



**GILLINGHAM STRATEGIC SITE ALLOCATION,
NORTH DOREST**

**TRANSPORT ASSESSMENT
VOLUME 4: APPENDICES J-M**

Client: South Gillingham Consortium



i-Transport

TRANSPORT ASSESSMENT

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**GILLINGHAM STRATEGIC SITE ALLOCATION,
NORTH DORSET**

Client: South Gillingham Consortium

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QUALITY MANAGEMENT

Report No.	Comments	Date	Author	Authorised
ITB4057-202 R		01/11/17	BT/RH/EF	BT

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APPENDICES

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APPENDIX J

Junctions 9 Outputs – Ivy Cross Roundabout

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: A350 A30 Ivy Cross Roundabout.j9

Path: T:\Projects\4000 Series Project Numbers\4057ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Arcady\Ivy Cross Roundabout\2017

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-
- »(Default Analysis Set) - 2016 Observed Baseline , AM
 - »(Default Analysis Set) - 2016 Observed Baseline , PM
 - »(Default Analysis Set) - 2021 Baseline, AM
 - »(Default Analysis Set) - 2021 Baseline, PM
 - »(Default Analysis Set) - 2031 Baseline (inc. Local Plan), AM
 - »(Default Analysis Set) - 2031 Baseline (inc. Local Plan) , PM
 - »(Default Analysis Set) - 2021 with Development , AM
 - »(Default Analysis Set) - 2021 with Development , PM
 - »(Default Analysis Set) - 2031 (inc. Local Plan) with Development , AM
 - »(Default Analysis Set) - 2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2016 Observed Baseline								
A - A350 Grosvenor Road	1.4	8.26	0.58	A	2.1	12.23	0.69	B
B - Longmead	0.7	8.12	0.41	A	0.6	7.12	0.38	A
C - A350 Little Content Ln	2.3	9.50	0.70	A	7.1	27.49	0.89	D
D - B3081 Bleke St	1.5	8.27	0.61	A	2.9	16.27	0.75	C
E - A30 Long Cross	0.3	3.07	0.26	A	0.2	2.92	0.18	A
A1 - 2021 Baseline								
A - A350 Grosvenor Road	1.7	9.46	0.63	A	3.1	16.87	0.76	C
B - Longmead	0.8	9.26	0.46	A	0.7	8.09	0.42	A
C - A350 Little Content Ln	3.6	13.43	0.79	B	16.8	59.15	0.98	F
D - B3081 Bleke St	1.8	9.27	0.65	A	7.8	39.28	0.91	E
E - A30 Long Cross	0.4	3.20	0.27	A	0.3	3.18	0.20	A
A1 - 2031 Baseline (inc. Local Plan)								
A - A350 Grosvenor Road	2.4	12.45	0.71	B	4.6	24.18	0.83	C
B - Longmead	1.1	11.41	0.53	B	0.8	9.02	0.46	A
C - A350 Little Content Ln	7.8	27.11	0.90	D	46.0	133.21	1.07	F
D - B3081 Bleke St	2.5	11.97	0.72	B	46.0	164.24	1.09	F
E - A30 Long Cross	0.4	3.47	0.30	A	0.3	3.35	0.22	A
A1 - 2021 with Development								
A - A350 Grosvenor Road	2.5	13.44	0.72	B	5.3	27.07	0.85	D
B - Longmead	1.1	12.12	0.53	B	0.8	8.84	0.44	A
C - A350 Little Content Ln	5.7	20.25	0.86	C	68.1	184.48	1.11	F
D - B3081 Bleke St	5.2	20.85	0.85	C	43.9	159.63	1.09	F
E - A30 Long Cross	0.4	3.72	0.30	A	0.3	3.31	0.21	A
A1 - 2031 (inc. Local Plan) with Development								
A - A350 Grosvenor Road	3.9	20.00	0.81	C	7.8	37.96	0.90	E
B - Longmead	1.5	16.00	0.61	C	0.9	9.57	0.47	A
C - A350 Little Content Ln	18.2	57.43	0.98	F	112.1	294.00	1.20	F
D - B3081 Bleke St	10.0	37.99	0.93	E	114.3	373.42	1.26	F
E - A30 Long Cross	0.5	4.06	0.33	A	0.3	3.35	0.22	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	(untitled)
Location	
Site number	
Date	28/02/2012
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ACER-F0FF5A250F\Andrew Lillington
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			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)	Run automatically
D1	2016 Observed Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016 Observed Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2021 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031 Baseline (inc. Local Plan)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 Baseline (inc. Local Plan)	PM	ONE HOUR	16:30	18:00	15	✓
D7	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2021 with Development	PM	ONE HOUR	16:30	18:00	15	✓
D9	2031 (inc. Local Plan) with Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 (inc. Local Plan) with Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2016 Observed Baseline , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	7.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A350 Grosvenor Road	
B	Longmead	
C	A350 Little Content Ln	
D	B3081 Bleke St	
E	A30 Long Cross	

