-------------------------

B	One lane plus flare	10.00	5.66	4.42	4.42	4.42	✓	3.00	200	200
D	One lane plus flare	10.00	5.20	3.30	3.30	3.30	✓	1.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	820	-	-	-	-	-	0.304	0.304	0.304	-	-
B-A	539	0.094	0.238	0.238	-	-	0.149	0.339	-	0.149	0.339
B-CD	861	0.126	0.319	0.319	-	-	-	-	-	-	-
CD-B	820	0.304	0.304	0.304	-	-	-	-	-	-	-
D-AB	671	-	-	-	-	-	0.249	0.249	0.098	-	-
D-C	635	-	0.176	0.399	0.176	0.399	0.280	0.280	0.111	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	459	100.000
C		✓	826	100.000
D		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	182	0
	B	29	0	430	0
	C	272	408	0	146
	D	0	0	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.61	12.00	1.6	B
B-A	0.12	15.18	0.1	C
A-B				
A-C				
A-D				
AB-CD	0.00	0.00	0.0	A
AB-C				
D-AB	0.00	0.00	0.0	A
D-C	0.13	14.36	0.1	B
C-D				
C-A				
C-B				
CD-AB	0.60	11.58	1.5	B
CD-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	324	804	0.403	321	0.7	7.414	A
B-A	22	368	0.059	22	0.1	10.397	B
A-B	11			11			
A-C	137			137			
A-D	0			0			
AB-CD	0	1263	0.000	0	0.0	0.000	A
AB-C	458			458			
D-AB	0	525	0.000	0	0.0	0.000	A
D-C	26	399	0.064	25	0.1	9.639	A
C-D	110			110			
C-A	205			205			
C-B	307			307			
CD-AB	307	776	0.396	305	0.6	7.598	A
CD-A	204			204			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	387	792	0.488	385	0.9	8.839	A
B-A	26	329	0.079	26	0.1	11.868	B
A-B	13			13			
A-C	164			164			
A-D	0			0			
AB-CD	0	1189	0.000	0	0.0	0.000	A
AB-C	549			549			
D-AB	0	495	0.000	0	0.0	0.000	A
D-C	31	352	0.087	30	0.1	11.185	B
C-D	131			131			
C-A	245			245			
C-B	367			367			
CD-AB	368	770	0.478	367	0.9	8.924	A
CD-A	243			243			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	473	773	0.612	471	1.5	11.822	B
B-A	32	270	0.118	32	0.1	15.077	C
A-B	17			17			
A-C	200			200			
A-D	0			0			
AB-CD	0	1088	0.000	0	0.0	0.000	A
AB-C	671			671			
D-AB	0	454	0.000	0	0.0	0.000	A
D-C	37	289	0.130	37	0.1	14.310	B
C-D	161			161			
C-A	299			299			
C-B	449			449			
CD-AB	457	768	0.595	455	1.5	11.431	B
CD-A	292			292			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	473	773	0.612	473	1.6	12.003	B
B-A	32	269	0.119	32	0.1	15.179	C
A-B	17			17			
A-C	200			200			
A-D	0			0			
AB-CD	0	1088	0.000	0	0.0	0.000	A
AB-C	674			674			
D-AB	0	454	0.000	0	0.0	0.000	A
D-C	37	288	0.130	37	0.1	14.356	B
C-D	161			161			
C-A	299			299			
C-B	449			449			
CD-AB	457	768	0.595	457	1.5	11.582	B
CD-A	292			292			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	387	791	0.489	389	1.0	8.996	A
B-A	26	328	0.080	26	0.1	11.949	B
A-B	13			13			
A-C	164			164			
A-D	0			0			
AB-CD	0	1189	0.000	0	0.0	0.000	A
AB-C	553			553			
D-AB	0	495	0.000	0	0.0	0.000	A
D-C	31	352	0.087	31	0.1	11.230	B
C-D	131			131			
C-A	245			245			
C-B	367			367			
CD-AB	368	770	0.478	370	0.9	9.066	A
CD-A	243			243			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	324	804	0.403	325	0.7	7.536	A
B-A	22	366	0.060	22	0.1	10.463	B
A-B	11			11			
A-C	137			137			
A-D	0			0			
AB-CD	0	1263	0.000	0	0.0	0.000	A
AB-C	462			462			
D-AB	0	525	0.000	0	0.0	0.000	A
D-C	26	398	0.064	26	0.1	9.678	A
C-D	110			110			
C-A	205			205			
C-B	307			307			
CD-AB	307	776	0.396	309	0.7	7.719	A
CD-A	204			204			

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		7.12	A

Junction Network Options

Driving side	Lighting
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Left	Normal/unknown
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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)
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	319	100.000
B		✓	525	100.000
C		✓	572	100.000
D		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	29	290	0
	B	11	0	514	0
	C	89	464	0	19
	D	0	0	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.75	19.01	2.9	C
B-A	0.06	19.15	0.1	C
A-B				
A-C				

A-D				
AB-CD	0.00	0.00	0.0	A
AB-C				
D-AB	0.00	0.00	0.0	A
D-C	0.43	20.71	0.7	C
C-D				
C-A				
C-B				
CD-AB	0.72	17.36	2.5	C
CD-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	387	792	0.489	383	0.9	8.732	A
B-A	8	343	0.024	8	0.0	10.758	B
A-B	22			22			
A-C	218			218			
A-D	0			0			
AB-CD	0	1379	0.000	0	0.0	0.000	A
AB-C	602			602			
D-AB	0	536	0.000	0	0.0	0.000	A
D-C	90	410	0.218	88	0.3	11.146	B
C-D	14			14			
C-A	67			67			
C-B	349			349			
CD-AB	350	748	0.467	346	0.9	8.884	A
CD-A	67			67			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	462	776	0.595	460	1.4	11.318	B
B-A	10	293	0.034	10	0.0	12.726	B
A-B	26			26			
A-C	261			261			
A-D	0			0			
AB-CD	0	1328	0.000	0	0.0	0.000	A
AB-C	721			721			
D-AB	0	506	0.000	0	0.0	0.000	A
D-C	107	366	0.292	106	0.4	13.833	B
C-D	17			17			
C-A	80			80			
C-B	417			417			
CD-AB	419	736	0.569	417	1.3	11.223	B
CD-A	78			78			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	566	754	0.751	560	2.8	18.097	C
B-A	12	204	0.059	12	0.1	18.715	C
A-B	32			32			
A-C	319			319			
A-D	0			0			
AB-CD	0	1258	0.000	0	0.0	0.000	A
AB-C	880			880			
D-AB	0	462	0.000	0	0.0	0.000	A
D-C	131	306	0.429	130	0.7	20.320	C
C-D	21			21			
C-A	98			98			
C-B	511			511			
CD-AB	520	727	0.716	516	2.4	16.726	C
CD-A	89			89			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	566	754	0.751	566	2.9	19.007	C
B-A	12	200	0.061	12	0.1	19.152	C
A-B	32			32			
A-C	319			319			
A-D	0			0			
AB-CD	0	1258	0.000	0	0.0	0.000	A
AB-C	885			885			
D-AB	0	461	0.000	0	0.0	0.000	A
D-C	131	305	0.430	131	0.7	20.705	C
C-D	21			21			
C-A	98			98			
C-B	511			511			
CD-AB	520	727	0.716	520	2.5	17.365	C
CD-A	89			89			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	462	776	0.595	468	1.5	11.870	B
B-A	10	289	0.034	10	0.0	12.921	B
A-B	26			26			
A-C	261			261			
A-D	0			0			
AB-CD	0	1328	0.000	0	0.0	0.000	A
AB-C	728			728			
D-AB	0	505	0.000	0	0.0	0.000	A
D-C	107	365	0.293	108	0.4	14.097	B
C-D	17			17			
C-A	80			80			
C-B	417			417			
CD-AB	419	736	0.569	423	1.4	11.669	B
CD-A	78			78			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	387	792	0.489	389	1.0	8.990	A
B-A	8	340	0.024	8	0.0	10.849	B
A-B	22			22			
A-C	218			218			
A-D	0			0			
AB-CD	0	1379	0.000	0	0.0	0.000	A
AB-C	607			607			
D-AB	0	535	0.000	0	0.0	0.000	A
D-C	90	409	0.219	90	0.3	11.299	B
C-D	14			14			
C-A	67			67			
C-B	349			349			
CD-AB	350	748	0.467	352	0.9	9.119	A
CD-A	67			67			

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		4.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	216	100.000

B		✓	499	100.000
C		✓	892	100.000
D		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	16	200	0
	B	32	0	467	0
	C	299	447	0	146
	D	0	0	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.67	14.49	2.0	B
B-A	0.15	18.09	0.2	C
A-B				
A-C				
A-D				
AB-CD	0.00	0.00	0.0	A
AB-C				
D-AB	0.00	0.00	0.0	A
D-C	0.15	16.40	0.2	C
C-D				
C-A				
C-B				
CD-AB	0.66	13.57	1.9	B
CD-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	352	798	0.441	348	0.8	7.959	A
B-A	24	350	0.069	24	0.1	11.034	B
A-B	12			12			
A-C	151			151			
A-D	0			0			
AB-CD	0	1232	0.000	0	0.0	0.000	A
AB-C	499			499			
D-AB	0	512	0.000	0	0.0	0.000	A
D-C	26	377	0.068	25	0.1	10.217	B
C-D	110			110			
C-A	225			225			
C-B	337			337			
CD-AB	337	773	0.436	334	0.8	8.157	A
CD-A	224			224			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	420	784	0.536	418	1.1	9.820	A
B-A	29	306	0.094	29	0.1	12.987	B
A-B	14			14			
A-C	180			180			
A-D	0			0			
AB-CD	0	1153	0.000	0	0.0	0.000	A
AB-C	598			598			
D-AB	0	480	0.000	0	0.0	0.000	A
D-C	31	327	0.094	30	0.1	12.140	B
C-D	131			131			
C-A	269			269			
C-B	402			402			
CD-AB	405	767	0.528	404	1.1	9.865	A
CD-A	266			266			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	514	762	0.675	511	2.0	14.122	B
B-A	35	236	0.149	35	0.2	17.861	C
A-B	18			18			
A-C	220			220			
A-D	0			0			
AB-CD	0	1044	0.000	0	0.0	0.000	A
AB-C	731			731			
D-AB	0	435	0.000	0	0.0	0.000	A
D-C	37	257	0.145	37	0.2	16.320	C
C-D	161			161			
C-A	329			329			
C-B	492			492			
CD-AB	510	775	0.658	507	1.9	13.276	B
CD-A	312			312			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	514	762	0.675	514	2.0	14.493	B
B-A	35	234	0.150	35	0.2	18.087	C
A-B	18			18			
A-C	220			220			
A-D	0			0			
AB-CD	0	1044	0.000	0	0.0	0.000	A
AB-C	734			734			
D-AB	0	435	0.000	0	0.0	0.000	A
D-C	37	257	0.146	37	0.2	16.401	C
C-D	161			161			
C-A	329			329			
C-B	492			492			
CD-AB	510	775	0.658	510	1.9	13.571	B
CD-A	312			312			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	420	783	0.536	423	1.2	10.094	B
B-A	29	304	0.095	29	0.1	13.128	B
A-B	14			14			
A-C	180			180			
A-D	0			0			
AB-CD	0	1153	0.000	0	0.0	0.000	A
AB-C	603			603			
D-AB	0	480	0.000	0	0.0	0.000	A
D-C	31	326	0.094	31	0.1	12.209	B
C-D	131			131			
C-A	269			269			
C-B	402			402			
CD-AB	405	767	0.528	408	1.2	10.112	B
CD-A	266			266			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	352	797	0.441	353	0.8	8.130	A
B-A	24	348	0.069	24	0.1	11.127	B
A-B	12			12			
A-C	151			151			
A-D	0			0			
AB-CD	0	1232	0.000	0	0.0	0.000	A
AB-C	504			504			
D-AB	0	512	0.000	0	0.0	0.000	A
D-C	26	377	0.068	26	0.1	10.267	B
C-D	110			110			
C-A	225			225			
C-B	337			337			
CD-AB	337	773	0.436	339	0.8	8.325	A
CD-A	224			224			

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		9.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	351	100.000
B		✓	575	100.000
C		✓	621	100.000
D		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	32	319	0
	B	12	0	563	0
	C	97	505	0	19
	D	0	0	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.84	28.63	4.7	D
B-A	0.10	29.60	0.1	D
A-B				
A-C				
A-D				
AB-CD	0.00	0.00	0.0	A
AB-C				
D-AB	0.00	0.00	0.0	A
D-C	0.48	25.22	0.9	D
C-D				
C-A				
C-B				
CD-AB	0.79	23.34	3.7	C
CD-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	424	784	0.541	419	1.1	9.755	A
B-A	9	321	0.028	9	0.0	11.539	B
A-B	24			24			
A-C	240			240			
A-D	0			0			
AB-CD	0	1357	0.000	0	0.0	0.000	A
AB-C	659			659			
D-AB	0	525	0.000	0	0.0	0.000	A
D-C	90	390	0.230	88	0.3	11.900	B
C-D	14			14			
C-A	73			73			
C-B	380			380			
CD-AB	381	741	0.514	377	1.0	9.765	A
CD-A	72			72			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	506	766	0.660	503	1.9	13.523	B
B-A	11	259	0.042	11	0.0	14.480	B
A-B	29			29			
A-C	287			287			
A-D	0			0			
AB-CD	0	1301	0.000	0	0.0	0.000	A
AB-C	790			790			
D-AB	0	493	0.000	0	0.0	0.000	A
D-C	107	341	0.313	106	0.4	15.278	C
C-D	17			17			
C-A	87			87			
C-B	454			454			
CD-AB	457	730	0.627	455	1.6	12.984	B
CD-A	84			84			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	620	742	0.836	610	4.4	25.544	D
B-A	13	144	0.092	13	0.1	27.370	D
A-B	35			35			
A-C	351			351			
A-D	0			0			
AB-CD	0	1225	0.000	0	0.0	0.000	A
AB-C	961			961			
D-AB	0	444	0.000	0	0.0	0.000	A
D-C	131	275	0.476	129	0.9	24.412	C
C-D	21			21			
C-A	107			107			
C-B	556			556			
CD-AB	577	729	0.791	569	3.5	21.635	C
CD-A	86			86			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	620	741	0.836	619	4.7	28.630	D
B-A	13	135	0.098	13	0.1	29.596	D
A-B	35			35			
A-C	351			351			
A-D	0			0			
AB-CD	0	1225	0.000	0	0.0	0.000	A
AB-C	970			970			
D-AB	0	442	0.000	0	0.0	0.000	A
D-C	131	273	0.479	131	0.9	25.219	D
C-D	21			21			
C-A	107			107			
C-B	556			556			
CD-AB	577	729	0.791	576	3.7	23.340	C
CD-A	86			86			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	506	766	0.661	517	2.0	14.987	B
B-A	11	251	0.043	11	0.0	15.023	C
A-B	29			29			
A-C	287			287			
A-D	0			0			
AB-CD	0	1301	0.000	0	0.0	0.000	A
AB-C	803			803			
D-AB	0	491	0.000	0	0.0	0.000	A
D-C	107	339	0.316	109	0.5	15.746	C
C-D	17			17			
C-A	87			87			
C-B	454			454			
CD-AB	457	730	0.627	465	1.8	13.973	B
CD-A	84			84			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	424	784	0.541	427	1.2	10.185	B
B-A	9	317	0.028	9	0.0	11.692	B
A-B	24			24			
A-C	240			240			
A-D	0			0			
AB-CD	0	1357	0.000	0	0.0	0.000	A
AB-C	667			667			
D-AB	0	524	0.000	0	0.0	0.000	A
D-C	90	388	0.231	90	0.3	12.105	B
C-D	14			14			
C-A	73			73			
C-B	380			380			
CD-AB	381	741	0.514	384	1.1	10.134	B
CD-A	72			72			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B4066 Station Road - Mitigation.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\2 - B4066-Station Road Roundabout

Report generation date: 22/09/20 12:58:18

- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040 Base + Dev (Worst Case)										
Arm 1	D1	0.3	5.65	0.22	A	D2	0.1	4.42	0.12	A
Arm 2		2.3	7.31	0.70	A		3.5	10.30	0.78	B
Arm 3		0.2	4.99	0.17	A		0.4	6.31	0.27	A
Arm 4		3.5	8.92	0.78	A		2.6	7.34	0.72	A
2040 Base + Dev (Worst Case Sensitivity)										
Arm 1	D3	0.3	6.16	0.24	A	D4	0.2	4.78	0.14	A
Arm 2		2.7	8.49	0.74	A		4.5	12.57	0.82	B
Arm 3		0.2	5.37	0.20	A		0.5	6.98	0.31	A
Arm 4		4.3	10.61	0.81	B		3.2	8.84	0.77	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

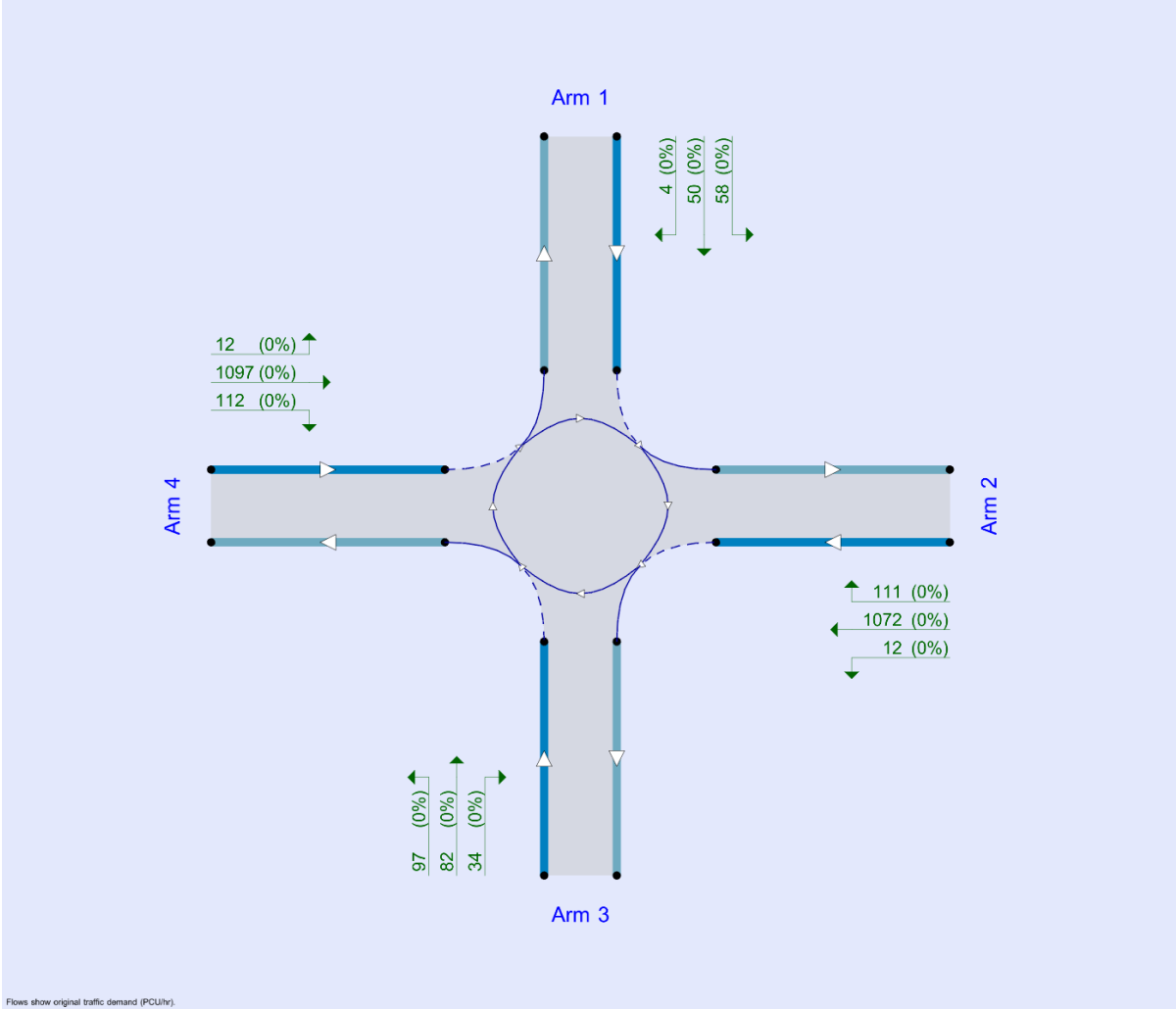
File Description

Title	B4066 / Station Road
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing

Identifier	
Client	Sharpness Developments LLP
Jobnumber	41745
Enumerator	CORP\vpawson
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15
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Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Station Road N	
2	B4066 East	
3	Station Road South	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.60	6.80	21.8	27.9	30.0	20.0	
2	3.16	7.50	18.0	13.8	30.0	20.0	
3	2.67	6.37	19.8	27.2	30.0	14.0	
4	3.33	7.50	30.5	15.7	30.0	20.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.701	1836
2	0.666	1722
3	0.662	1614

4	0.711	1928
---	-------	------

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

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)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	160	100.000
2		✓	1021	100.000
3		✓	139	100.000
4		✓	1294	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	109	42	9
	2	66	0	15	940
	3	24	39	0	76
	4	7	1194	93	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	5.65	0.3	A
2	0.70	7.31	2.3	A
3	0.17	4.99	0.2	A

4	0.78	8.92	3.5	A
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Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	994	1139	0.106	120	0.1	3.530	A
2	769	108	1650	0.466	765	0.9	4.054	A
3	105	761	1111	0.094	104	0.1	3.574	A
4	974	97	1860	0.524	970	1.1	4.027	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	1190	1002	0.144	144	0.2	4.193	A
2	918	129	1636	0.561	916	1.3	4.993	A
3	125	911	1011	0.124	125	0.1	4.060	A
4	1163	116	1846	0.630	1161	1.7	5.236	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	1453	817	0.216	176	0.3	5.607	A
2	1124	158	1617	0.695	1120	2.2	7.198	A
3	153	1114	877	0.174	153	0.2	4.969	A
4	1425	142	1828	0.780	1418	3.4	8.641	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	1460	813	0.217	176	0.3	5.654	A
2	1124	159	1616	0.696	1124	2.3	7.310	A
3	153	1117	875	0.175	153	0.2	4.987	A
4	1425	142	1827	0.780	1424	3.5	8.915	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	144	1199	995	0.145	144	0.2	4.232	A
2	918	130	1635	0.561	922	1.3	5.072	A
3	125	916	1008	0.124	125	0.1	4.079	A
4	1163	116	1846	0.630	1170	1.7	5.384	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	120	1001	1134	0.106	121	0.1	3.554	A
2	769	109	1649	0.466	770	0.9	4.102	A
3	105	766	1107	0.094	105	0.1	3.590	A
4	974	97	1859	0.524	977	1.1	4.091	A

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	104	100.000
2		✓	1147	100.000
3		✓	194	100.000
4		✓	1157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	45	4
	2	105	0	11	1031
	3	75	30	0	89
	4	11	1044	102	0

1	115	1295	928	0.123	115	0.1	4.422	A
2	1263	166	1611	0.784	1263	3.5	10.304	B
3	214	1255	784	0.272	214	0.4	6.311	A
4	1274	231	1764	0.722	1274	2.6	7.337	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	1062	1091	0.086	94	0.1	3.610	A
2	1031	136	1631	0.632	1038	1.7	6.146	A
3	174	1032	931	0.187	175	0.2	4.764	A
4	1040	190	1794	0.580	1045	1.4	4.838	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	78	887	1214	0.065	78	0.1	3.172	A
2	864	114	1646	0.525	866	1.1	4.632	A
3	146	861	1045	0.140	146	0.2	4.010	A
4	871	158	1816	0.480	873	0.9	3.827	A

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	170	100.000
2		✓	1074	100.000
3		✓	151	100.000
4		✓	1346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	114	46	10
	2	71	0	17	986
	3	26	42	0	83
	4	8	1236	102	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	6.16	0.3	A
2	0.74	8.49	2.7	A
3	0.20	5.37	0.2	A
4	0.81	10.61	4.3	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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1	128	1034	1111	0.115	127	0.1	3.658	A
2	809	118	1643	0.492	805	1.0	4.275	A
3	114	799	1085	0.105	113	0.1	3.701	A
4	1013	104	1854	0.546	1009	1.2	4.233	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	1238	968	0.158	153	0.2	4.412	A
2	966	142	1627	0.593	964	1.4	5.409	A
3	136	957	981	0.138	136	0.2	4.258	A
4	1210	125	1840	0.658	1207	1.9	5.667	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	1510	777	0.241	187	0.3	6.090	A
2	1182	173	1606	0.736	1177	2.7	8.294	A
3	166	1170	840	0.198	166	0.2	5.337	A
4	1482	153	1820	0.814	1473	4.1	10.118	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	1519	771	0.243	187	0.3	6.163	A
2	1182	174	1606	0.736	1182	2.7	8.489	A
3	166	1175	837	0.199	166	0.2	5.366	A
4	1482	153	1820	0.814	1482	4.3	10.607	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	153	1250	960	0.159	153	0.2	4.468	A
2	966	143	1627	0.594	971	1.5	5.528	A
3	136	964	976	0.139	136	0.2	4.286	A
4	1210	125	1839	0.658	1219	2.0	5.889	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	128	1042	1105	0.116	128	0.1	3.683	A
2	809	119	1642	0.492	811	1.0	4.340	A
3	114	805	1081	0.105	114	0.1	3.723	A
4	1013	105	1854	0.547	1016	1.2	4.314	A

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

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.
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Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	112	100.000
2		✓	1195	100.000
3		✓	213	100.000
4		✓	1221	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	58	50	4
	2	111	0	12	1072
	3	82	34	0	97
	4	12	1097	112	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	4.78	0.2	A
2	0.82	12.57	4.5	B
3	0.31	6.98	0.5	A
4	0.77	8.84	3.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	932	1183	0.071	84	0.1	3.276	A
2	900	124	1639	0.549	895	1.2	4.808	A
3	160	889	1026	0.156	160	0.2	4.151	A
4	919	170	1808	0.509	915	1.0	4.016	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	1115	1054	0.096	101	0.1	3.774	A
2	1074	149	1622	0.662	1071	1.9	6.499	A
3	191	1064	910	0.210	191	0.3	5.005	A
4	1098	204	1784	0.615	1095	1.6	5.214	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	1362	881	0.140	123	0.2	4.748	A
2	1316	182	1600	0.822	1306	4.3	11.860	B
3	235	1297	756	0.310	234	0.4	6.887	A
4	1344	249	1752	0.767	1338	3.2	8.571	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	1368	877	0.141	123	0.2	4.777	A

2	1316	183	1600	0.822	1315	4.5	12.566	B
3	235	1306	750	0.313	234	0.5	6.984	A
4	1344	250	1751	0.768	1344	3.2	8.837	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	101	1124	1048	0.096	101	0.1	3.803	A
2	1074	150	1622	0.662	1084	2.0	6.811	A
3	191	1077	902	0.212	192	0.3	5.080	A
4	1098	205	1782	0.616	1104	1.6	5.358	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84	938	1178	0.072	84	0.1	3.293	A
2	900	125	1638	0.549	903	1.2	4.914	A
3	160	897	1021	0.157	161	0.2	4.186	A
4	919	171	1807	0.509	922	1.0	4.078	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B4066-Canonbury Street Mitigation.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\3 - B4066-Canonbury Street Roundabout

Report generation date: 22/09/20 13:03:33

- » 2040 Base + Dev (Worst Case), AM
- » 2040 Base + Dev (Worst Case), PM
- » 2040 Base + Dev (Worst Case Sensitivity), AM
- » 2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040 Base + Dev (Worst Case)										
Arm 1	D1	4.1	9.58	0.81	A	D2	2.2	6.31	0.69	A
Arm 2		2.4	6.12	0.71	A		3.4	7.87	0.77	A
Arm 3		0.3	4.88	0.23	A		0.8	7.73	0.46	A
2040 Base + Dev (Worst Case Sensitivity)										
Arm 1	D3	5.4	12.24	0.85	B	D4	2.7	7.56	0.74	A
Arm 2		3.0	7.20	0.75	A		4.3	9.57	0.81	A
Arm 3		0.4	5.33	0.27	A		1.1	9.23	0.52	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

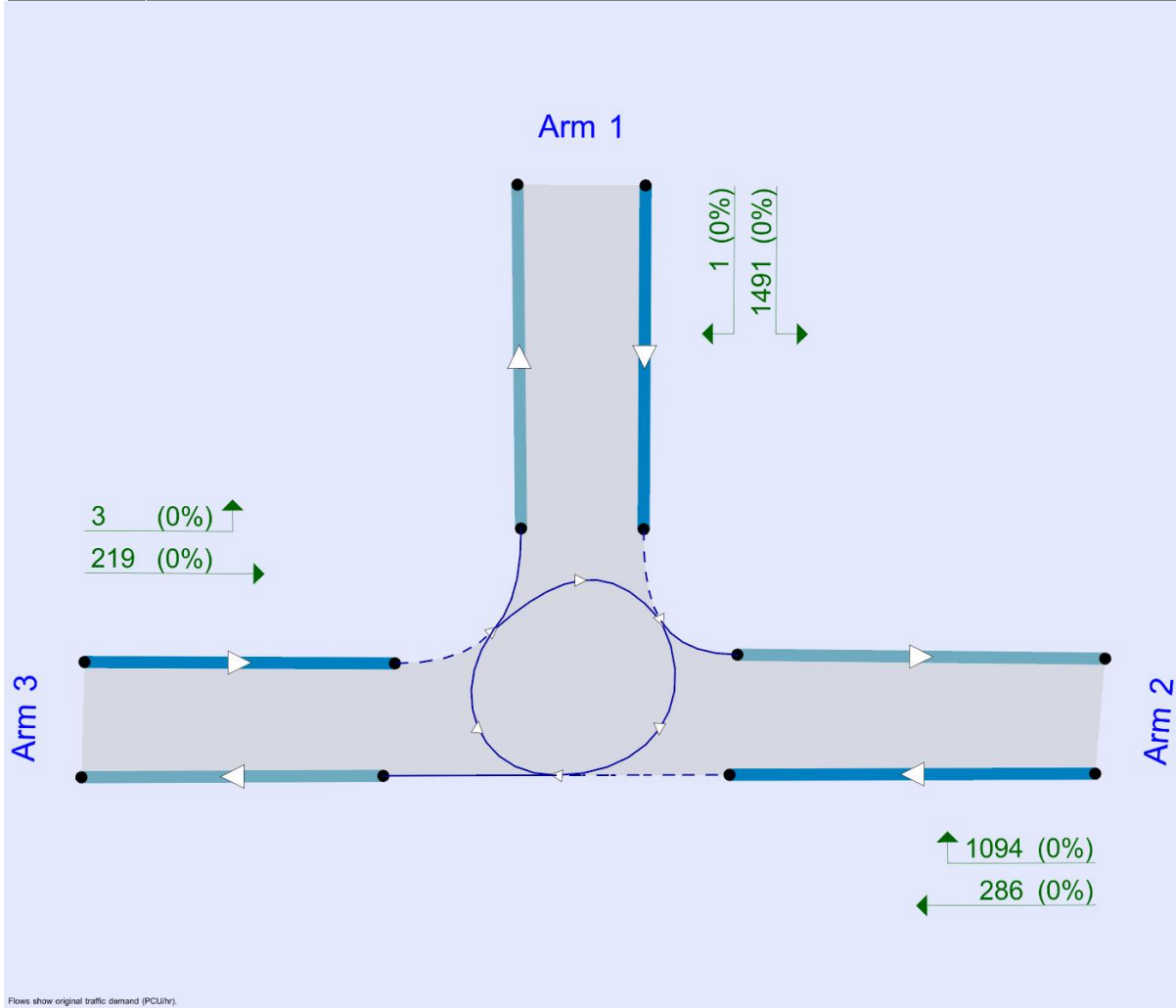
File Description

Title	B4066/ Canonbury Street
Location	Sharpness
Site number	
Date	09/09/20
Version	
Status	Existing
Identifier	
Client	

Jobnumber	41745
Enumerator	CORP\rpawson
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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4066 N	
2	B4066 E	
3	Canonbury Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.70	7.65	14.1	42.8	30.3	14.0	
2	3.57	7.80	39.0	23.5	30.3	34.0	
3	3.74	8.57	10.2	14.9	30.3	25.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.769	2119
2	0.721	2020
3	0.661	1716

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

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)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1432	100.000
2		✓	1300	100.000
3		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1431	1
	2	1040	0	260
	3	2	199	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.81	9.58	4.1	A
2	0.71	6.12	2.4	A
3	0.23	4.88	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1078	149	2005	0.538	1073	1.2	3.847	A
2	979	0.75	2019	0.485	975	0.9	3.434	A
3	151	780	1200	0.126	151	0.1	3.427	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1287	179	1982	0.650	1285	1.8	5.143	A
2	1169	0.90	2019	0.579	1167	1.4	4.216	A
3	181	934	1099	0.164	180	0.2	3.918	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1577	219	1951	0.808	1568	4.0	9.189	A
2	1431	1	2019	0.709	1427	2.4	6.041	A
3	221	1142	961	0.230	221	0.3	4.860	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1577	219	1951	0.808	1576	4.1	9.582	A
2	1431	1	2019	0.709	1431	2.4	6.123	A
3	221	1145	959	0.231	221	0.3	4.878	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1287	179	1981	0.650	1296	1.9	5.321	A
2	1169	0.91	2019	0.579	1173	1.4	4.273	A
3	181	938	1096	0.165	181	0.2	3.938	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1078	150	2004	0.538	1081	1.2	3.913	A
2	979	0.75	2019	0.485	980	0.9	3.473	A
3	151	784	1198	0.126	152	0.1	3.441	A

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1143	100.000
2		✓	1416	100.000
3		✓	356	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1138	5
	2	1180	0	236
	3	13	343	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	6.31	2.2	A

2	0.77	7.87	3.4	A
3	0.46	7.73	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	257	1922	0.448	857	0.8	3.372	A
2	1066	4	2017	0.529	1062	1.1	3.751	A
3	268	885	1131	0.237	267	0.3	4.158	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	308	1883	0.546	1026	1.2	4.194	A
2	1273	4	2017	0.631	1271	1.7	4.826	A
3	320	1059	1016	0.315	319	0.5	5.163	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1258	376	1830	0.688	1255	2.2	6.213	A
2	1559	5	2016	0.773	1553	3.3	7.667	A
3	392	1294	861	0.455	390	0.8	7.607	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1258	378	1829	0.688	1258	2.2	6.306	A
2	1559	6	2016	0.773	1559	3.4	7.866	A
3	392	1299	857	0.457	392	0.8	7.733	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1028	310	1881	0.546	1031	1.2	4.254	A
2	1273	5	2017	0.631	1279	1.7	4.927	A
3	320	1066	1011	0.316	322	0.5	5.229	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	861	259	1920	0.448	862	0.8	3.408	A
2	1066	4	2017	0.529	1068	1.1	3.803	A
3	268	890	1127	0.238	269	0.3	4.195	A

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1492	100.000
2		✓	1380	100.000
3		✓	222	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	1491	1
	2	1094	0	286
	3	3	219	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.85	12.24	5.4	B
2	0.75	7.20	3.0	A
3	0.27	5.33	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1123	164	1993	0.564	1118	1.3	4.091	A
2	1039	0.75	2019	0.515	1035	1.1	3.642	A
3	167	820	1174	0.142	166	0.2	3.572	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1341	197	1968	0.681	1338	2.1	5.683	A
2	1241	0.90	2019	0.614	1239	1.6	4.600	A
3	200	982	1067	0.187	199	0.2	4.148	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1643	241	1934	0.849	1630	5.2	11.399	B
2	1519	1	2019	0.753	1514	3.0	7.050	A
3	244	1200	923	0.265	244	0.4	5.300	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1643	241	1934	0.849	1642	5.4	12.237	B
2	1519	1	2019	0.753	1519	3.0	7.197	A
3	244	1204	920	0.266	244	0.4	5.328	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1643	241	1934	0.849	1642	5.4	12.237	B
2	1519	1	2019	0.753	1519	3.0	7.197	A
3	244	1204	920	0.266	244	0.4	5.328	A

1	1341	197	1968	0.682	1354	2.2	5.986	A
2	1241	0.91	2019	0.614	1246	1.6	4.689	A
3	200	988	1063	0.188	200	0.2	4.173	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1123	165	1992	0.564	1127	1.3	4.177	A
2	1039	0.76	2019	0.515	1041	1.1	3.687	A
3	167	825	1170	0.143	167	0.2	3.591	A

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1203	100.000
2		✓	1490	100.000
3		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	1197	6
	2	1231	0	259
	3	14	377	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	7.56	2.7	A
2	0.81	9.57	4.3	A
3	0.52	9.23	1.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	906	282	1902	0.476	902	0.9	3.586	A
2	1122	4	2017	0.556	1117	1.2	3.980	A
3	294	923	1106	0.266	293	0.4	4.420	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1081	338	1859	0.582	1080	1.4	4.605	A
2	1339	5	2016	0.664	1337	1.9	5.278	A
3	352	1104	986	0.356	351	0.5	5.659	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1325	413	1802	0.735	1319	2.7	7.380	A

2	1641	7	2015	0.814	1632	4.2	9.182	A
3	430	1348	825	0.522	428	1.1	9.032	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1325	415	1800	0.736	1324	2.7	7.556	A
2	1641	7	2015	0.814	1640	4.3	9.573	A
3	430	1355	820	0.525	430	1.1	9.228	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1081	341	1857	0.582	1087	1.4	4.703	A
2	1339	5	2016	0.664	1348	2.0	5.466	A
3	352	1114	980	0.359	354	0.6	5.771	A

18:15 - 18:30

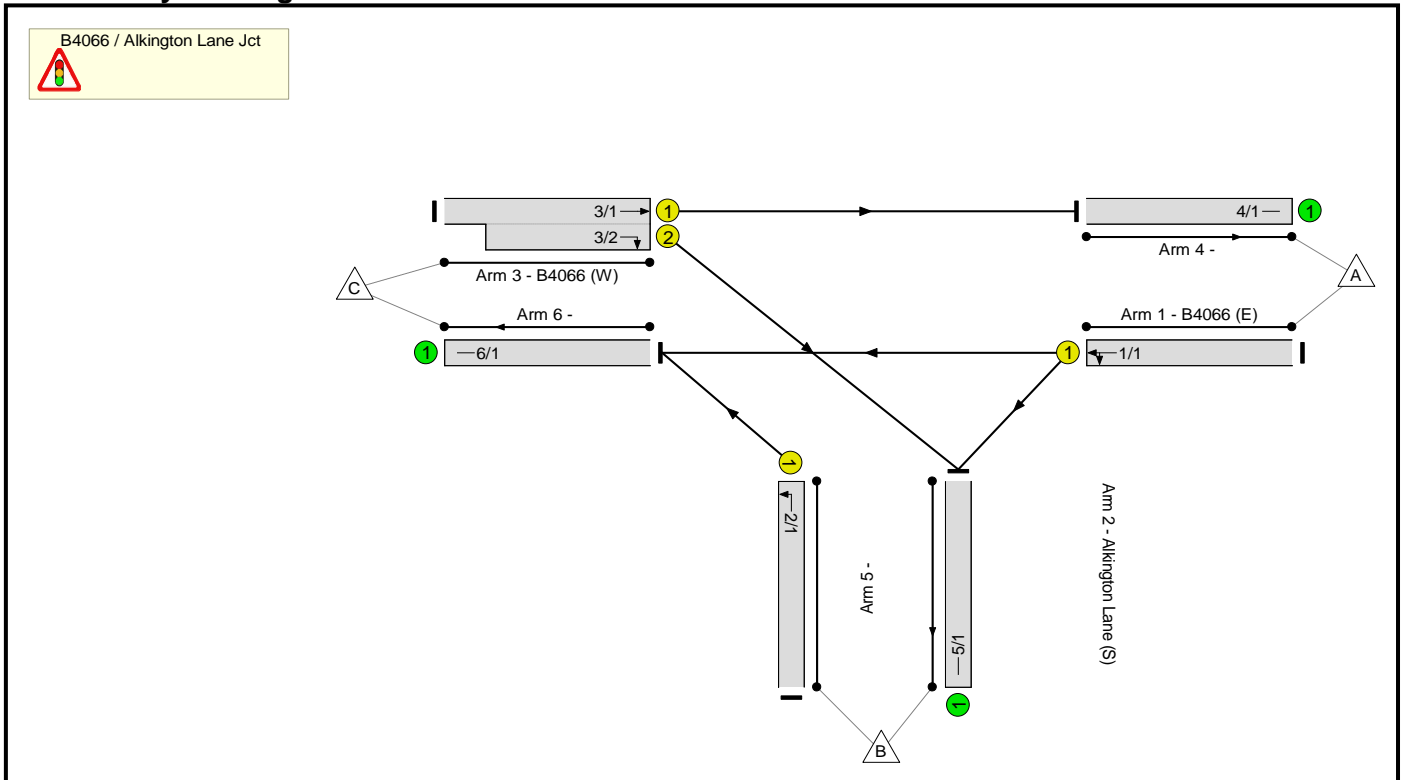
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	906	285	1901	0.477	908	0.9	3.632	A
2	1122	5	2016	0.556	1125	1.3	4.051	A
3	294	929	1102	0.267	295	0.4	4.468	A

Full Input Data And Results
Full Input Data And Results

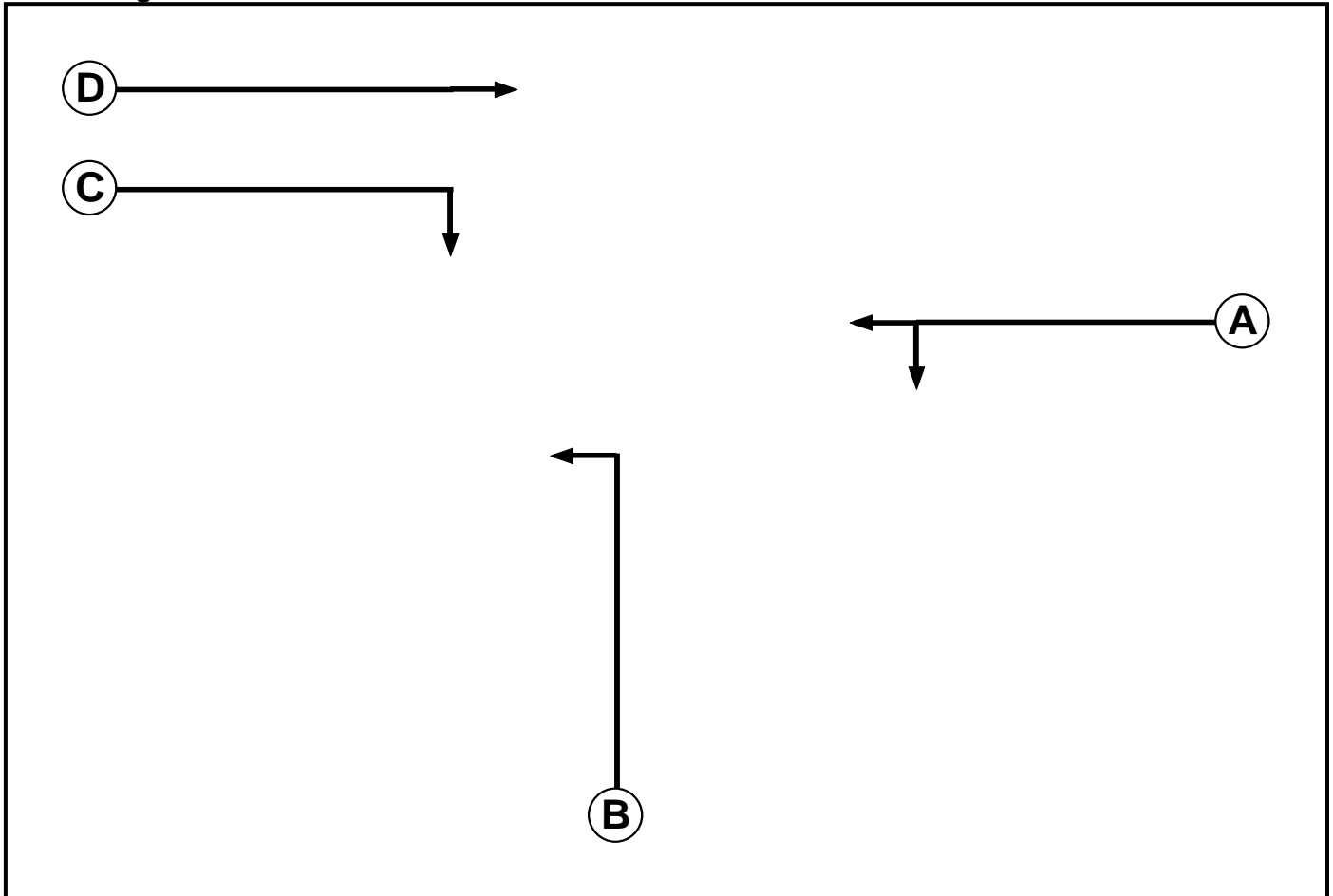
User and Project Details

Project:	Sharpness
Title:	B4066 / Alkington lane Jct
Location:	
Site Ref(s):	41745
Additional detail:	
File name:	200918 - B4066 _Alkington Lane Jct Alternative Staging SC.lsg3x
Author:	T Althorpe
Company:	Stantec UK
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

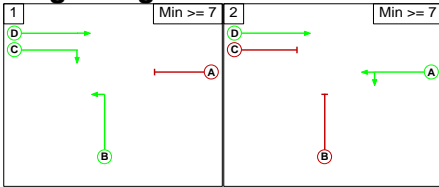
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	5	-
	B	5		-	-
	C	6	-		-
	D	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B C D
2	A D

Full Input Data And Results

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
1		6
2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B4066 / Alkington Lane Jct

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B4066 / Alkington Lane Jct												
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 (B4066 (E))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	11.57
											Arm 6 Ahead	Inf
2/1 (Alkington Lane (S))	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Left	20.32
3/1 (B4066 (W))	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (B4066 (W))	U	C	2	3	13.4	Geom	-	3.50	0.00	N	Arm 5 Right	15.00
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: '2040 Base + Dev (WC) AM'	08:00	09:00	01:00	
2: '2040 Base + Dev (WC) PM'	17:00	18:00	01:00	
3: '2040 Base + Dev (Sens) AM'	08:00	09:00	01:00	
4: '2040 Base + Dev (Sens) PM'	17:00	18:00	01:00	

Scenario 1: '2040 Base + Dev (WC) AM' (FG1: '2040 Base + Dev (WC) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	23	819	842
	B	0	0	463	463
	C	1017	606	0	1623
	Tot.	1017	629	1282	2928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2040 Base + Dev (WC) AM
Junction: B4066 / Alkington Lane Jct	
1/1	842
2/1	463
3/1 (with short)	1623(In) 1017(Out)
3/2 (short)	606
4/1	1017
5/1	629
6/1	1282

Lane Saturation Flows

Junction: B4066 / Alkington Lane Jct								
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 (B4066 (E))	3.50	0.00	Y	Arm 5 Left	11.57	2.7 %	1958	1958
				Arm 6 Ahead	Inf	97.3 %		
2/1 (Alkington Lane (S))	3.30	0.00	Y	Arm 6 Left	20.32	100.0 %	1811	1811
3/1 (B4066 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (B4066 (W))	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2040 Base + Dev (WC) PM' (FG2: '2040 Base + Dev (WC) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	8	785	793
	B	0	0	562	562
	C	990	491	0	1481
	Tot.	990	499	1347	2836

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2040 Base + Dev (WC) PM
Junction: B4066 / Alkington Lane Jct	
1/1	793
2/1	562
3/1 (with short)	1481(In) 990(Out)
3/2 (short)	491
4/1	990
5/1	499
6/1	1347

Lane Saturation Flows

Junction: B4066 / Alkington Lane Jct								
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 (B4066 (E))	3.50	0.00	Y	Arm 5 Left	11.57	1.0 %	1962	1962
				Arm 6 Ahead	Inf	99.0 %		
2/1 (Alkington Lane (S))	3.30	0.00	Y	Arm 6 Left	20.32	100.0 %	1811	1811
3/1 (B4066 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (B4066 (W))	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2040 Base + Dev (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	25	867	892
	B	0	0	494	494
	C	1064	638	0	1702
	Tot.	1064	663	1361	3088