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
A - A350 Grosvenor Road	3.25	7.50	10.0	22.0	60.0	24.0	
B - Longmead	3.65	5.50	7.0	20.0	60.0	30.0	
C - A350 Little Content Ln	3.65	7.30	11.0	20.0	60.0	35.0	
D - B3081 Bleke St	3.65	7.50	9.0	15.0	60.0	26.0	
E - A30 Long Cross	6.50	8.50	20.0	35.0	60.0	25.0	

Queue Markers

Arm	Queue marker	Queue marker type	Queue marker position (PCU)	Flare storage (PCU)	Lanes on approach
A - A350 Grosvenor Road	✓	Direct - PCU	0.00	0.00	1
B - Longmead				0.00	1
C - A350 Little Content Ln				0.00	1
D - B3081 Bleke St				0.00	1
E - A30 Long Cross				0.00	1

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A350 Grosvenor Road	0.541	1569
B - Longmead	0.507	1410
C - A350 Little Content Ln	0.538	1614
D - B3081 Bleke St	0.538	1595
E - A30 Long Cross	0.709	2522

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)	Run automatically
D1	2016 Observed Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	546	100.000
B - Longmead		ONE HOUR	✓	279	100.000
C - A350 Little Content Ln		ONE HOUR	✓	816	100.000
D - B3081 Bleke St		ONE HOUR	✓	619	100.000
E - A30 Long Cross		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	25	309	136	72
	B - Longmead	74	0	89	72	44
	C - A350 Little Content Ln	371	25	2	311	107
	D - B3081 Bleke St	158	109	339	2	11
	E - A30 Long Cross	116	71	157	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	12	8	3	15
	B - Longmead	11	0	1	6	5
	C - A350 Little Content Ln	5	8	0	5	6
	D - B3081 Bleke St	1	0	5	0	9
	E - A30 Long Cross	4	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.58	8.26	1.4	2.1	A	501	752
B - Longmead	0.41	8.12	0.7	3.2	A	256	384
C - A350 Little Content Ln	0.70	9.50	2.3	6.0	A	749	1123
D - B3081 Bleke St	0.61	8.27	1.5	1.9	A	568	852
E - A30 Long Cross	0.26	3.07	0.3	1.4	A	338	507