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2040 Base + Dev (Sens) AM
Junction: B4066 / Alkington Lane Jct	
1/1	892
2/1	494
3/1 (with short)	1702(In) 1064(Out)
3/2 (short)	638
4/1	1064
5/1	663
6/1	1361

Lane Saturation Flows

Junction: B4066 / Alkington Lane Jct								
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 (B4066 (E))	3.50	0.00	Y	Arm 5 Left	11.57	2.8 %	1958	1958
				Arm 6 Ahead	Inf	97.2 %		
2/1 (Alkington Lane (S))	3.30	0.00	Y	Arm 6 Left	20.32	100.0 %	1811	1811
3/1 (B4066 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (B4066 (W))	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2040 Base + Dev (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	9	822	831
	B	0	0	594	594
	C	1052	522	0	1574
	Tot.	1052	531	1416	2999

Full Input Data And Results

Traffic Lane Flows

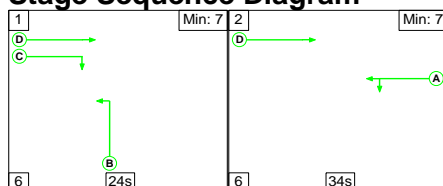
Lane	Scenario 4: 2040 Base + Dev (Sens) PM
Junction: B4066 / Alkington Lane Jct	
1/1	831
2/1	594
3/1 (with short)	1574(In) 1052(Out)
3/2 (short)	522
4/1	1052
5/1	531
6/1	1416

Lane Saturation Flows

Junction: B4066 / Alkington Lane Jct								
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 (B4066 (E))	3.50	0.00	Y	Arm 5 Left	11.57	1.1 %	1962	1962
				Arm 6 Ahead	Inf	98.9 %		
2/1 (Alkington Lane (S))	3.30	0.00	Y	Arm 6 Left	20.32	100.0 %	1811	1811
3/1 (B4066 (W))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (B4066 (W))	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2040 Base + Dev (WC) AM' (FG1: '2040 Base + Dev (WC) AM', Plan 1: 'Network Control Plan 1')

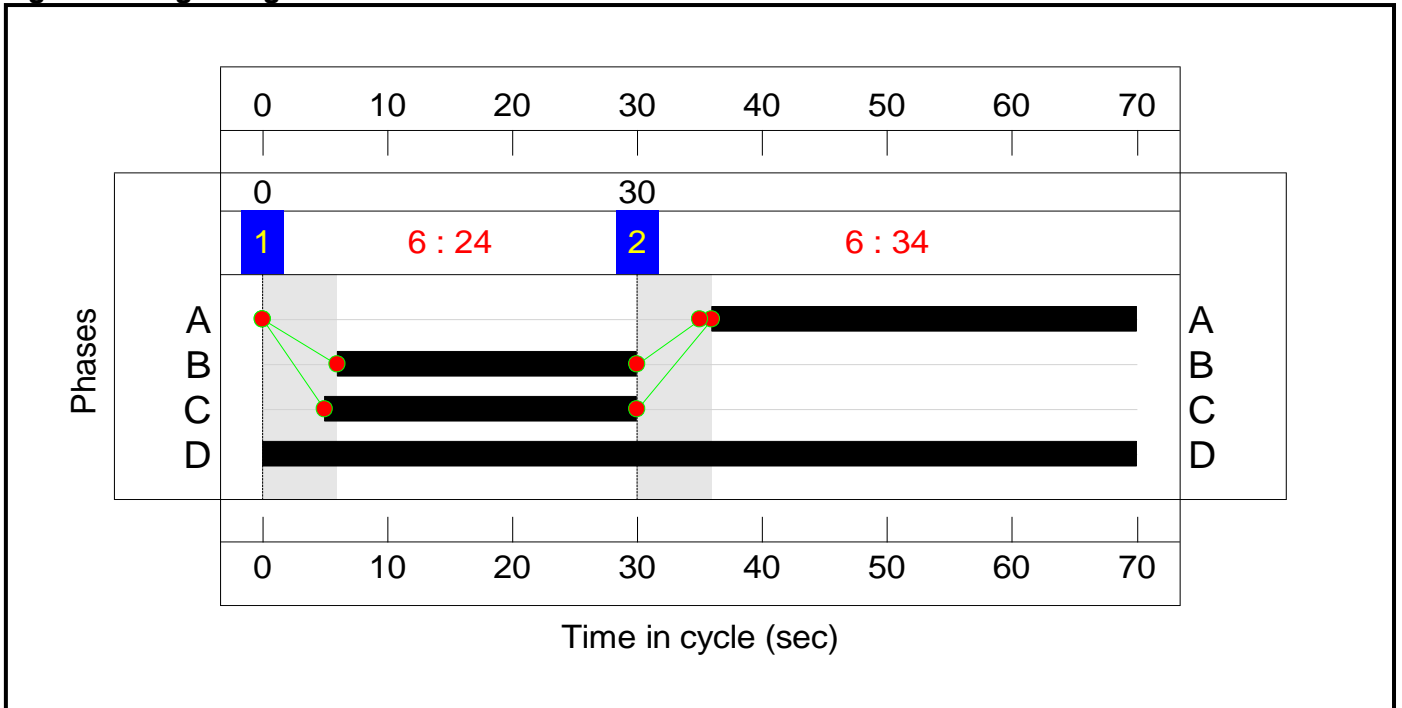
Stage Sequence Diagram




Stage Timings

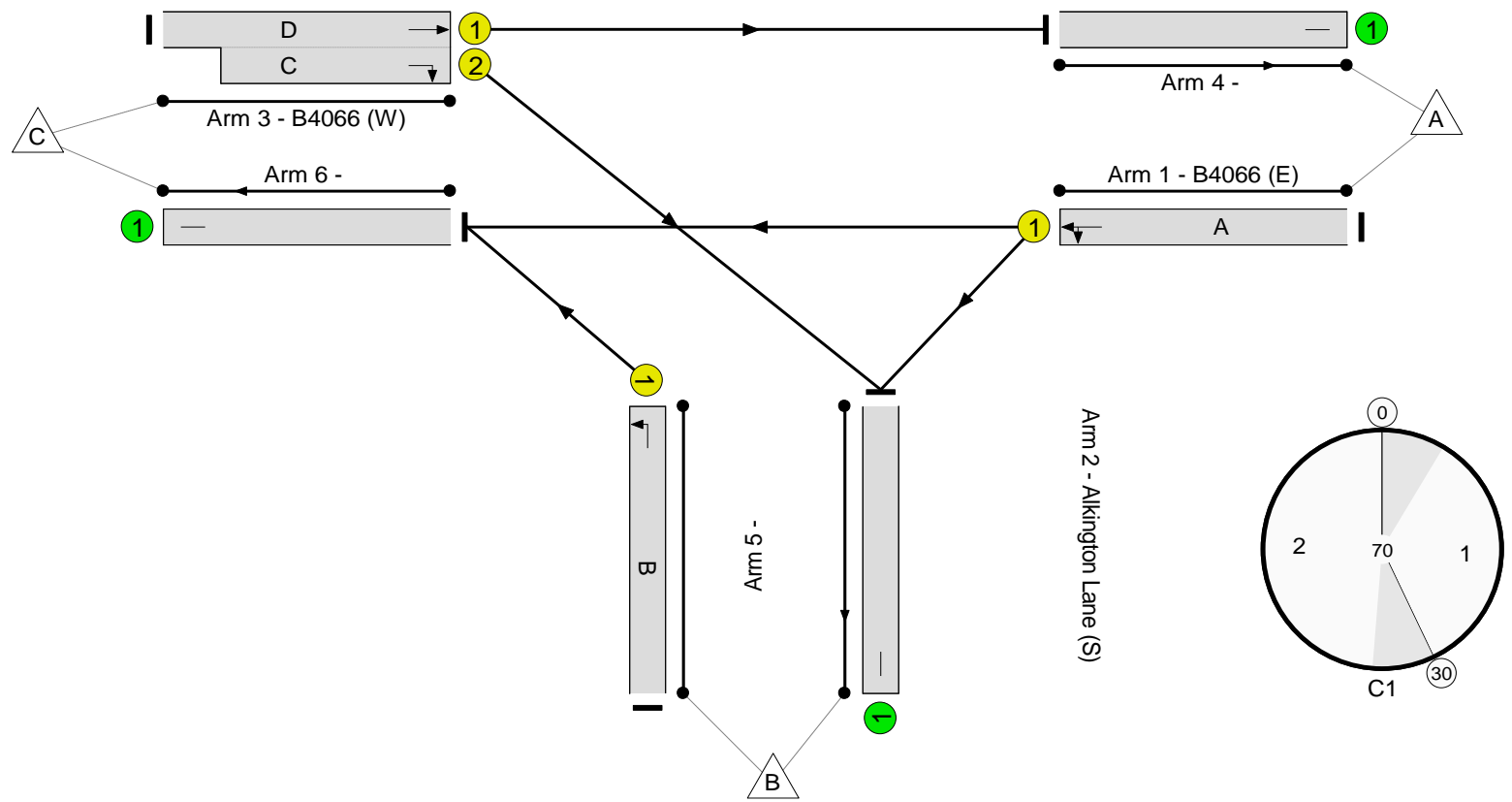
Stage	1	2
Duration	24	34
Change Point	0	30

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


B4066 / Alkington Lane Jct
 PRC: 4.6 %
 Total Traffic Delay: 16.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4066 / Alkington lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
B4066 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	B4066 (E) Left Ahead	U	N/A	N/A	A		1	34	-	842	1958	979	86.0%
2/1	Alkington Lane (S) Left	U	N/A	N/A	B		1	24	-	463	1811	647	71.6%
3/1+3/2	B4066 (W) Ahead Right	U	N/A	N/A	D C		1	70:25	-	1623	1965:1914	1188+708	85.6 : 85.6%
4/1		U	N/A	N/A	-		-	-	-	1017	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%

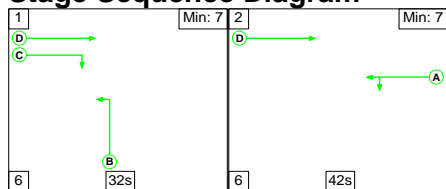
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4066 / Alkington lane Jct	-	-	0	0	0	9.5	7.1	0.0	16.6	-	-	-	-
B4066 / Alkington Lane Jct	-	-	0	0	0	9.5	7.1	0.0	16.6	-	-	-	-
1/1	842	842	-	-	-	3.6	2.9	-	6.5	28.0	14.3	2.9	17.2
2/1	463	463	-	-	-	2.5	1.2	-	3.7	29.1	7.7	1.2	9.0
3/1+3/2	1623	1623	-	-	-	3.4	2.9	-	6.3	14.0	10.8	2.9	13.7
4/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 16.60 Cycle Time (s): 70</p> <p> PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 16.60</p>													

Full Input Data And Results

Scenario 2: '2040 Base + Dev (WC) PM' (FG2: '2040 Base + Dev (WC) PM', Plan 1: 'Network Control Plan 1')

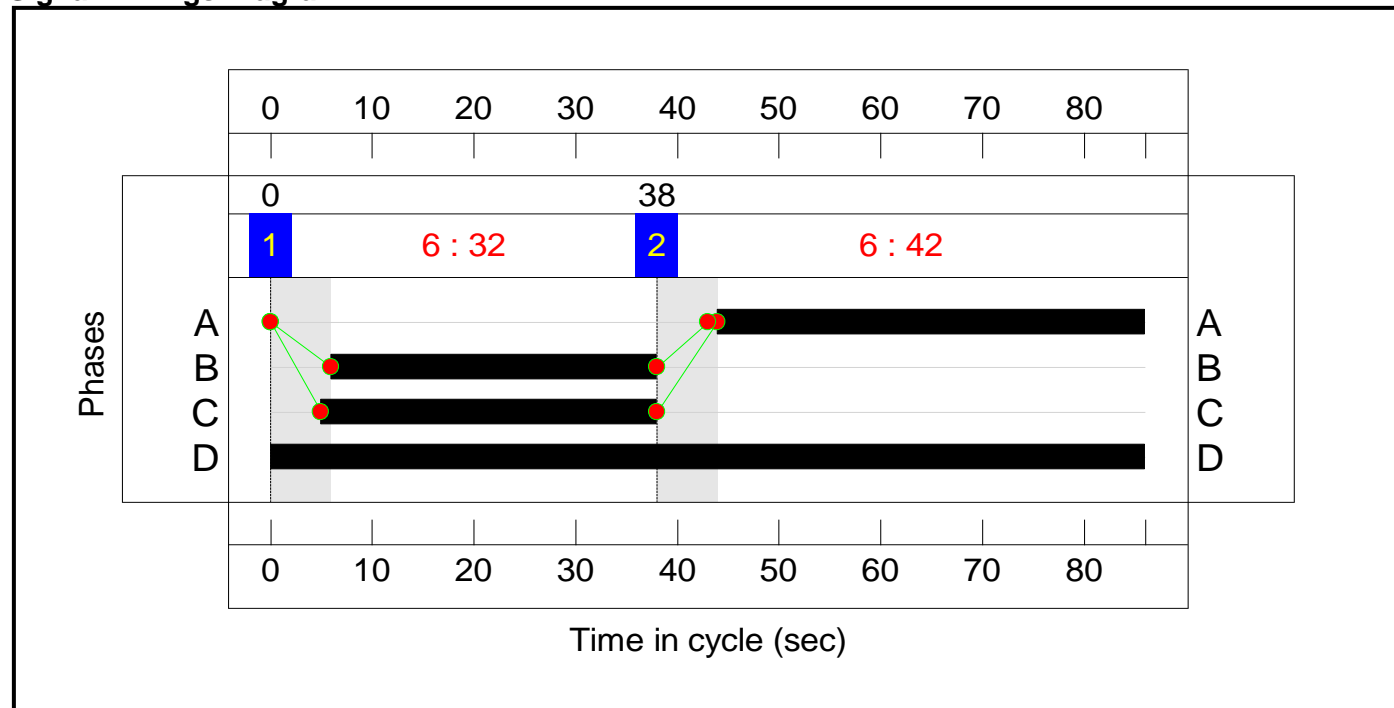
Stage Sequence Diagram



Stage Timings

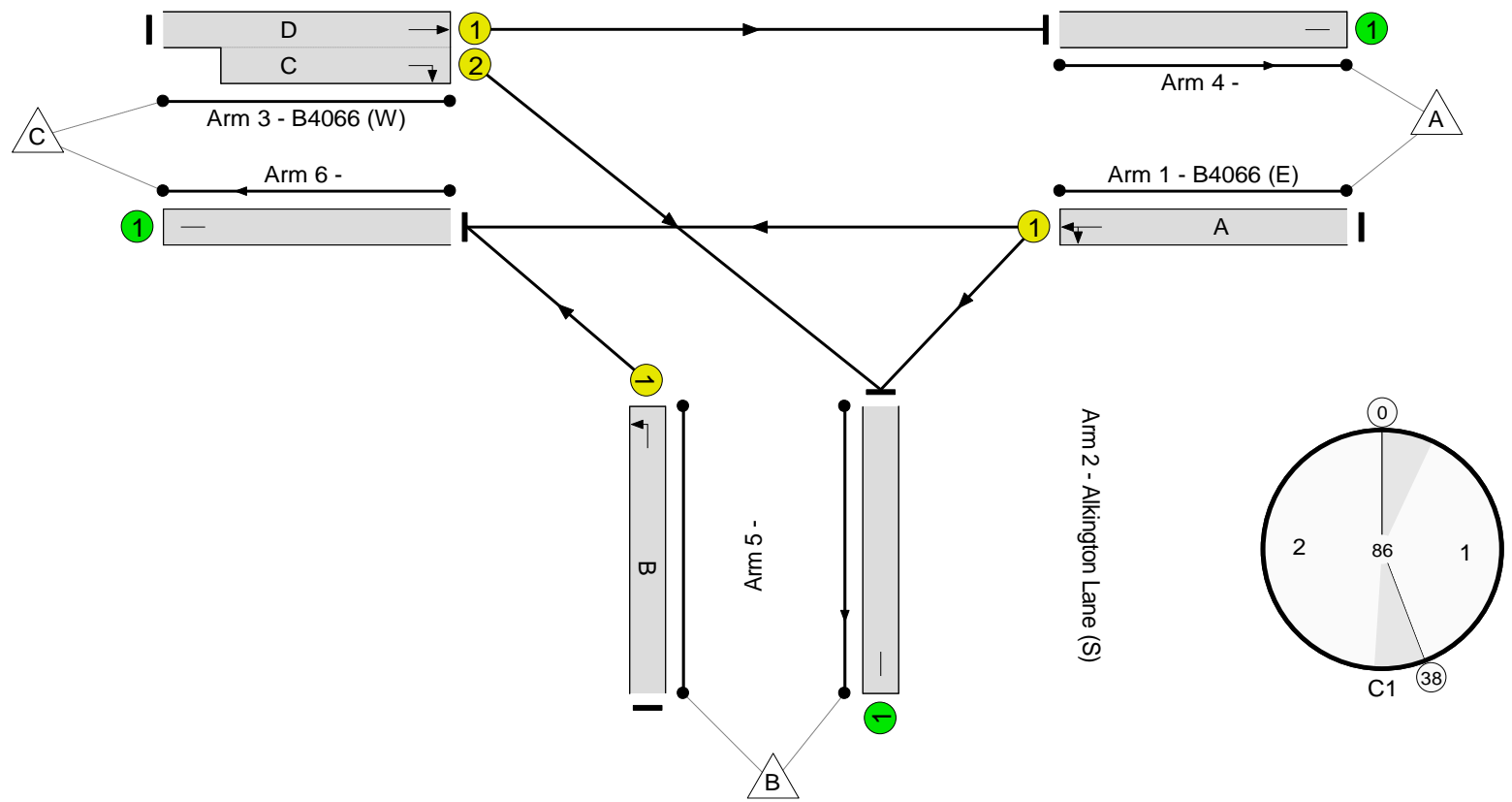

Stage	1	2
Duration	32	42
Change Point	0	38

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

B4066 / Alkington Lane Jct
PRC: 11.3 %
Total Traffic Delay: 16.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4066 / Alkington lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
B4066 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/1	B4066 (E) Left Ahead	U	N/A	N/A	A		1	42	-	793	1962	981	80.8%
2/1	Alkington Lane (S) Left	U	N/A	N/A	B		1	32	-	562	1811	695	80.9%
3/1+3/2	B4066 (W) Ahead Right	U	N/A	N/A	D C		1	86:33	-	1481	1965:1914	1279+634	77.4 : 77.4%
4/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1347	Inf	Inf	0.0%

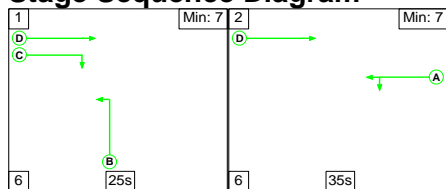
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4066 / Alkington lane Jct	-	-	0	0	0	10.6	5.8	0.0	16.4	-	-	-	-
B4066 / Alkington Lane Jct	-	-	0	0	0	10.6	5.8	0.0	16.4	-	-	-	-
1/1	793	793	-	-	-	4.0	2.1	-	6.0	27.4	15.9	2.1	17.9
2/1	562	562	-	-	-	3.7	2.1	-	5.7	36.8	11.9	2.1	13.9
3/1+3/2	1481	1481	-	-	-	2.9	1.7	-	4.6	11.1	9.4	1.7	11.1
4/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1347	1347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		11.3	Total Delay for Signalled Lanes (pcuHr):			16.37	Cycle Time (s):		86	
			PRC Over All Lanes (%):		11.3	Total Delay Over All Lanes(pcuHr):			16.37				

Full Input Data And Results

Scenario 3: '2040 Base + Dev (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM', Plan 1: 'Network Control Plan 1')

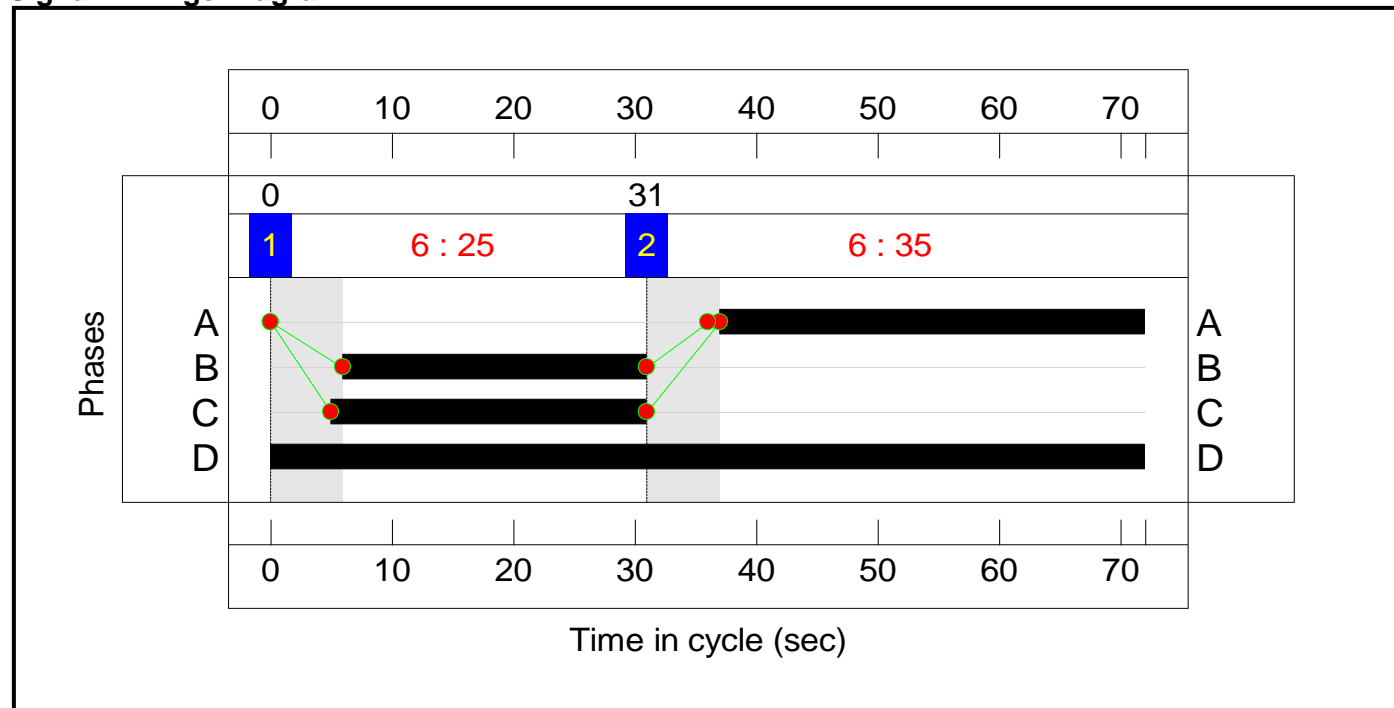
Stage Sequence Diagram




Stage Timings

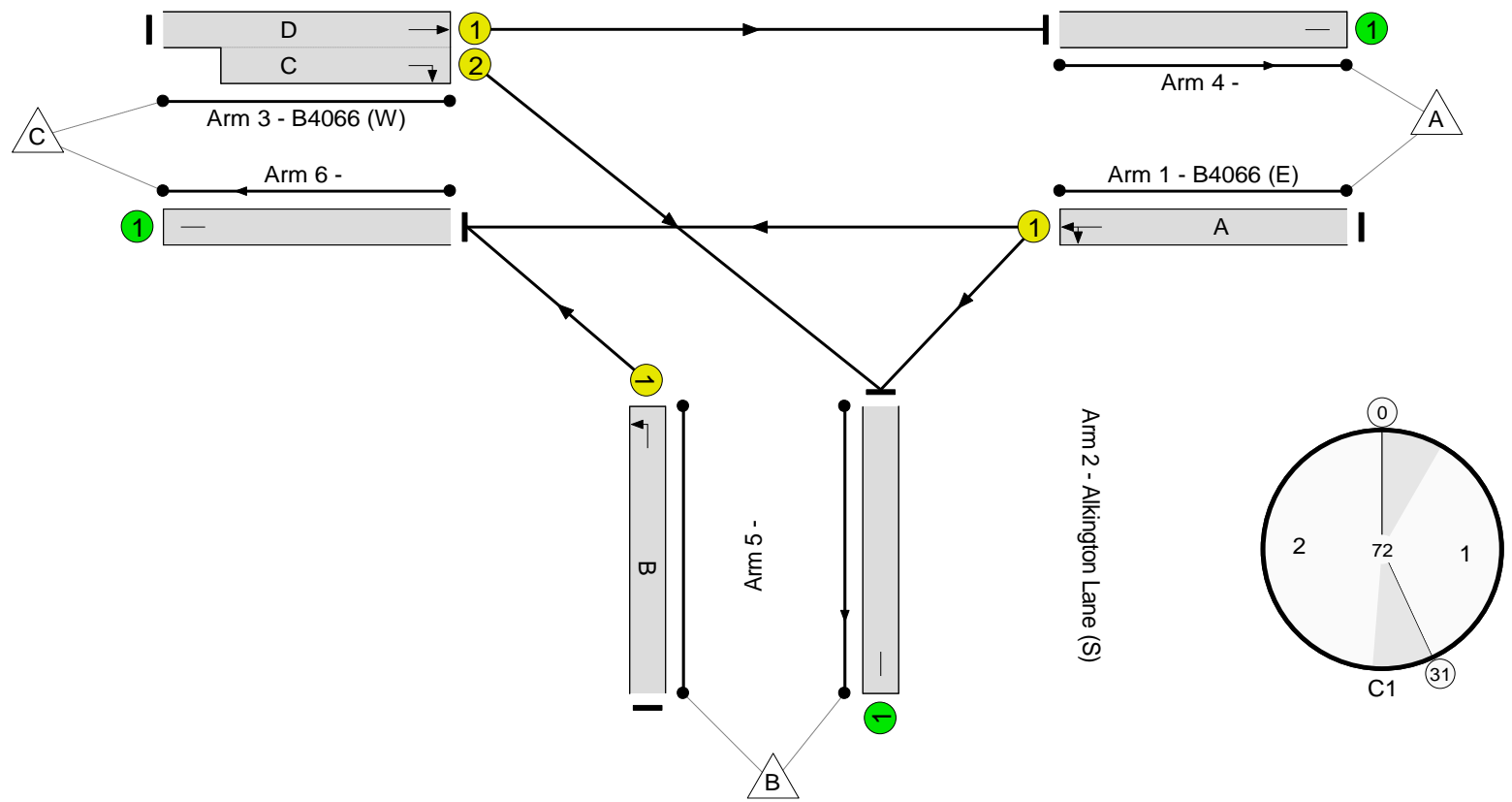
Stage	1	2
Duration	25	35
Change Point	0	31

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


B4066 / Alkington Lane Jct
 PRC: -1.5 %
 Total Traffic Delay: 21.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4066 / Alkington lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
B4066 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
1/1	B4066 (E) Left Ahead	U	N/A	N/A	A		1	35	-	892	1958	979	91.1%
2/1	Alkington Lane (S) Left	U	N/A	N/A	B		1	25	-	494	1811	654	75.5%
3/1+3/2	B4066 (W) Ahead Right	U	N/A	N/A	D C		1	72:26	-	1702	1965:1914	1165+698	91.4 : 91.4%
4/1		U	N/A	N/A	-		-	-	-	1064	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1361	Inf	Inf	0.0%

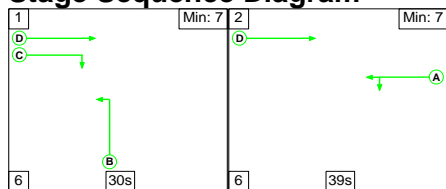
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B4066 / Alkington lane Jct	-	-	0	0	0	10.6	11.1	0.0	21.7	-	-	-	-
B4066 / Alkington Lane Jct	-	-	0	0	0	10.6	11.1	0.0	21.7	-	-	-	-
1/1	892	892	-	-	-	4.1	4.6	-	8.7	35.2	16.4	4.6	21.0
2/1	494	494	-	-	-	2.8	1.5	-	4.3	31.3	8.6	1.5	10.2
3/1+3/2	1702	1702	-	-	-	3.7	5.0	-	8.7	18.4	11.9	5.0	16.9
4/1	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1361	1361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-1.5	Total Delay for Signalled Lanes (pcuHr):		21.74	Cycle Time (s):		72		
			PRC Over All Lanes (%):		-1.5	Total Delay Over All Lanes(pcuHr):		21.74					

Full Input Data And Results

Scenario 4: '2040 Base + Dev (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM', Plan 1: 'Network Control Plan 1')

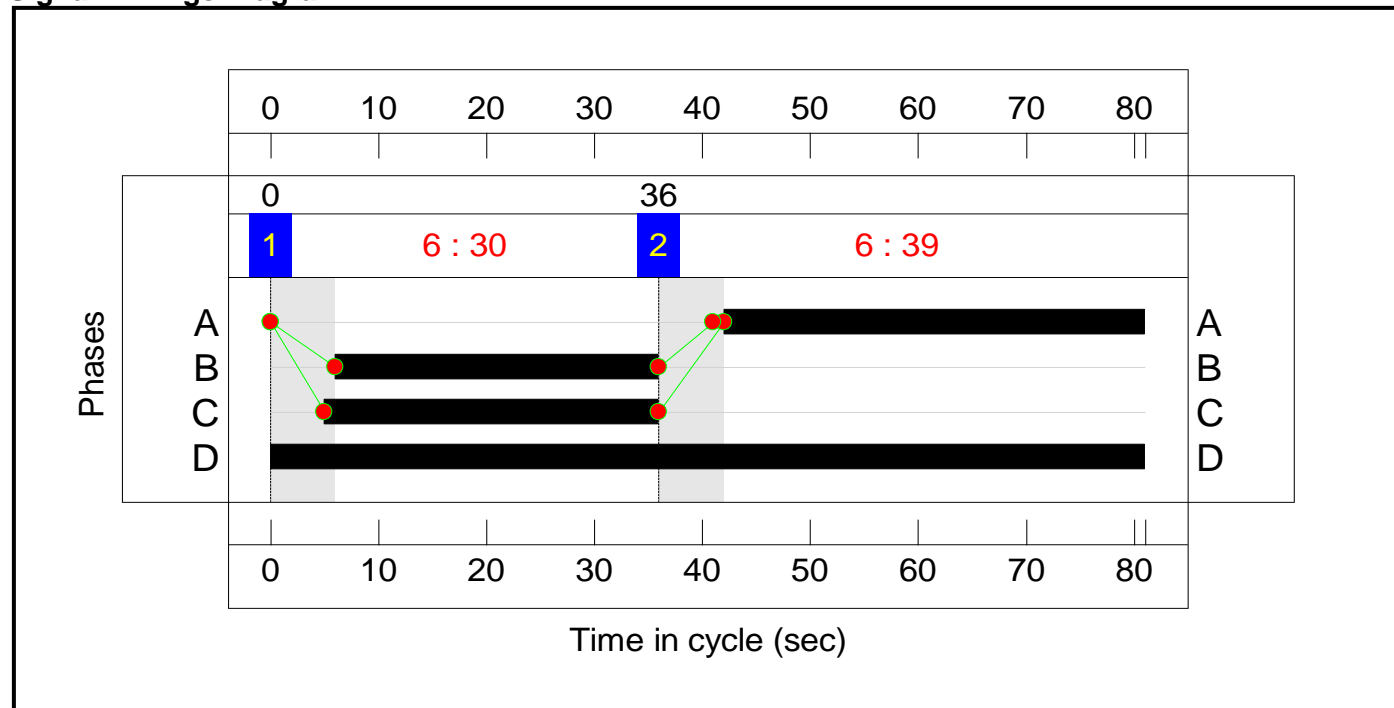
Stage Sequence Diagram




Stage Timings

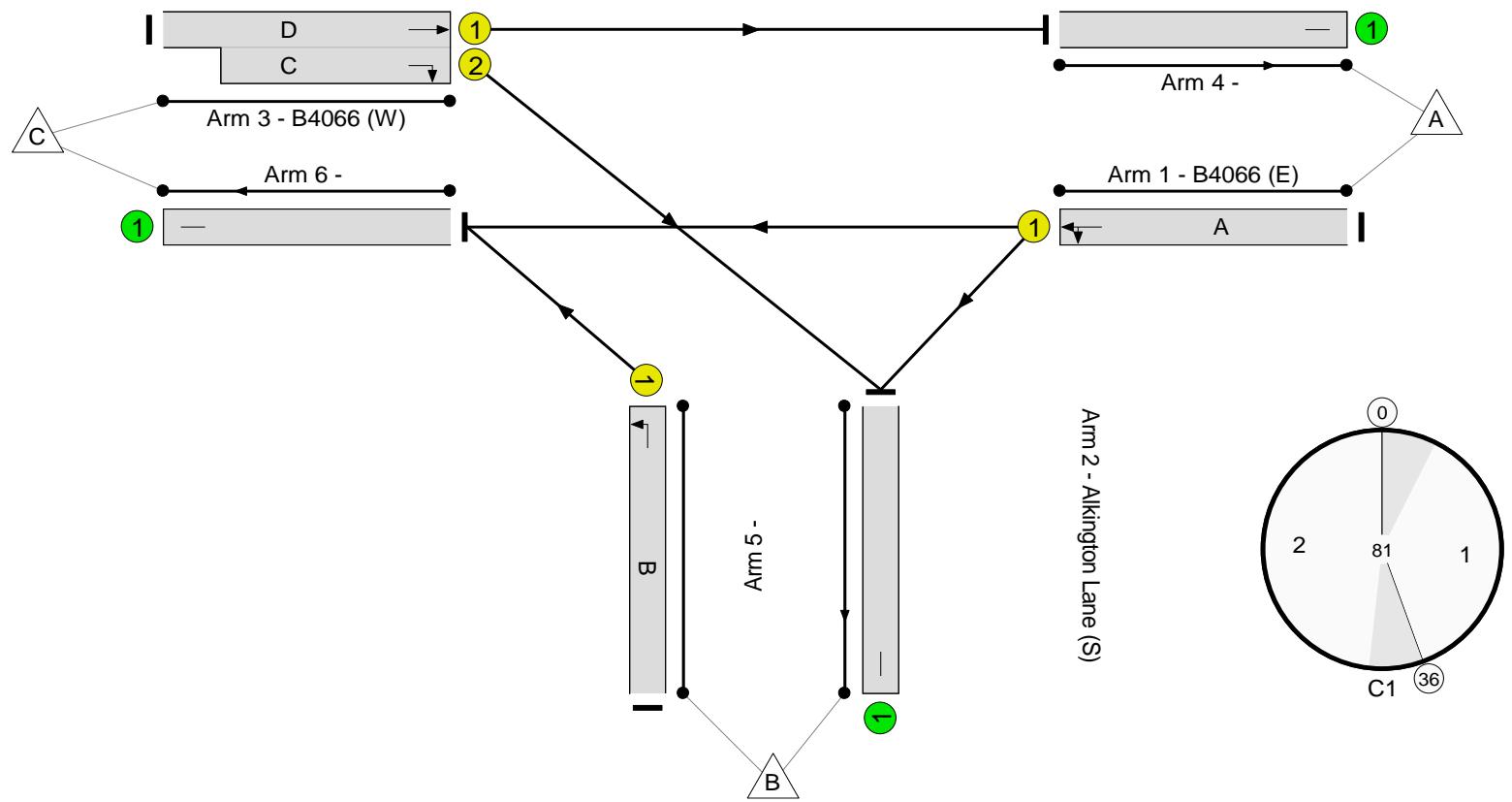
Stage	1	2
Duration	30	39
Change Point	0	36

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


B4066 / Alkington Lane Jct
 PRC: 4.9 %
 Total Traffic Delay: 18.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B4066 / Alkington lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
B4066 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	85.8%
1/1	B4066 (E) Left Ahead	U	N/A	N/A	A		1	39	-	831	1962	969	85.8%
2/1	Alkington Lane (S) Left	U	N/A	N/A	B		1	30	-	594	1811	693	85.7%
3/1+3/2	B4066 (W) Ahead Right	U	N/A	N/A	D C		1	81:31	-	1574	1965:1914	1302+646	80.8 : 80.8%
4/1		U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1416	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)																
Network: B4066 / Alkington lane Jct	-	-	0	0	0	10.9	7.8	0.0	18.7	-	-	-	-																
B4066 / Alkington Lane Jct	-	-	0	0	0	10.9	7.8	0.0	18.7	-	-	-	-																
1/1	831	831	-	-	-	4.2	2.9	-	7.0	30.5	16.4	2.9	19.3																
2/1	594	594	-	-	-	3.8	2.8	-	6.6	40.1	12.2	2.8	15.0																
3/1+3/2	1574	1574	-	-	-	3.0	2.1	-	5.0	11.5	9.7	2.1	11.8																
4/1	1052	1052	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																
6/1	1416	1416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																
<table style="width:100%; border:none;"> <tr> <td style="width:20%;"></td> <td style="width:10%;">C1</td> <td style="width:15%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">4.9</td> <td style="width:15%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:10%;">18.71</td> <td style="width:15%;">Cycle Time (s):</td> <td style="width:10%;">81</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%):</td> <td>4.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>18.71</td> <td></td> <td></td> </tr> </table>															C1	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	18.71	Cycle Time (s):	81			PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	18.71		
	C1	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	18.71	Cycle Time (s):	81																						
		PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	18.71																								

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: A38 B4066 Roundabout Mitigation.j9

Path: J:\41745 - Sharpness\Technical\Calcs\Transport\Junction Assessments\5 - A38-B4066

Report generation date: 22/09/20 13:47:21

- »2040 Base + Dev (Worst Case), AM
- »2040 Base + Dev (Worst Case), PM
- »2040 Base + Dev (Worst Case Sensitivity), AM
- »2040 Base + Dev (Worst Case Sensitivity), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2040 Base + Dev (Worst Case)										
Arm 1	D1	0.6	6.59	0.39	A	D2	2.9	16.29	0.75	C
Arm 2		2.1	6.60	0.68	A		3.1	10.29	0.76	B
Arm 3		3.2	7.99	0.77	A		2.2	5.98	0.69	A
2040 Base + Dev (Worst Case Sensitivity)										
Arm 1	D3	0.8	7.44	0.45	A	D4	5.2	26.85	0.85	D
Arm 2		2.5	7.69	0.72	A		4.9	15.34	0.84	C
Arm 3		4.6	10.62	0.83	B		2.7	7.01	0.73	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

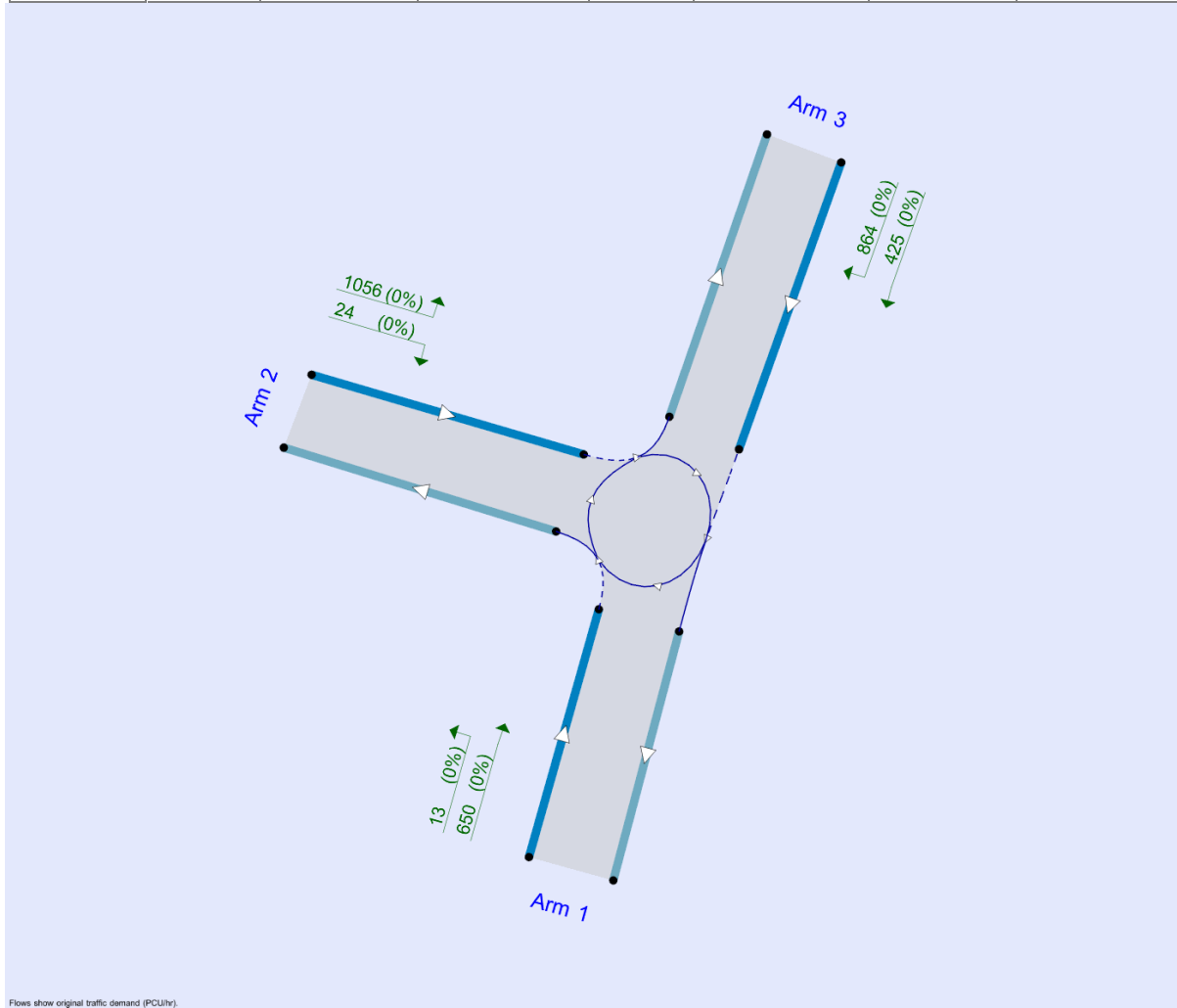
File Description

Title	A38/ B4066 - Mitigation
Location	Sharpness
Site number	
Date	11/09/20
Version	
Status	Mitigation
Identifier	
Client	

Jobnumber	41745
Enumerator	CORP\rpawson
Description	Roundabout mitigation design based on scheme from Stroud Capacity Assessment (2014) Drawing number 41745/5507/008

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 Base + Dev (Worst Case), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	B4066 N	
2	B4066 E	
3	Canonbury Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.65	7.10	9.0	10.4	30.0	51.0	
2	3.65	6.80	32.0	22.5	30.0	15.0	
3	3.20	7.10	38.0	24.0	30.0	18.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.558	1390
2	0.724	1937
3	0.725	1952

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

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)
D1	2040 Base + Dev (Worst Case)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	324	100.000
2		✓	1043	100.000
3		✓	1351	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	19	305
	2	18	0	1025
	3	559	792	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	6.59	0.6	A
2	0.68	6.60	2.1	A
3	0.77	7.99	3.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244	594	1058	0.230	243	0.3	4.407	A
2	785	228	1772	0.443	782	0.8	3.626	A
3	1017	13	1942	0.524	1013	1.1	3.857	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	711	993	0.293	291	0.4	5.122	A
2	938	274	1739	0.539	936	1.2	4.477	A
3	1215	16	1940	0.626	1212	1.7	4.932	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357	868	905	0.394	356	0.6	6.543	A
2	1148	335	1694	0.678	1145	2.1	6.506	A
3	1487	20	1937	0.768	1481	3.2	7.788	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	357	872	903	0.395	357	0.6	6.587	A
2	1148	336	1694	0.678	1148	2.1	6.595	A
3	1487	20	1937	0.768	1487	3.2	7.987	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	291	716	990	0.294	292	0.4	5.162	A
2	938	275	1738	0.540	941	1.2	4.540	A
3	1215	16	1940	0.626	1221	1.7	5.049	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	244	598	1056	0.231	244	0.3	4.438	A
2	785	230	1770	0.444	787	0.8	3.664	A
3	1017	14	1942	0.524	1019	1.1	3.912	A

2040 Base + Dev (Worst Case), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2040 Base + Dev (Worst Case)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	603	100.000
2		✓	1015	100.000
3		✓	1210	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	12	591
	2	22	0	993
	3	386	824	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.75	16.29	2.9	C
2	0.76	10.29	3.1	B
3	0.69	5.98	2.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	454	618	1045	0.434	451	0.8	6.032	A
2	764	442	1617	0.473	761	0.9	4.187	A
3	911	16	1940	0.470	907	0.9	3.476	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	542	740	977	0.555	540	1.2	8.209	A
2	912	529	1554	0.587	910	1.4	5.579	A
3	1088	20	1937	0.561	1086	1.3	4.221	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	905	885	0.750	658	2.8	15.420	C
2	1118	644	1470	0.760	1111	3.0	9.843	A
3	1332	24	1934	0.689	1329	2.2	5.909	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	664	907	883	0.751	664	2.9	16.287	C
2	1118	650	1466	0.762	1117	3.1	10.291	B
3	1332	24	1934	0.689	1332	2.2	5.977	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	542	743	975	0.556	549	1.3	8.570	A
2	912	538	1548	0.590	919	1.5	5.786	A
3	1088	20	1937	0.561	1091	1.3	4.274	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	454	621	1043	0.435	456	0.8	6.153	A
2	764	447	1613	0.474	766	0.9	4.262	A
3	911	17	1940	0.470	913	0.9	3.509	A

2040 Base + Dev (Worst Case Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D3	2040 Base + Dev (Worst Case Sensitivity)	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	356	100.000
2		✓	1092	100.000
3		✓	1452	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	21	335
	2	20	0	1072
	3	615	837	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.45	7.44	0.8	A
2	0.72	7.69	2.5	A
3	0.83	10.62	4.6	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268	627	1040	0.258	267	0.3	4.648	A
2	822	251	1755	0.468	819	0.9	3.830	A
3	1093	15	1941	0.563	1088	1.3	4.196	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	751	971	0.330	319	0.5	5.523	A
2	982	301	1719	0.571	980	1.3	4.856	A
3	1305	18	1939	0.673	1302	2.0	5.629	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392	916	879	0.446	391	0.8	7.361	A
2	1202	368	1671	0.720	1198	2.5	7.532	A
3	1599	22	1936	0.826	1589	4.5	10.101	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392	921	876	0.448	392	0.8	7.441	A
2	1202	369	1670	0.720	1202	2.5	7.688	A
3	1599	22	1936	0.826	1598	4.6	10.616	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	320	758	967	0.331	321	0.5	5.588	A
2	982	302	1718	0.571	986	1.3	4.952	A
3	1305	18	1939	0.673	1315	2.1	5.866	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268	632	1037	0.258	269	0.4	4.690	A
2	822	253	1754	0.469	824	0.9	3.879	A
3	1093	15	1941	0.563	1096	1.3	4.280	A

2040 Base + Dev (Worst Case Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	14.31	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D4	2040 Base + Dev (Worst Case Sensitivity)	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	663	100.000

2		✓	1080	100.000
3		✓	1289	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	13	650
	2	24	0	1056
	3	425	864	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.85	26.85	5.2	D
2	0.84	15.34	4.9	C
3	0.73	7.01	2.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	648	1028	0.485	495	0.9	6.710	A
2	813	486	1585	0.513	809	1.0	4.612	A
3	970	18	1939	0.501	966	1.0	3.688	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	775	957	0.623	593	1.6	9.824	A
2	971	582	1516	0.641	968	1.7	6.538	A
3	1159	22	1936	0.599	1157	1.5	4.609	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	948	861	0.848	717	4.8	23.307	C
2	1189	703	1428	0.833	1178	4.6	13.820	B
3	1419	26	1933	0.734	1414	2.7	6.880	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	951	859	0.850	728	5.2	26.850	D
2	1189	714	1420	0.837	1188	4.9	15.342	C
3	1419	26	1933	0.734	1419	2.7	7.006	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	780	954	0.624	610	1.7	10.839	B
2	971	598	1504	0.646	983	1.9	7.060	A
3	1159	22	1936	0.599	1164	1.5	4.690	A

18:15 - 18:30

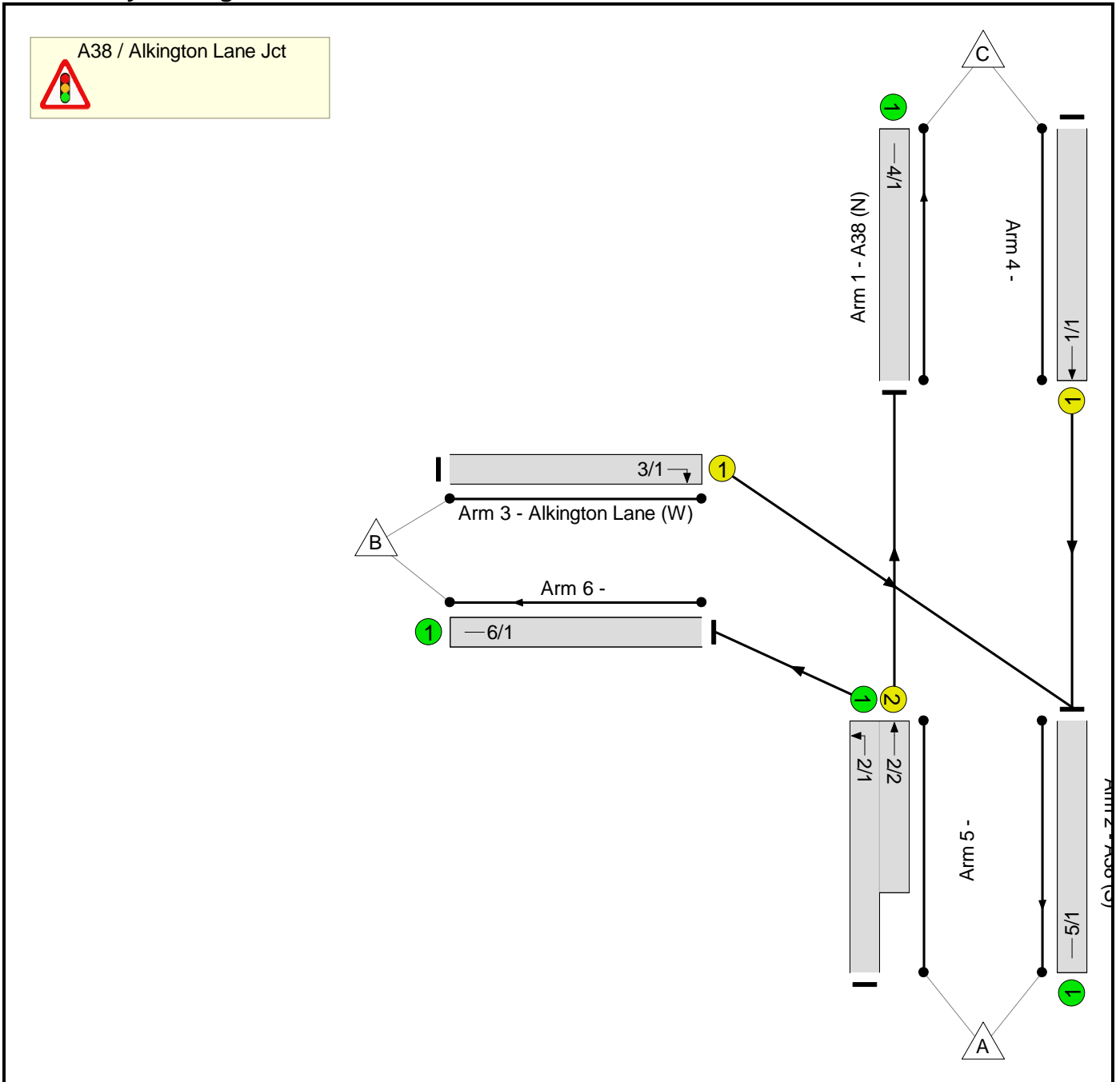
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	652	1026	0.487	502	1.0	6.913	A
2	813	492	1581	0.514	816	1.1	4.730	A
3	970	18	1939	0.501	972	1.0	3.735	A

Full Input Data And Results

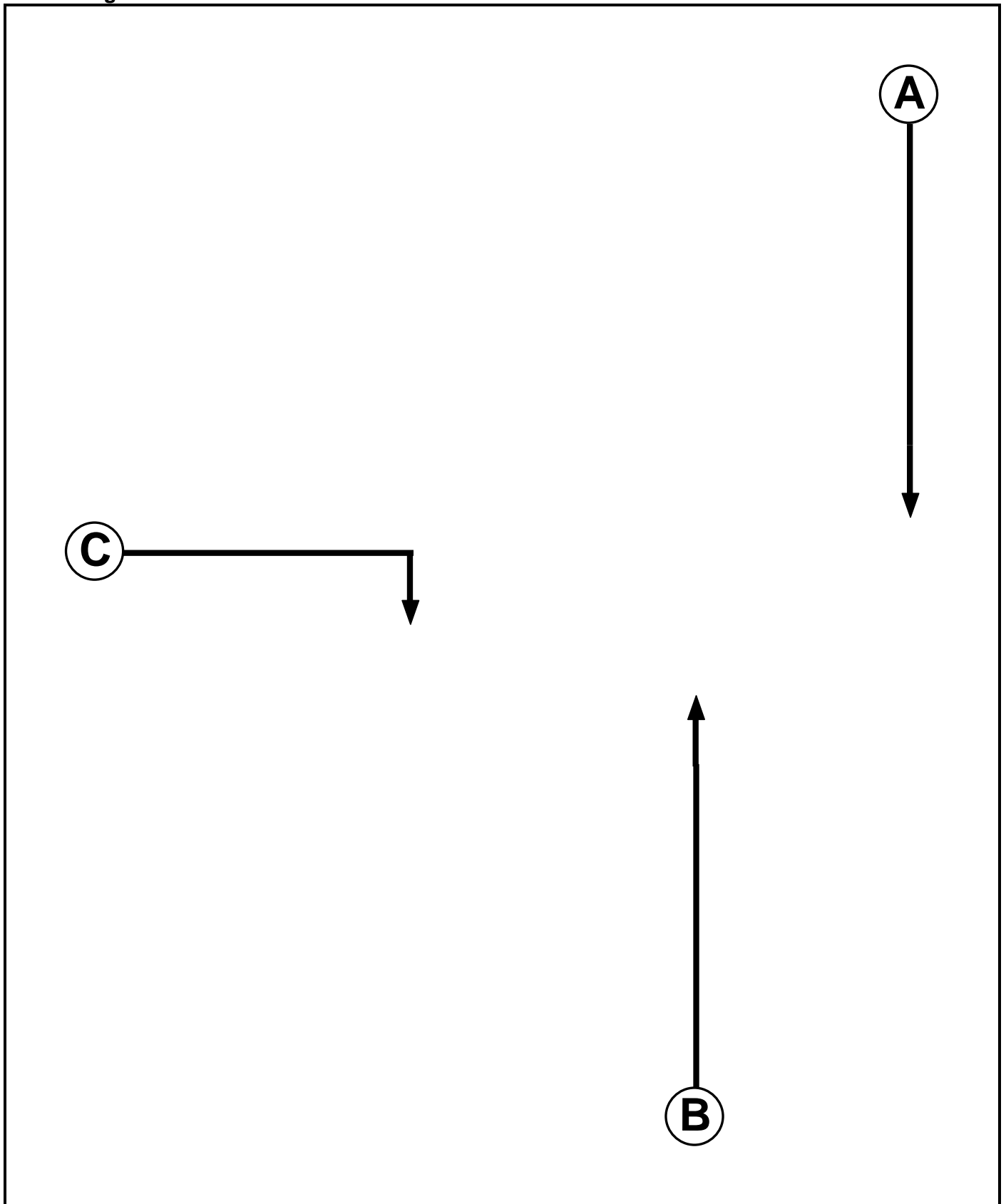
User and Project Details

Project:	Sharpness Vale
Title:	A38 / Alkington Lane Junction
Location:	
Additional detail:	
File name:	200922 - A38_Alkington Ln Jct - New Layout.lsg3x
Author:	T Althorpe
Company:	Stantec UK
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

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

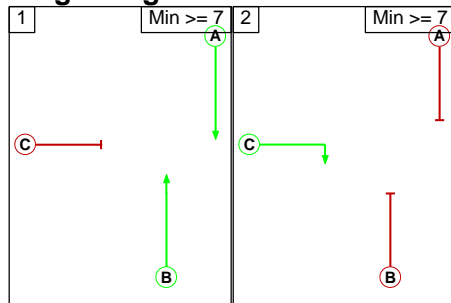
Phase Intergreens Matrix

	Starting Phase		
	A	B	C
Terminating Phase	A	-	5
	B	-	7
	C	5	5

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

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
1		7
2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A38 / Alkington Lane Jct

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A38 / Alkington Lane Jct												
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 (A38 (N))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	Inf
2/1 (A38 (S))	U		2	3	60.0	Geom	-	3.27	0.00	Y	Arm 6 Left	14.86
2/2 (A38 (S))	U	B	2	3	8.7	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
3/1 (Alkington Lane (W))	U	C	2	3	60.0	Geom	-	3.01	0.00	Y	Arm 5 Right	16.39
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: '2040 Base + Dev (WC) AM'	08:00	09:00	01:00	
2: '2040 Base + Dev (WC) PM'	17:00	18:00	01:00	
3: '2040 Base + Dev (Sens) AM'	08:00	09:00	01:00	
4: '2040 Base + Dev (Sens) PM'	17:00	18:00	01:00	

Scenario 1: '2040 Base + DEV (WC) AM' (FG1: '2040 Base + Dev (WC) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	404	288	692
	B	611	0	0	611
	C	525	0	0	525
	Tot.	1136	404	288	1828

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2040 Base + DEV (WC) AM
Junction: A38 / Alkington Lane Jct	
1/1	525
2/1 (with short)	692(In) 404(Out)
2/2 (short)	288
3/1	611
4/1	288
5/1	1136
6/1	404

Lane Saturation Flows

Junction: A38 / Alkington Lane Jct								
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 (A38 (N))	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/1 (A38 (S))	3.27	0.00	Y	Arm 6 Left	14.86	100.0 %	1764	1764
2/2 (A38 (S))	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Alkington Lane (W))	3.01	0.00	Y	Arm 5 Right	16.39	100.0 %	1755	1755
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2040 Base + DEV (WC) PM' (FG2: '2040 Base + Dev (WC) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	582	596	1178
	B	456	0	0	456
	C	328	0	0	328
	Tot.	784	582	596	1962

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2040 Base + DEV (WC) PM
Junction: A38 / Alkington Lane Jct	
1/1	328
2/1 (with short)	1178(In) 582(Out)
2/2 (short)	596
3/1	456
4/1	596
5/1	784
6/1	582

Lane Saturation Flows

Junction: A38 / Alkington Lane Jct								
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 (A38 (N))	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/1 (A38 (S))	3.27	0.00	Y	Arm 6 Left	14.86	100.0 %	1764	1764
2/2 (A38 (S))	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Alkington Lane (W))	3.01	0.00	Y	Arm 5 Right	16.39	100.0 %	1755	1755
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2040 Base + DEV (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	429	317	746
	B	643	0	0	643
	C	578	0	0	578
	Tot.	1221	429	317	1967

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2040 Base + DEV (Sens) AM
Junction: A38 / Alkington Lane Jct	
1/1	578
2/1 (with short)	746(In) 429(Out)
2/2 (short)	317
3/1	643
4/1	317
5/1	1221
6/1	429

Lane Saturation Flows

Junction: A38 / Alkington Lane Jct								
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 (A38 (N))	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/1 (A38 (S))	3.27	0.00	Y	Arm 6 Left	14.86	100.0 %	1764	1764
2/2 (A38 (S))	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Alkington Lane (W))	3.01	0.00	Y	Arm 5 Right	16.39	100.0 %	1755	1755
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2040 Base + DEV (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	616	655	1271
	B	484	0	0	484
	C	360	0	0	360
	Tot.	844	616	655	2115

Full Input Data And Results

Traffic Lane Flows

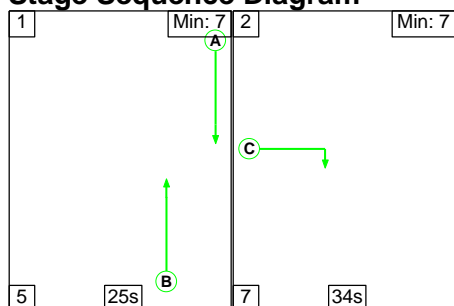
Lane	Scenario 4: 2040 Base + DEV (Sens) PM
Junction: A38 / Alkington Lane Jct	
1/1	360
2/1 (with short)	1271(In) 616(Out)
2/2 (short)	655
3/1	484
4/1	655
5/1	844
6/1	616

Lane Saturation Flows

Junction: A38 / Alkington Lane Jct								
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 (A38 (N))	3.65	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1980	1980
2/1 (A38 (S))	3.27	0.00	Y	Arm 6 Left	14.86	100.0 %	1764	1764
2/2 (A38 (S))	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (Alkington Lane (W))	3.01	0.00	Y	Arm 5 Right	16.39	100.0 %	1755	1755
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2040 Base + DEV (WC) AM' (FG1: '2040 Base + Dev (WC) AM', Plan 1: 'Network Control Plan 1')

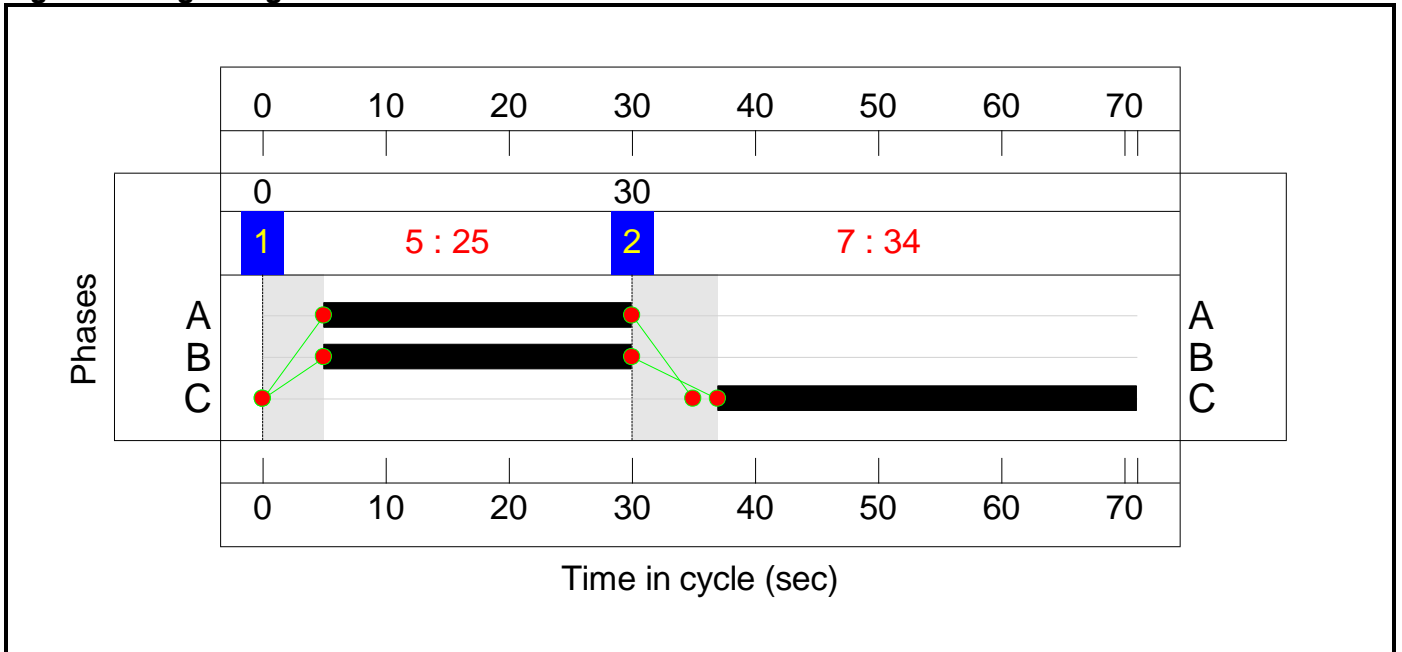
Stage Sequence Diagram



Stage Timings


Stage	1	2
Duration	25	34
Change Point	0	30

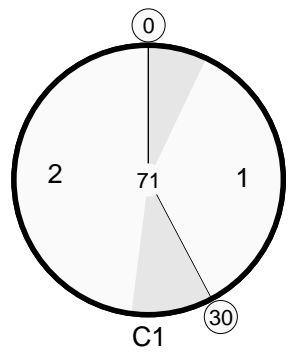
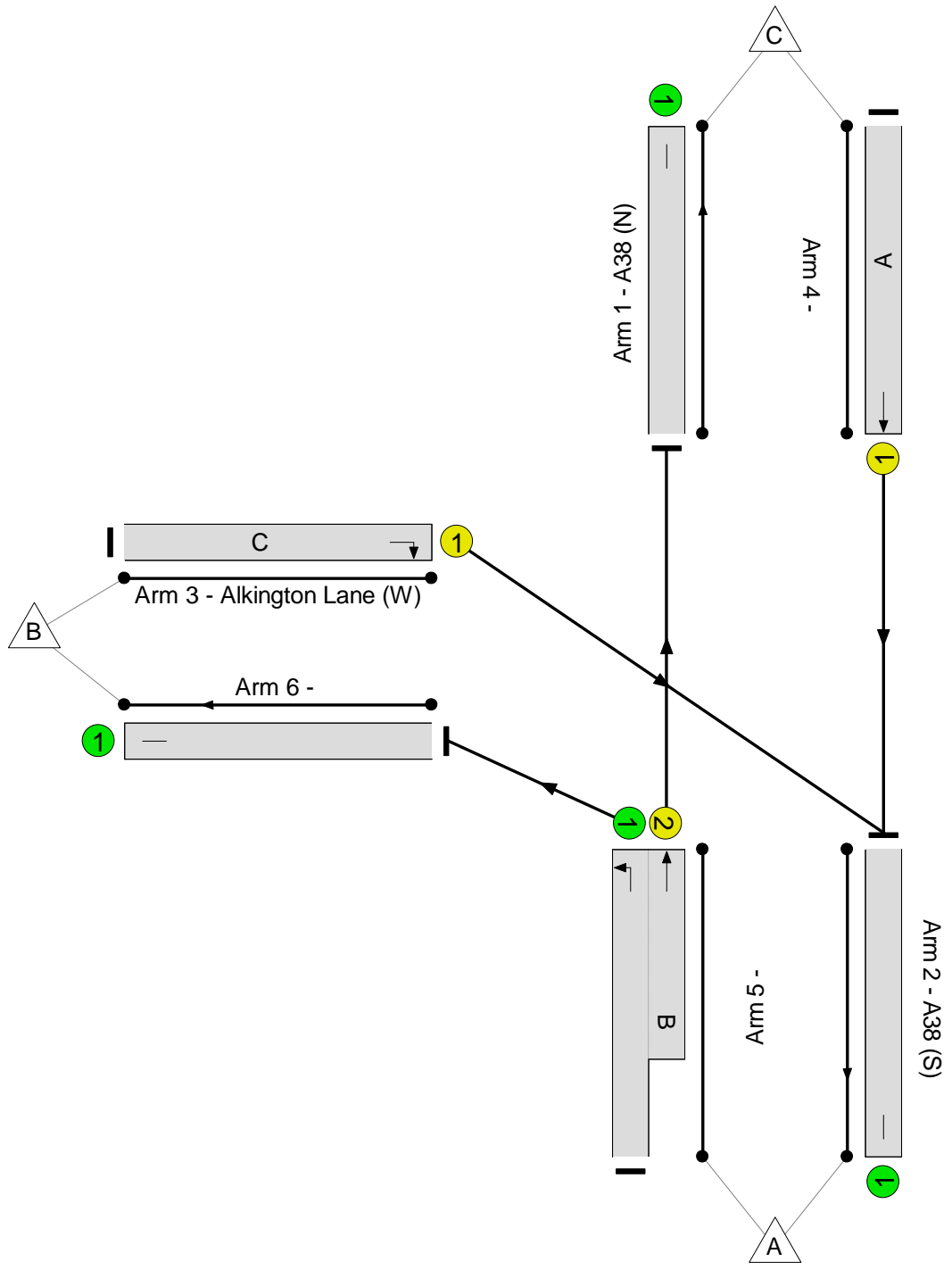
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


A38 / Alkington Lane Jct
 PRC: 24.3 %
 Total Traffic Delay: 9.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38 / Alkington Lane Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
A38 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	A38 (N) Ahead	U	N/A	N/A	A		1	25	-	525	1980	725	72.4%
2/1+2/2	A38 (S) Ahead Left	U	N/A	N/A	- B		-	-	-	692	1764:1945	778+554	52.0 : 52.0%
3/1	Alkington Lane (W) Right	U	N/A	N/A	C		1	34	-	611	1755	865	70.6%
4/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	404	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: A38 / Alkington Lane Junction	-	-	0	0	0	6.5	3.0	0.0	9.6	-	-	-	-
A38 / Alkington Lane Jct	-	-	0	0	0	6.5	3.0	0.0	9.6	-	-	-	-
1/1	525	525	-	-	-	2.8	1.3	-	4.1	28.3	8.9	1.3	10.2
2/1+2/2	692	692	-	-	-	1.3	0.5	-	1.9	9.8	4.2	0.5	4.7
3/1	611	611	-	-	-	2.4	1.2	-	3.6	21.0	9.3	1.2	10.5
4/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

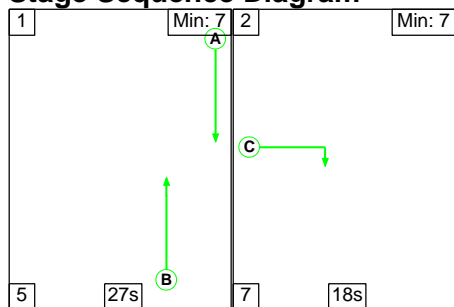
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	24.3	Total Delay for Signalled Lanes (pcuHr):	7.69	Cycle Time (s):	71
	PRC Over All Lanes (%):	24.3	Total Delay Over All Lanes(pcuHr):	9.57		

Full Input Data And Results

Scenario 2: '2040 Base + DEV (WC) PM' (FG2: '2040 Base + Dev (WC) PM', Plan 1: 'Network Control Plan 1')

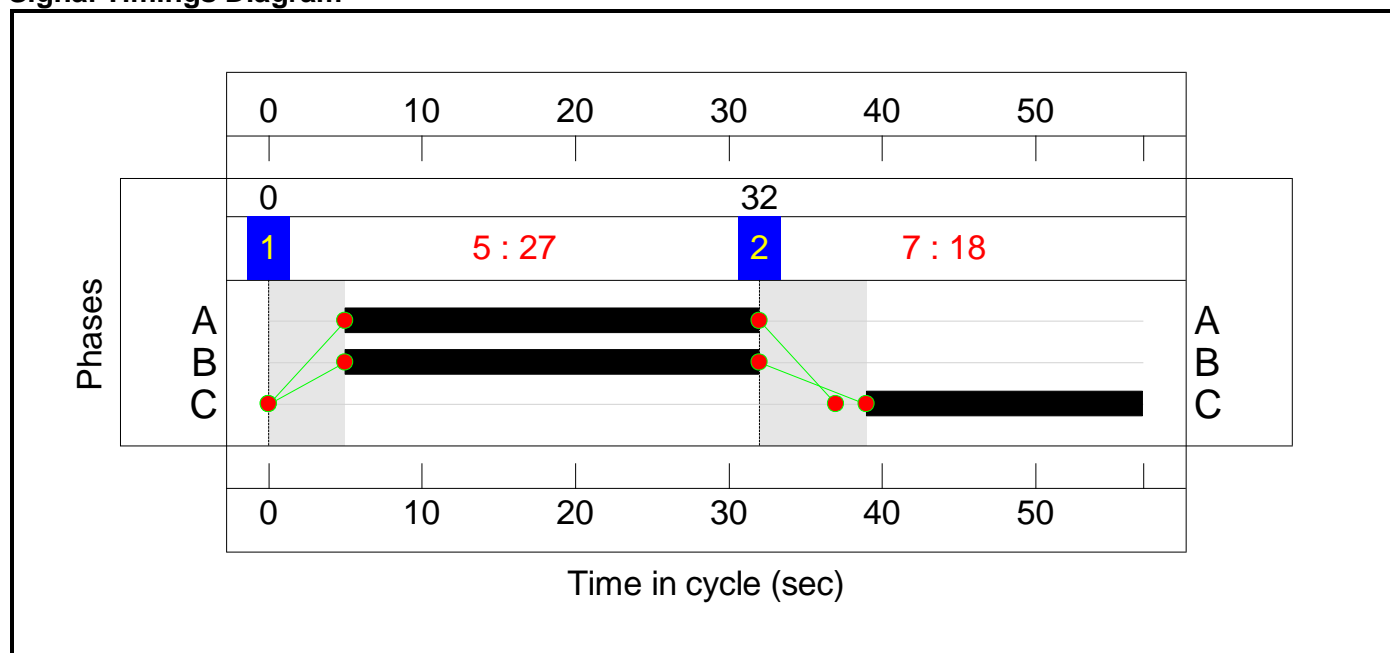
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	27	18
Change Point	0	32

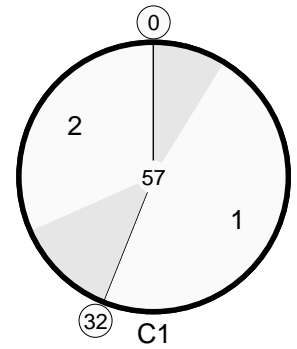
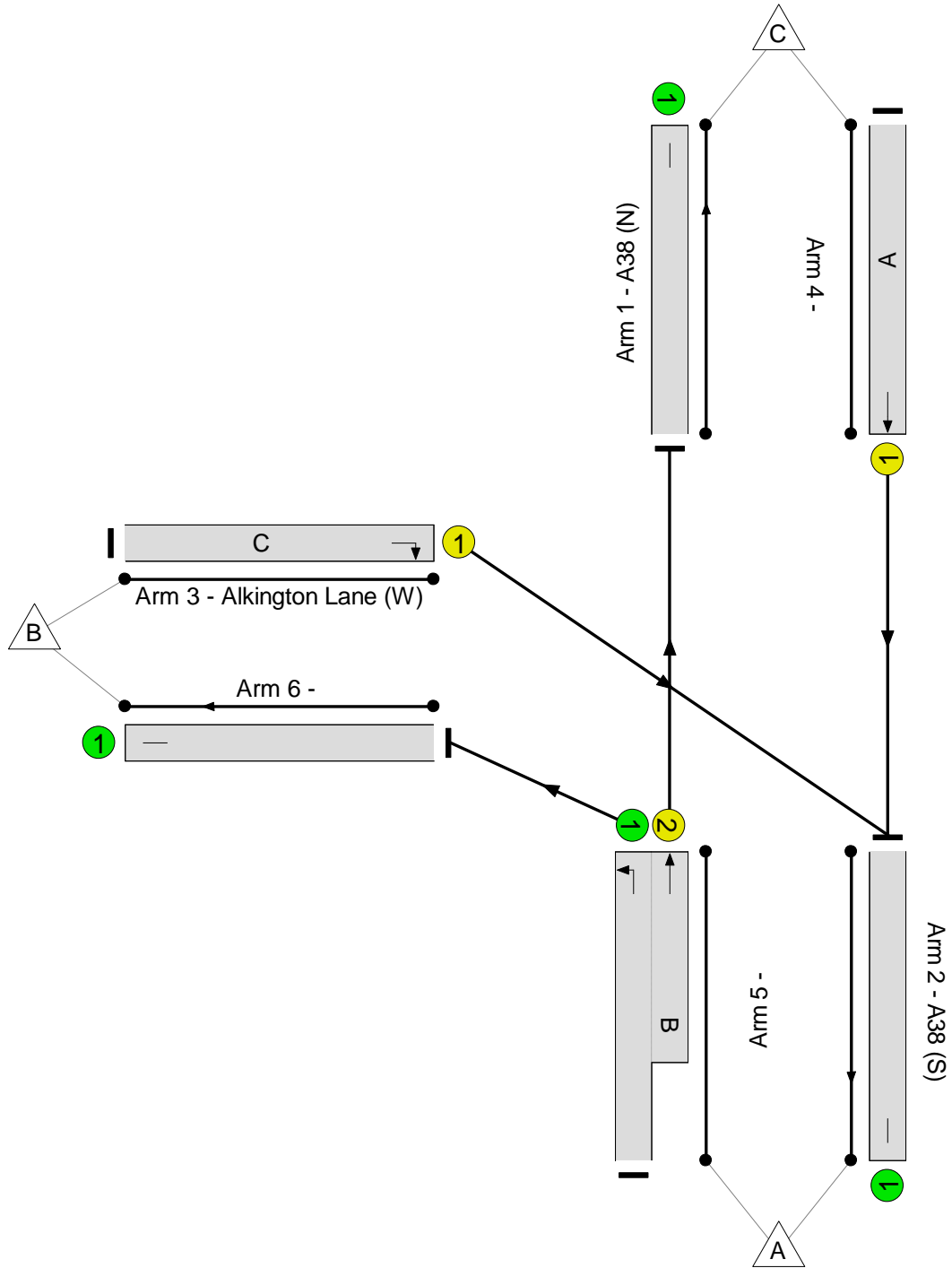
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


A38 / Alkington Lane Jct
 PRC: 13.9 %
 Total Traffic Delay: 8.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38 / Alkington Lane Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
A38 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/1	A38 (N) Ahead	U	N/A	N/A	A		1	27	-	328	1980	973	33.7%
2/1+2/2	A38 (S) Ahead Left	U	N/A	N/A	- B		-	-	-	1178	1764:1945	737+754	79.0 : 79.0%
3/1	Alkington Lane (W) Right	U	N/A	N/A	C		1	18	-	456	1755	585	77.9%
4/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	582	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: A38 / Alkington Lane Junction	-	-	0	0	0	4.7	3.8	0.0	8.6	-	-	-	-
A38 / Alkington Lane Jct	-	-	0	0	0	4.7	3.8	0.0	8.6	-	-	-	-
1/1	328	328	-	-	-	0.8	0.3	-	1.1	11.6	3.1	0.3	3.4
2/1+2/2	1178	1178	-	-	-	1.8	1.9	-	3.6	11.1	6.8	1.9	8.6
3/1	456	456	-	-	-	2.2	1.7	-	3.9	30.7	6.5	1.7	8.2
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

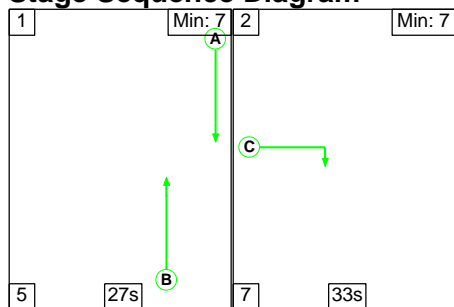
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	15.5	Total Delay for Signalled Lanes (pcuHr):	4.95	Cycle Time (s):	57
	PRC Over All Lanes (%):	13.9	Total Delay Over All Lanes(pcuHr):	8.57		

Full Input Data And Results

Scenario 3: '2040 Base + DEV (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM', Plan 1: 'Network Control Plan 1')

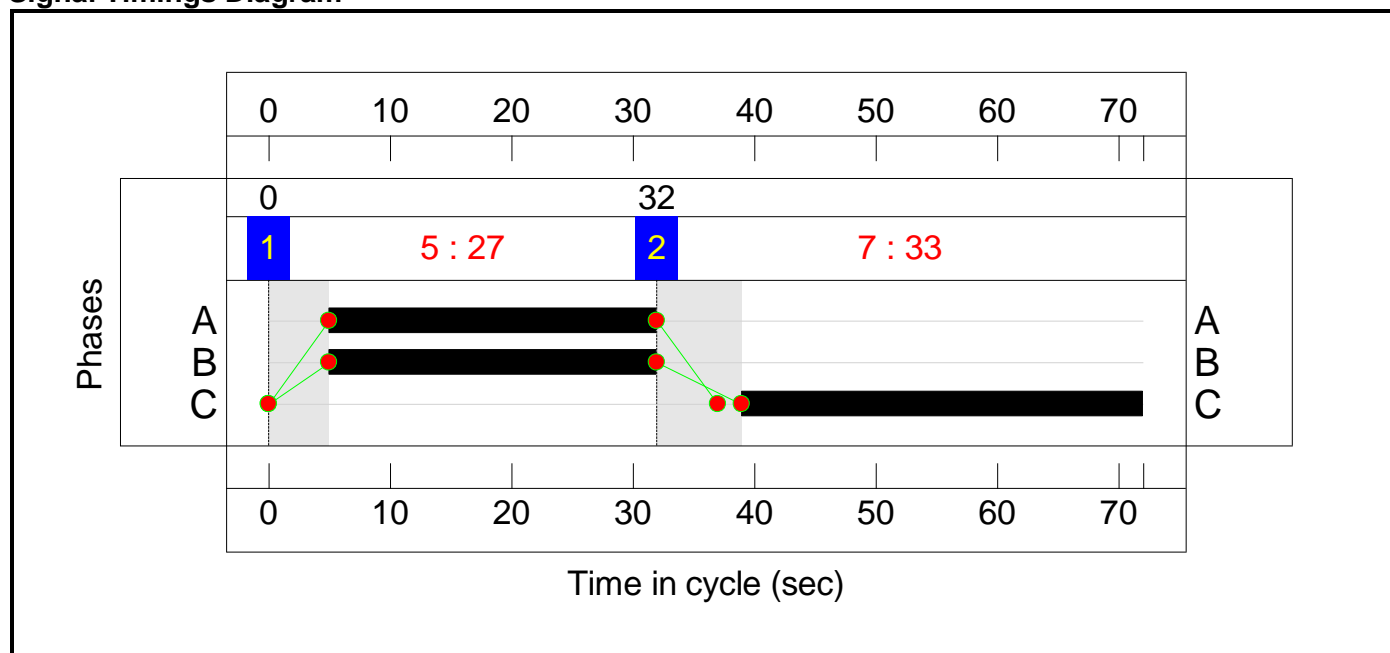
Stage Sequence Diagram



Stage Timings


Stage	1	2
Duration	27	33
Change Point	0	32

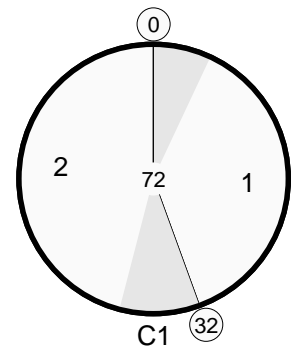
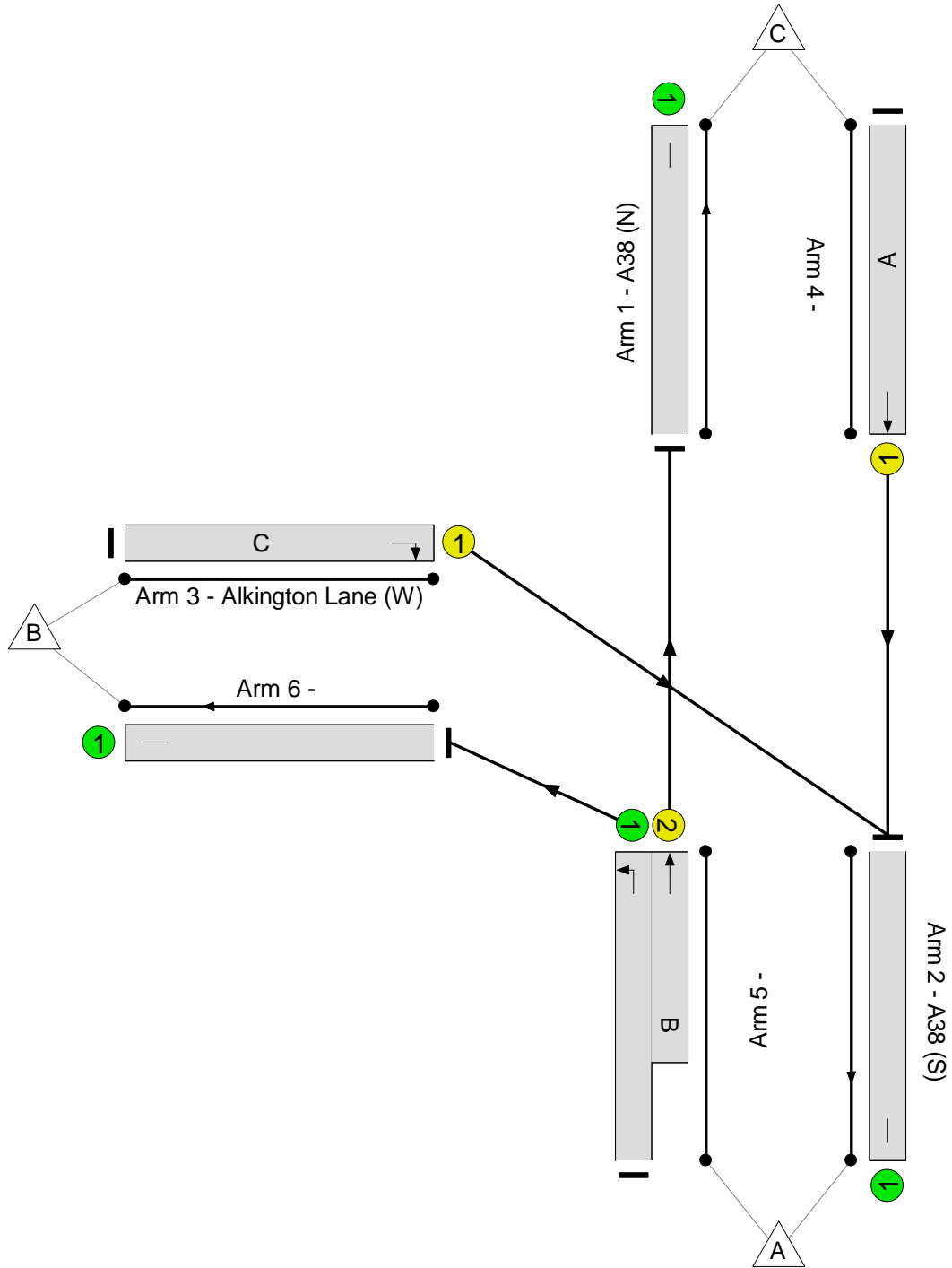
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


A38 / Alkington Lane Jct
 PRC: 16.0 %
 Total Traffic Delay: 11.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38 / Alkington Lane Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
A38 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
1/1	A38 (N) Ahead	U	N/A	N/A	A		1	27	-	578	1980	770	75.1%
2/1+2/2	A38 (S) Ahead Left	U	N/A	N/A	- B		-	-	-	746	1764:1945	772+571	55.5 : 55.5%
3/1	Alkington Lane (W) Right	U	N/A	N/A	C		1	33	-	643	1755	829	77.6%
4/1		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1221	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	429	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: A38 / Alkington Lane Junction	-	-	0	0	0	7.3	3.8	0.0	11.1	-	-	-	-
A38 / Alkington Lane Jct	-	-	0	0	0	7.3	3.8	0.0	11.1	-	-	-	-
1/1	578	578	-	-	-	3.0	1.5	-	4.5	28.2	10.0	1.5	11.4
2/1+2/2	746	746	-	-	-	1.4	0.6	-	2.0	9.8	4.6	0.6	5.2
3/1	643	643	-	-	-	2.8	1.7	-	4.5	25.3	10.5	1.7	12.2
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

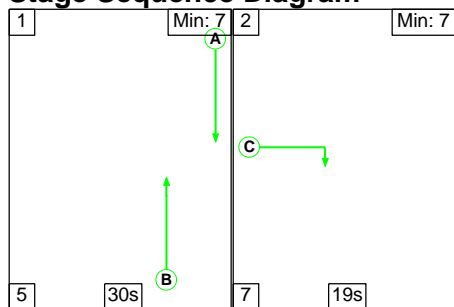
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	9.06	Cycle Time (s):	72
	PRC Over All Lanes (%):	16.0	Total Delay Over All Lanes(pcuHr):	11.10		

Full Input Data And Results

Scenario 4: '2040 Base + DEV (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM', Plan 1: 'Network Control Plan 1')

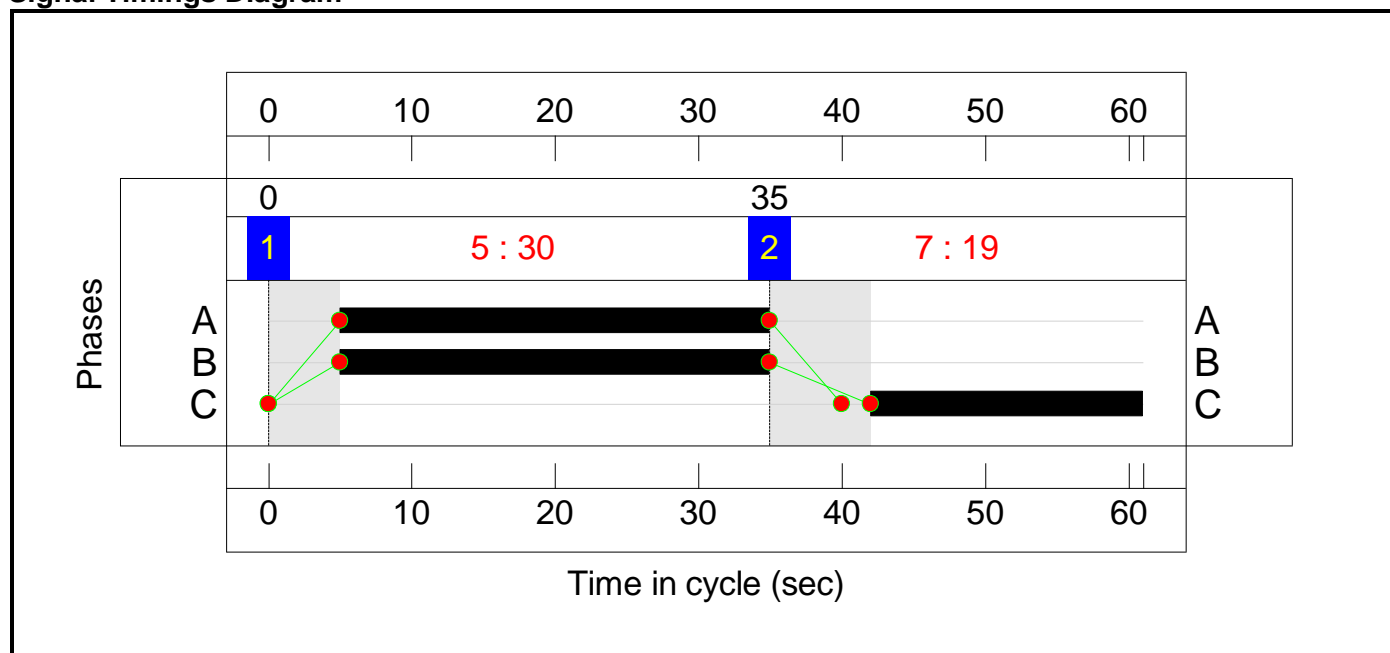
Stage Sequence Diagram



Stage Timings


Stage	1	2
Duration	30	19
Change Point	0	35

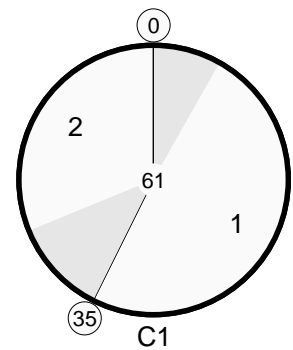
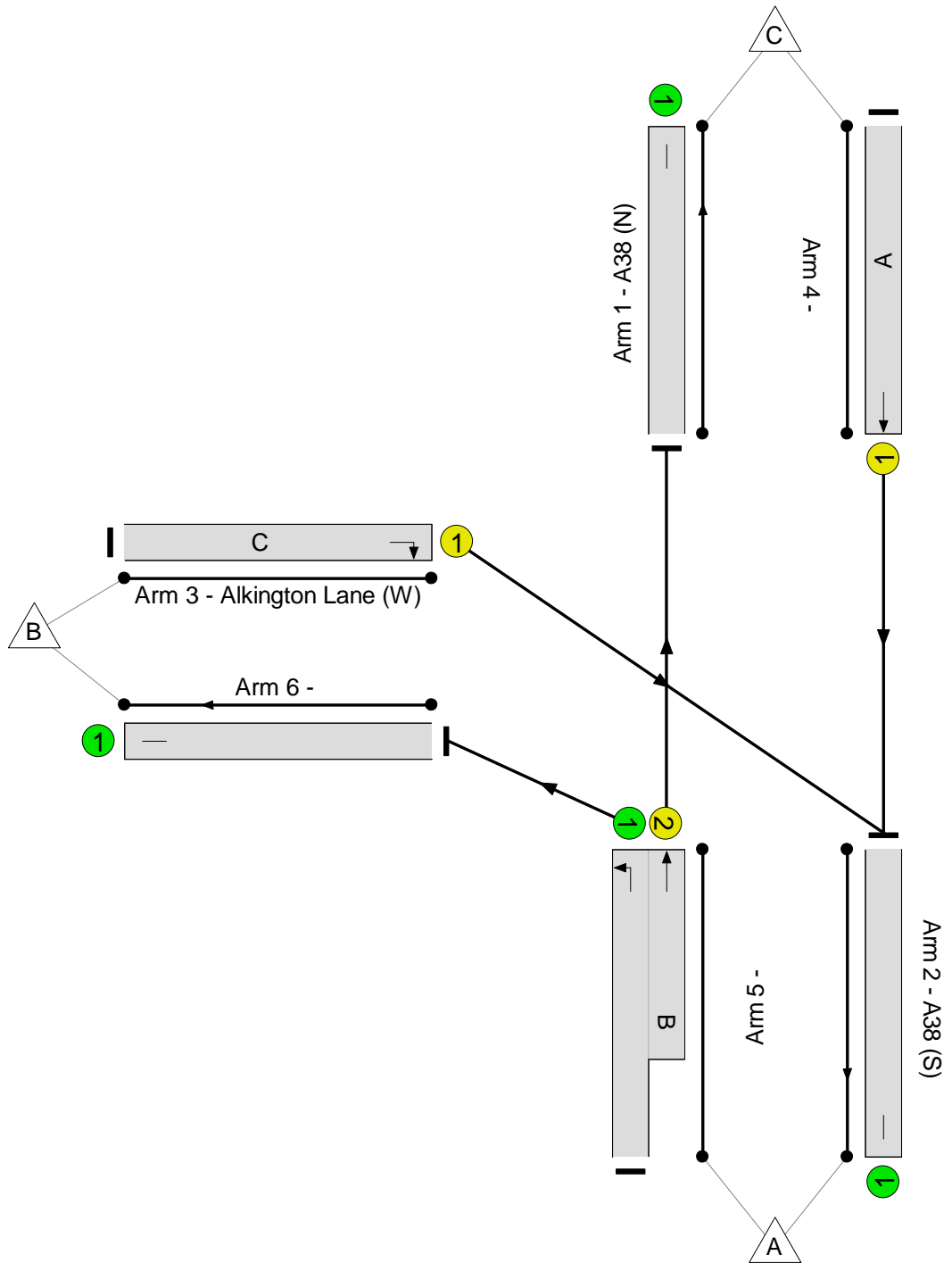
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


A38 / Alkington Lane Jct
 PRC: 3.8 %
 Total Traffic Delay: 11.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A38 / Alkington Lane Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
A38 / Alkington Lane Jct	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
1/1	A38 (N) Ahead	U	N/A	N/A	A		1	30	-	360	1980	1006	35.8%
2/1+2/2	A38 (S) Ahead Left	U	N/A	N/A	- B		-	-	-	1271	1764:1945	711+756	86.7 : 86.7%
3/1	Alkington Lane (W) Right	U	N/A	N/A	C		1	19	-	484	1755	575	84.1%
4/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	616	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: A38 / Alkington Lane Junction	-	-	0	0	0	5.5	5.9	0.0	11.4	-	-	-	-
A38 / Alkington Lane Jct	-	-	0	0	0	5.5	5.9	0.0	11.4	-	-	-	-
1/1	360	360	-	-	-	0.9	0.3	-	1.2	11.8	3.6	0.3	3.9
2/1+2/2	1271	1271	-	-	-	2.0	3.2	-	5.2	14.7	8.2	3.2	11.3
3/1	484	484	-	-	-	2.6	2.5	-	5.1	37.7	7.5	2.5	10.0
4/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

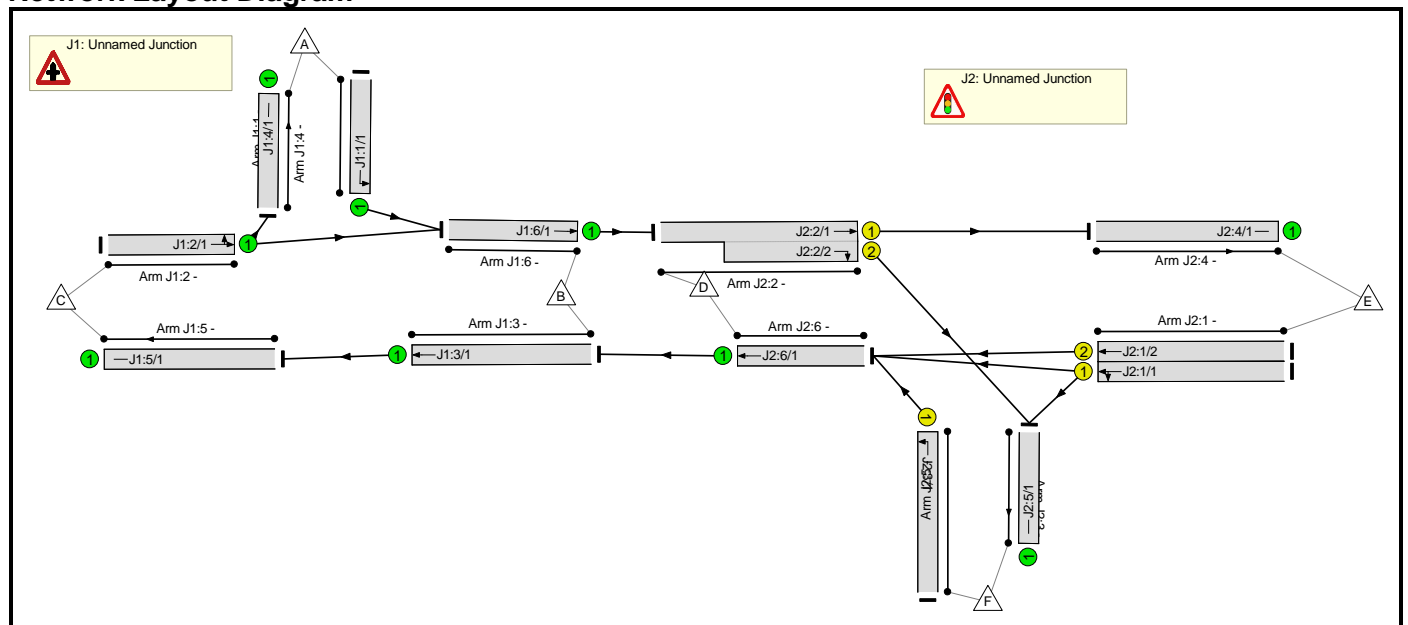
C1	PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	6.25	Cycle Time (s):	61
	PRC Over All Lanes (%):	3.8	Total Delay Over All Lanes(pcuHr):	11.43		

Full Input Data And Results
Full Input Data And Results

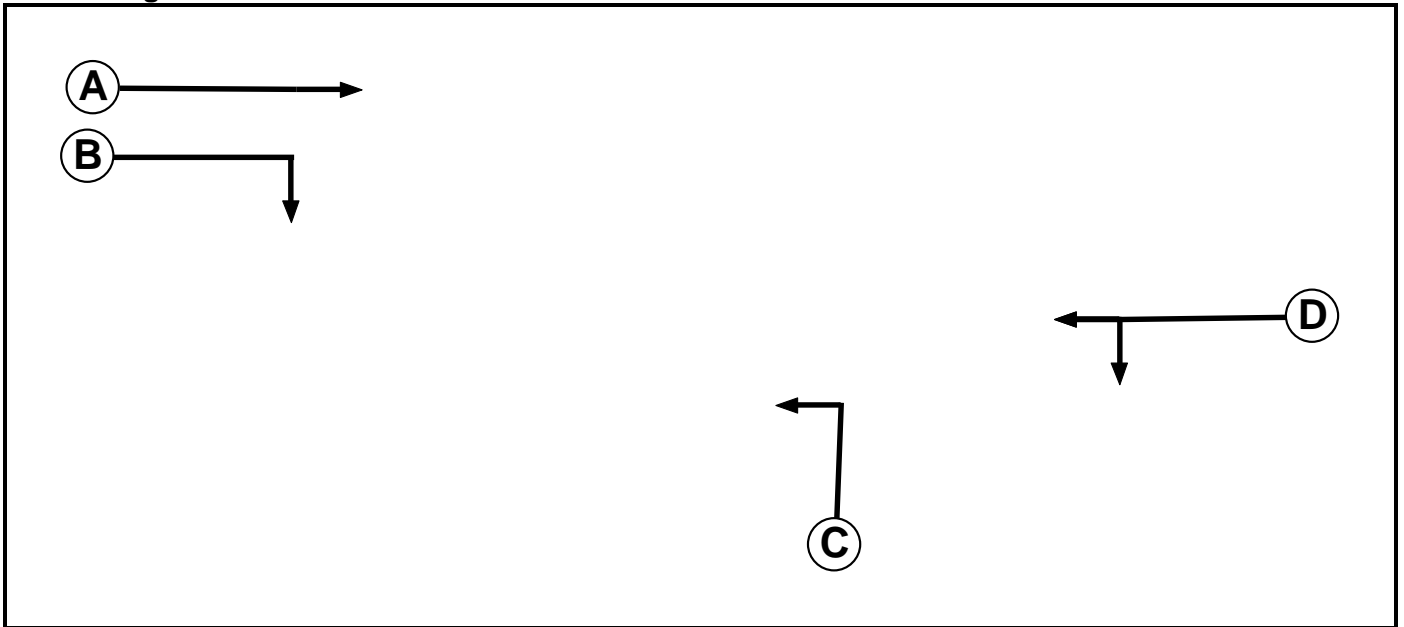
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	201001 - Breadstone - A38 - B4066 - Revised Layout.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

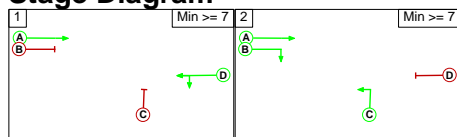
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	-	-
	B	-		-	7
	C	-	-		5
	D	-	5	6	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	A B C

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

	To Stage	
From Stage	1	2
	1	6
	2	7

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Unnamed Junction												
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)
J1:1/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1	U		2	3	34.8	Inf	-	-	-	-	-	-
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	1.7	Inf	-	-	-	-	-	-

Junction: J2: Unnamed Junction												
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)
J2:1/1	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	11.72
											Arm J2:6 Ahead	Inf
J2:1/2	U	D	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:6 Ahead	Inf
J2:2/1	U	A	2	3	34.8	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/2	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm J2:5 Right	20.51
J2:3/1	U	C	2	3	60.0	Geom	-	3.67	0.00	Y	Arm J2:6 Left	17.51
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1	U		2	3	1.7	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2040 Base + Dev (WC) AM Peak'	08:00	09:00	01:00	
2: '2040 Base + Dev (WC) PM Peak'	17:00	18:00	01:00	
3: '2040 Base + Dev (Sens) AM Peak'	08:00	09:00	01:00	
4: '2040 Base + Dev (Sens) PM Peak'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2040 Base + Dev (WC) AM' (FG1: '2040 Base + Dev (WC) AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
Origin		A	B	C	D	E	F	Tot.
	A	0	95	21	0	0	0	116
	B	79	0	1208	0	0	0	1287
	C	43	1264	0	0	0	0	1307
	D	0	0	0	0	748	658	1406
	E	0	0	0	691	0	38	729
	F	0	0	0	740	0	0	740
	Tot.	122	1359	1229	1431	748	696	5585

Traffic Lane Flows

Lane	Scenario 1: 2040 Base + Dev (WC) AM
Junction: J1: Unnamed Junction	
J1:1/1	95
J1:2/1	1307
J1:3/1	1208
J1:4/1	43
J1:5/1	1208
J1:6/1	1359
Junction: J2: Unnamed Junction	
J2:1/1	361
J2:1/2	368
J2:2/1 (with short)	1406(In) 748(Out)
J2:2/2 (short)	658
J2:3/1	740
J2:4/1	748
J2:5/1	696
J2:6/1	1431

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	Infinite Saturation Flow						Inf	Inf
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:3/1	Infinite Saturation Flow						Inf	Inf
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.00	0.00	Y	Arm J2:5 Left	11.72	10.5 %	1890	1890
				Arm J2:6 Ahead	Inf	89.5 %		
J2:1/2	3.00	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1915	1915
J2:2/1	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:2/2	3.00	0.00	Y	Arm J2:5 Right	20.51	100.0 %	1784	1784
J2:3/1	3.67	0.00	Y	Arm J2:6 Left	17.51	100.0 %	1826	1826
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2040 Base + Dev (WC) PM' (FG2: '2040 Base + Dev (WC) PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	94	32	0	0	0	126
	B	76	0	1048	0	0	0	1124
	C	23	1280	0	0	0	0	1303
	D	0	0	0	0	986	657	1643
	E	0	0	0	719	0	32	751
	F	0	0	0	520	0	0	520
	Tot.	99	1374	1080	1239	986	689	5467

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2040 Base + Dev (WC) PM
Junction: J1: Unnamed Junction	
J1:1/1	94
J1:2/1	1303
J1:3/1	1048
J1:4/1	23
J1:5/1	1048
J1:6/1	1374
Junction: J2: Unnamed Junction	
J2:1/1	373
J2:1/2	378
J2:2/1 (with short)	1643(In) 986(Out)
J2:2/2 (short)	657
J2:3/1	520
J2:4/1	986
J2:5/1	689
J2:6/1	1239

Lane Saturation Flows

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1							Inf	Inf
J1:2/1							Inf	Inf
J1:3/1							Inf	Inf
J1:4/1							Inf	Inf
J1:5/1							Inf	Inf
J1:6/1							Inf	Inf

Full Input Data And Results

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.00	0.00	Y	Arm J2:5 Left	11.72	8.6 %	1894	1894
				Arm J2:6 Ahead	Inf	91.4 %		
J2:1/2	3.00	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1915	1915
J2:2/1	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:2/2	3.00	0.00	Y	Arm J2:5 Right	20.51	100.0 %	1784	1784
J2:3/1	3.67	0.00	Y	Arm J2:6 Left	17.51	100.0 %	1826	1826
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2040 Base + Dev (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	95	21	0	0	0	116
	B	79	0	1208	0	0	0	1287
	C	43	1264	0	0	0	0	1307
	D	0	0	0	0	795	695	1490
	E	0	0	0	742	0	41	783
	F	0	0	0	797	0	0	797
	Tot.	122	1359	1229	1539	795	736	5780

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2040 Base + Dev (Sens) AM
Junction: J1: Unnamed Junction	
J1:1/1	95
J1:2/1	1307
J1:3/1	1208
J1:4/1	43
J1:5/1	1208
J1:6/1	1359
Junction: J2: Unnamed Junction	
J2:1/1	388
J2:1/2	395
J2:2/1 (with short)	1490(In) 795(Out)
J2:2/2 (short)	695
J2:3/1	797
J2:4/1	795
J2:5/1	736
J2:6/1	1539

Lane Saturation Flows

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1							Inf	Inf
J1:2/1							Inf	Inf
J1:3/1							Inf	Inf
J1:4/1							Inf	Inf
J1:5/1							Inf	Inf
J1:6/1							Inf	Inf

Full Input Data And Results

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.00	0.00	Y	Arm J2:5 Left	11.72	10.6 %	1889	1889
				Arm J2:6 Ahead	Inf	89.4 %		
J2:1/2	3.00	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1915	1915
J2:2/1	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:2/2	3.00	0.00	Y	Arm J2:5 Right	20.51	100.0 %	1784	1784
J2:3/1	3.67	0.00	Y	Arm J2:6 Left	17.51	100.0 %	1826	1826
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2040 Base + Dev (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	94	32	0	0	0	126
	B	76	0	1048	0	0	0	1124
	C	23	1280	0	0	0	0	1303
	D	0	0	0	0	1065	706	1771
	E	0	0	0	768	0	36	804
	F	0	0	0	553	0	0	553
	Tot.	99	1374	1080	1321	1065	742	5681

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2040 Base + Dev (Sens) PM
Junction: J1: Unnamed Junction	
J1:1/1	94
J1:2/1	1303
J1:3/1	1048
J1:4/1	23
J1:5/1	1048
J1:6/1	1374
Junction: J2: Unnamed Junction	
J2:1/1	399
J2:1/2	405
J2:2/1 (with short)	1771(In) 1065(Out)
J2:2/2 (short)	706
J2:3/1	553
J2:4/1	1065
J2:5/1	742
J2:6/1	1321

Lane Saturation Flows

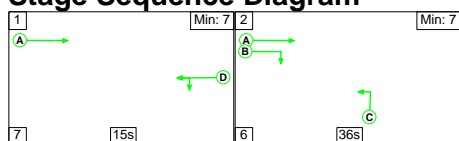
Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1							Inf	Inf
J1:2/1							Inf	Inf
J1:3/1							Inf	Inf
J1:4/1							Inf	Inf
J1:5/1							Inf	Inf
J1:6/1							Inf	Inf

Full Input Data And Results

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.00	0.00	Y	Arm J2:5 Left	11.72	9.0 %	1893	1893
				Arm J2:6 Ahead	Inf	91.0 %		
J2:1/2	3.00	0.00	Y	Arm J2:6 Ahead	Inf	100.0 %	1915	1915
J2:2/1	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:2/2	3.00	0.00	Y	Arm J2:5 Right	20.51	100.0 %	1784	1784
J2:3/1	3.67	0.00	Y	Arm J2:6 Left	17.51	100.0 %	1826	1826
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf
J2:6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2040 Base + Dev (WC) AM' (FG1: '2040 Base + Dev (WC) AM Peak', Plan 1: 'Network Control Plan 1')

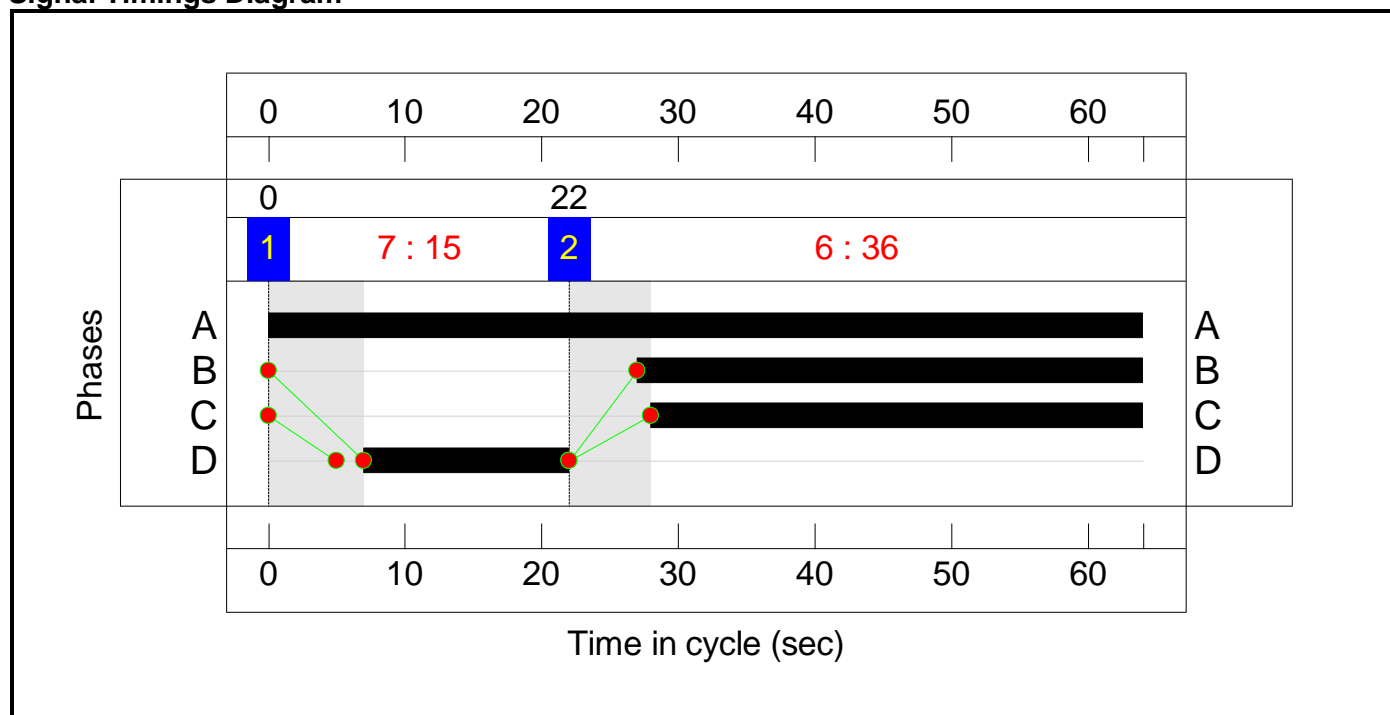
Stage Sequence Diagram



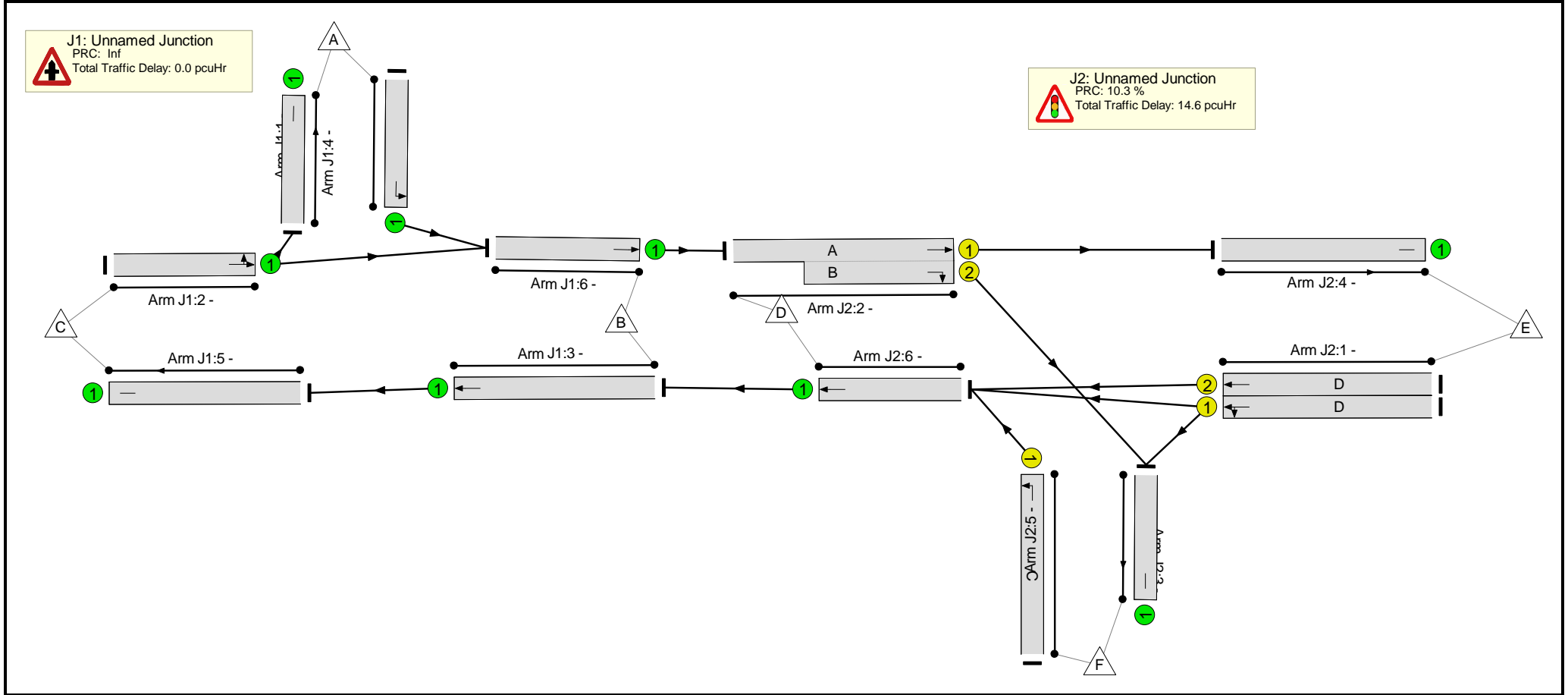
Stage Timings

Stage	1	2
Duration	15	36
Change Point	0	22

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1359	Inf	Inf	0.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/1	Left Ahead	U	N/A	N/A	D		1	15	-	361	1890	473	76.4%
1/2	Ahead	U	N/A	N/A	D		1	15	-	368	1915	479	76.9%
2/1+2/2	Ahead Right	U	N/A	N/A	A B		1	64:37	-	1406	1915:1784	916+806	81.6 : 81.6%
3/1	Left	U	N/A	N/A	C		1	36	-	740	1826	1056	70.1%
4/1		U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1431	Inf	Inf	0.0%

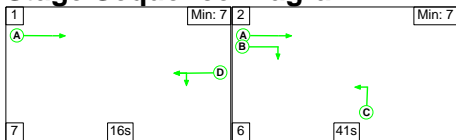
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.0	6.5	0.0	14.6	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1359	1359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Unnamed Junction	-	-	0	0	0	8.0	6.5	0.0	14.6	-	-	-	-
1/1	361	361	-	-	-	2.2	1.6	-	3.8	38.0	5.9	1.6	7.5
1/2	368	368	-	-	-	2.3	1.6	-	3.9	38.1	6.0	1.6	7.6
2/1+2/2	1406	1406	-	-	-	1.5	2.2	-	3.7	9.5	7.5	2.2	9.7
3/1	740	740	-	-	-	2.0	1.2	-	3.1	15.2	9.3	1.2	10.4
4/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1431	1431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		10.3	Total Delay for Signalled Lanes (pcuHr):		14.55	Cycle Time (s):		64		
			PRC Over All Lanes (%):		10.3	Total Delay Over All Lanes(pcuHr):		14.55					

Full Input Data And Results

Scenario 2: '2040 Base + Dev (WC) PM' (FG2: '2040 Base + Dev (WC) PM Peak', Plan 1: 'Network Control Plan 1')

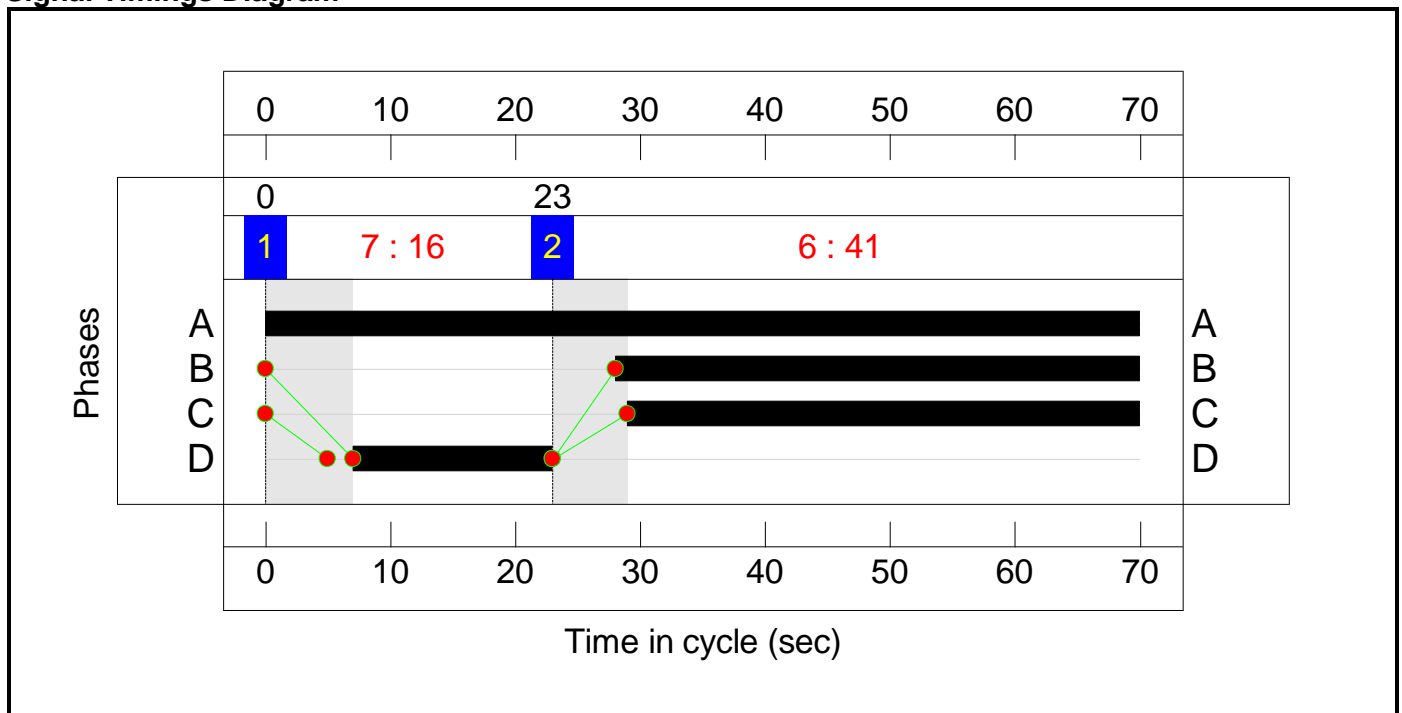
Stage Sequence Diagram



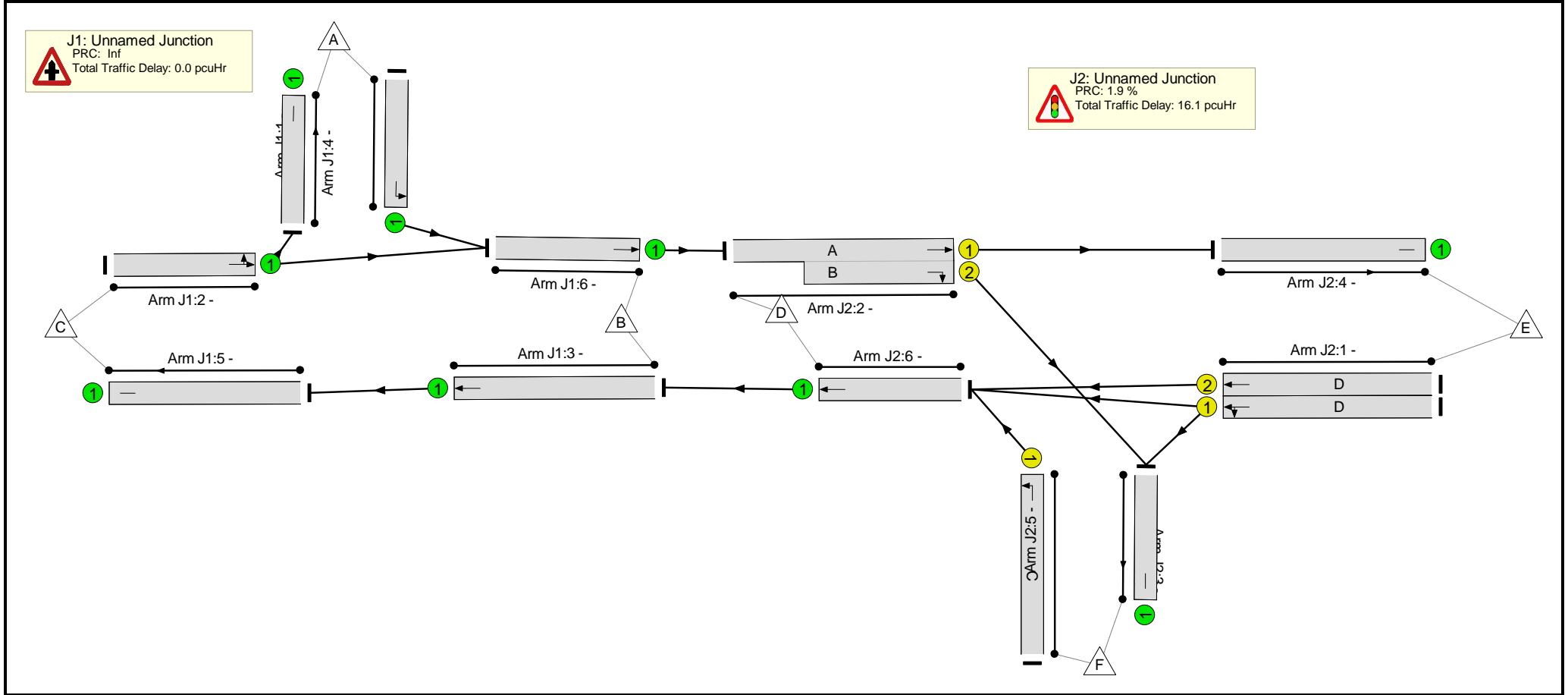
Stage Timings

Stage	1	2
Duration	16	41
Change Point	0	23

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left	U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	1303	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1374	Inf	Inf	0.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
1/1	Left Ahead	U	N/A	N/A	D		1	16	-	373	1894	460	81.1%
1/2	Ahead	U	N/A	N/A	D		1	16	-	378	1915	465	81.3%
2/1+2/2	Ahead Right	U	N/A	N/A	A B		1	70:42	-	1643	1915:1784	1116+744	88.3 : 88.3%
3/1	Left	U	N/A	N/A	C		1	41	-	520	1826	1096	47.5%
4/1		U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1239	Inf	Inf	0.0%

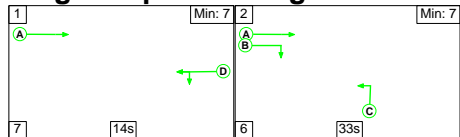
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	7.8	8.2	0.0	16.1	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1374	1374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Unnamed Junction	-	-	0	0	0	7.8	8.2	0.0	16.1	-	-	-	-
1/1	373	373	-	-	-	2.6	2.0	-	4.6	44.8	6.7	2.0	8.8
1/2	378	378	-	-	-	2.6	2.1	-	4.7	44.7	6.9	2.1	9.0
2/1+2/2	1643	1643	-	-	-	1.5	3.7	-	5.2	11.3	7.7	3.7	11.3
3/1	520	520	-	-	-	1.1	0.5	-	1.6	11.0	5.6	0.5	6.1
4/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		1.9	Total Delay for Signalled Lanes (pcuHr):		16.08	Cycle Time (s):		70		
			PRC Over All Lanes (%):		1.9	Total Delay Over All Lanes(pcuHr):		16.08					

Full Input Data And Results

Scenario 3: '2040 Base + Dev (Sens) AM' (FG3: '2040 Base + Dev (Sens) AM Peak', Plan 1: 'Network Control Plan 1')

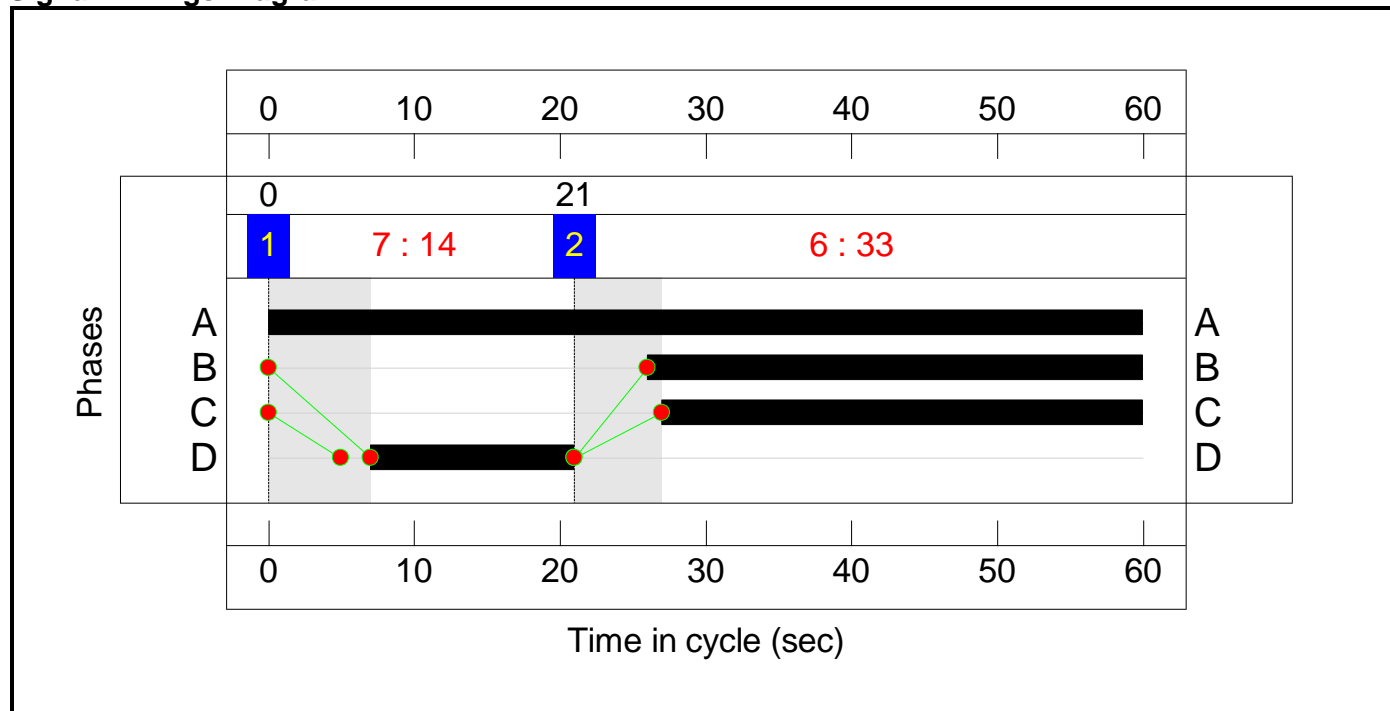
Stage Sequence Diagram



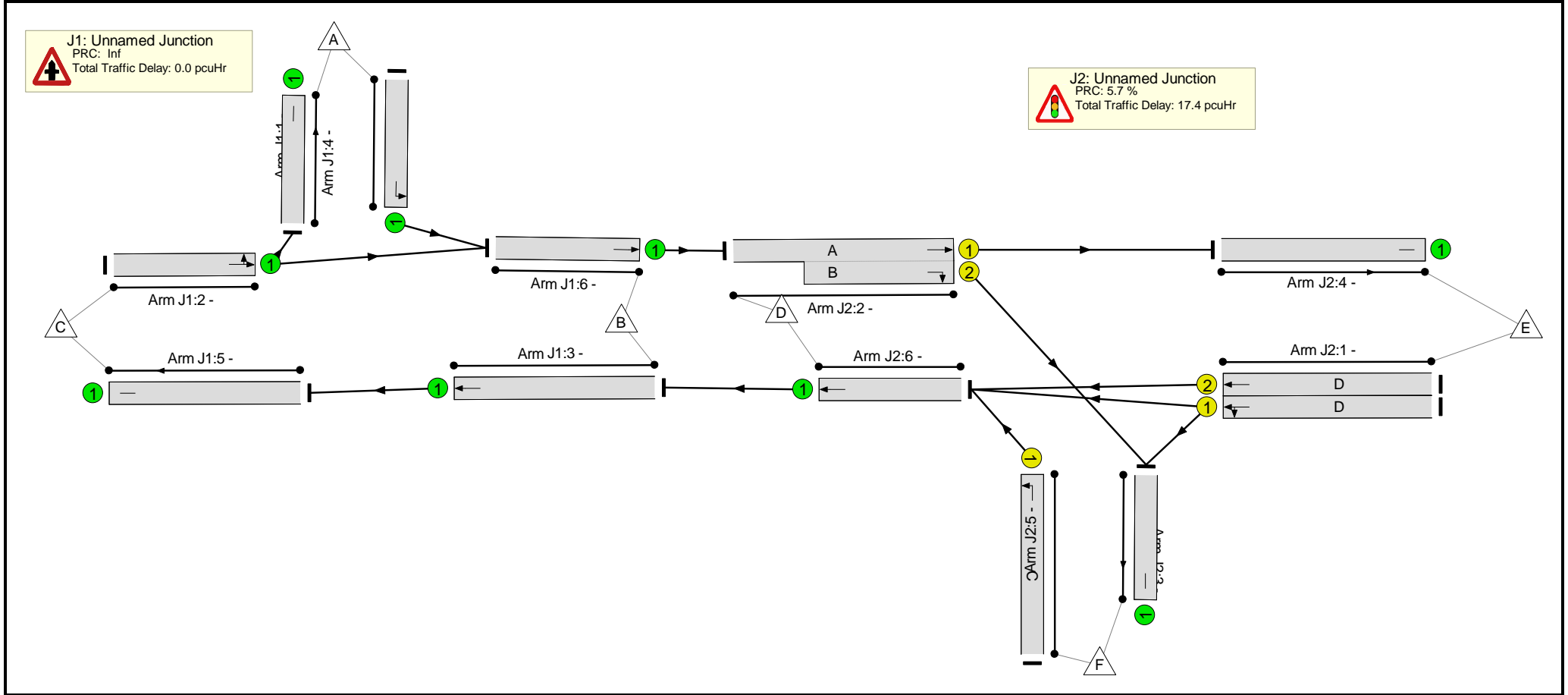
Stage Timings

Stage	1	2
Duration	14	33
Change Point	0	21

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	1307	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	43	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1208	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1359	Inf	Inf	0.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1	Left Ahead	U	N/A	N/A	D		1	14	-	388	1889	472	82.2%
1/2	Ahead	U	N/A	N/A	D		1	14	-	395	1915	479	82.5%
2/1+2/2	Ahead Right	U	N/A	N/A	A B		1	60:34	-	1490	1915:1784	933+816	85.2 : 85.2%
3/1	Left	U	N/A	N/A	C		1	33	-	797	1826	1035	77.0%
4/1		U	N/A	N/A	-		-	-	-	795	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1539	Inf	Inf	0.0%

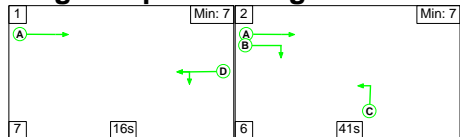
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.5	8.9	0.0	17.4	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1307	1307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1359	1359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Unnamed Junction	-	-	0	0	0	8.5	8.9	0.0	17.4	-	-	-	-
1/1	388	388	-	-	-	2.3	2.2	-	4.5	41.6	6.0	2.2	8.2
1/2	395	395	-	-	-	2.3	2.2	-	4.6	41.7	6.1	2.2	8.4
2/1+2/2	1490	1490	-	-	-	1.6	2.8	-	4.5	10.8	7.7	2.8	10.5
3/1	797	797	-	-	-	2.2	1.7	-	3.9	17.5	10.2	1.7	11.8
4/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1539	1539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		5.7	Total Delay for Signalled Lanes (pcuHr):		17.38	Cycle Time (s):		60		
			PRC Over All Lanes (%):		5.7	Total Delay Over All Lanes (pcuHr):		17.38					

Full Input Data And Results

Scenario 4: '2040 Base + Dev (Sens) PM' (FG4: '2040 Base + Dev (Sens) PM Peak', Plan 1: 'Network Control Plan 1')

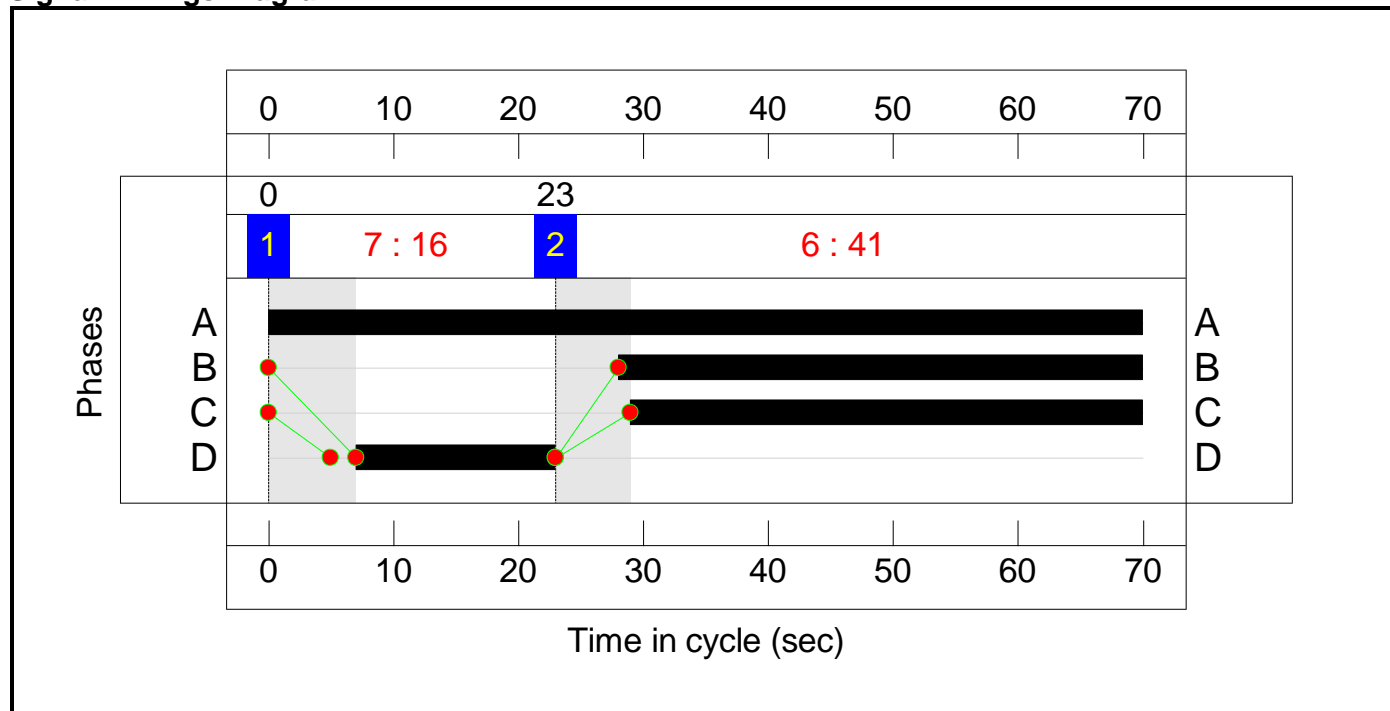
Stage Sequence Diagram



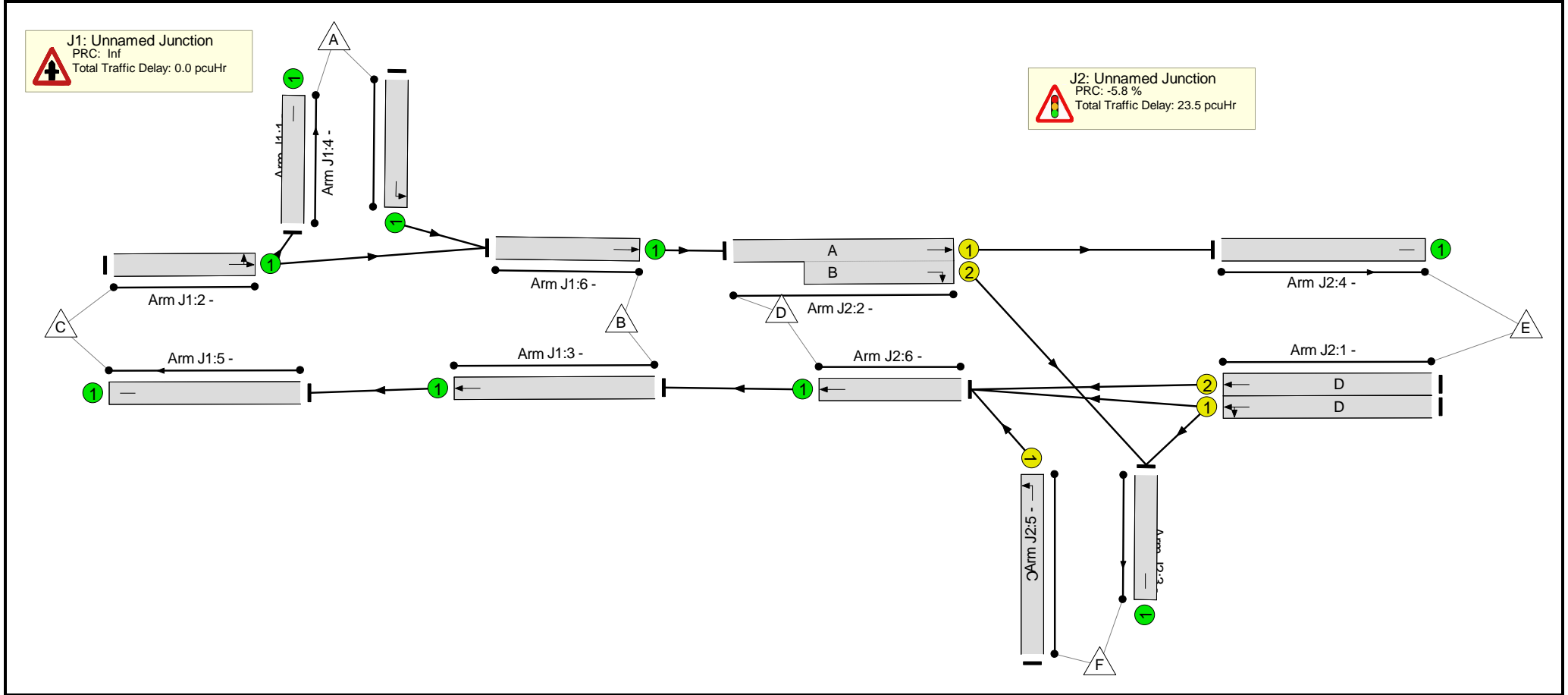
Stage Timings

Stage	1	2
Duration	16	41
Change Point	0	23

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left	U	N/A	N/A	-		-	-	-	94	Inf	Inf	0.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	1303	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1048	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1374	Inf	Inf	0.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/1	Left Ahead	U	N/A	N/A	D		1	16	-	399	1893	460	86.8%
1/2	Ahead	U	N/A	N/A	D		1	16	-	405	1915	465	87.1%
2/1+2/2	Ahead Right	U	N/A	N/A	A B		1	70:42	-	1771	1915:1784	1119+742	95.2 : 95.2%
3/1	Left	U	N/A	N/A	C		1	41	-	553	1826	1096	50.5%
4/1		U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1321	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	8.6	14.9	0.0	23.5	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1374	1374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Unnamed Junction	-	-	0	0	0	8.6	14.9	0.0	23.5	-	-	-	-
1/1	399	399	-	-	-	2.8	3.0	-	5.8	52.4	7.4	3.0	10.4
1/2	405	405	-	-	-	2.9	3.1	-	5.9	52.6	7.5	3.1	10.6
2/1+2/2	1771	1771	-	-	-	1.7	8.3	-	10.0	20.4	8.6	8.3	17.0
3/1	553	553	-	-	-	1.2	0.5	-	1.7	11.3	6.1	0.5	6.7
4/1	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1321	1321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-5.8	Total Delay for Signalled Lanes (pcuHr):		23.50	Cycle Time (s):		70		
			PRC Over All Lanes (%):		-5.8	Total Delay Over All Lanes (pcuHr):		23.50					