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	411	103	547	1170	0.351	409	542	0.0	0.5	4.714	A
B - Longmead	210	53	783	937	0.224	209	172	0.0	0.3	4.942	A
C - A350 Little Content Ln	614	154	321	1359	0.452	611	671	0.0	0.8	4.793	A
D - B3081 Bleke St	466	117	523	1254	0.372	464	408	0.0	0.6	4.541	A
E - A30 Long Cross	277	69	812	1849	0.150	276	175	0.0	0.2	2.288	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	491	123	654	1114	0.441	490	649	0.5	0.8	5.748	A
B - Longmead	251	63	938	859	0.292	250	206	0.3	0.4	5.912	A
C - A350 Little Content Ln	734	183	384	1324	0.554	732	804	0.8	1.2	6.061	A
D - B3081 Bleke St	556	139	627	1196	0.465	555	489	0.6	0.9	5.609	A
E - A30 Long Cross	331	83	972	1734	0.191	331	210	0.2	0.2	2.564	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	601	150	800	1038	0.579	599	793	0.8	1.3	8.152	A
B - Longmead	307	77	1147	753	0.408	306	252	0.4	0.7	8.044	A
C - A350 Little Content Ln	898	225	470	1277	0.703	894	983	1.2	2.3	9.288	A
D - B3081 Bleke St	682	170	766	1119	0.609	679	598	0.9	1.5	8.139	A
E - A30 Long Cross	405	101	1189	1580	0.256	405	257	0.2	0.3	3.063	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	601	150	803	1037	0.580	601	796	1.3	1.4	8.257	A
B - Longmead	307	77	1150	751	0.409	307	253	0.7	0.7	8.116	A
C - A350 Little Content Ln	898	225	471	1277	0.704	898	986	2.3	2.3	9.505	A
D - B3081 Bleke St	682	170	769	1117	0.610	681	600	1.5	1.5	8.267	A
E - A30 Long Cross	405	101	1193	1577	0.257	405	258	0.3	0.3	3.072	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	491	123	658	1112	0.441	493	653	1.4	0.8	5.832	A
B - Longmead	251	63	943	856	0.293	252	208	0.7	0.4	5.972	A
C - A350 Little Content Ln	734	183	386	1323	0.555	738	809	2.3	1.3	6.199	A
D - B3081 Bleke St	556	139	632	1194	0.466	559	492	1.5	0.9	5.697	A
E - A30 Long Cross	331	83	979	1729	0.191	331	211	0.3	0.2	2.577	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	411	103	550	1169	0.352	412	546	0.8	0.5	4.765	A
B - Longmead	210	53	788	935	0.225	211	174	0.4	0.3	4.977	A
C - A350 Little Content Ln	614	154	323	1358	0.453	616	676	1.3	0.8	4.867	A
D - B3081 Bleke St	466	117	528	1252	0.372	467	411	0.9	0.6	4.595	A
E - A30 Long Cross	277	69	818	1844	0.150	277	177	0.2	0.2	2.299	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.54	0.54	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C - A350 Little Content Ln	0.82	0.55	1.00	1.40	1.45			N/A	N/A
D - B3081 Bleke St	0.59	0.55	1.00	1.40	1.45			N/A	N/A
E - A30 Long Cross	0.18	0.00	0.00	0.18	0.18			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.78	0.09	0.84	1.15	1.15			1.00	0.27
B - Longmead	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - A350 Little Content Ln	1.22	0.06	0.81	2.63	3.70			N/A	N/A
D - B3081 Bleke St	0.86	0.08	0.84	1.27	1.71			N/A	N/A
E - A30 Long Cross	0.23	0.00	0.00	0.23	0.23			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.35	0.03	0.26	1.35	1.35			1.00	0.94
B - Longmead	0.68	0.03	0.26	0.68	0.68			N/A	N/A
C - A350 Little Content Ln	2.29	0.03	0.28	2.29	5.99			N/A	N/A
D - B3081 Bleke St	1.52	0.03	0.27	1.52	1.52			N/A	N/A
E - A30 Long Cross	0.34	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.36	0.03	0.27	1.36	2.12			1.00	0.92
B - Longmead	0.69	0.03	0.29	1.35	3.18			N/A	N/A
C - A350 Little Content Ln	2.33	0.03	0.27	2.33	2.39			N/A	N/A
D - B3081 Bleke St	1.55	0.03	0.27	1.55	1.90			N/A	N/A
E - A30 Long Cross	0.34	0.03	0.33	1.13	1.36			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.80	0.11	0.88	1.01	1.01			1.00	0.22
B - Longmead	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C - A350 Little Content Ln	1.26	0.07	0.95	2.54	3.44			N/A	N/A
D - B3081 Bleke St	0.88	0.11	0.91	1.13	1.60			N/A	N/A
E - A30 Long Cross	0.24	0.00	0.00	0.24	0.24			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.55	0.05	0.47	1.32	1.43			1.00	0.53
B - Longmead	0.29	0.00	0.00	0.29	0.29			N/A	N/A
C - A350 Little Content Ln	0.83	0.05	0.45	1.80	2.71			N/A	N/A
D - B3081 Bleke St	0.60	0.05	0.49	1.38	1.49			N/A	N/A
E - A30 Long Cross	0.18	0.00	0.00	0.18	0.18			N/A	N/A

(Default Analysis Set) - 2016 Observed Baseline , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2016 Observed Baseline , PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	16.99	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)	Run automatically
D2	2016 Observed Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	580	100.000
B - Longmead		ONE HOUR	✓	276	100.000
C - A350 Little Content Ln		ONE HOUR	✓	902	100.000
D - B3081 Bleke St		ONE HOUR	✓	597	100.000
E - A30 Long Cross		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 -
16:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	12	339	132	93
	B - Longmead	34	0	70	113	59
	C - A350 Little Content Ln	343	42	3	388	126
	D - B3081 Bleke St	128	120	327	0	22
	E - A30 Long Cross	68	25	154	5	0

Demand (Veh/hr)

16:45 -
17:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:00 -
17:15

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:15 -
17:30

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:30 -
17:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Demand (Veh/hr)

17:45 -
18:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
A - A350 Grosvenor Road		0	17	1	1	8
B - Longmead		6	0	1	1	2
C - A350 Little Content Ln		3	2	0	3	2
D - B3081 Bleke St		2	2	2	0	0
E - A30 Long Cross		4	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.69	12.23	2.1	6.6	B	532	798
B - Longmead	0.38	7.12	0.6	2.8	A	253	380
C - A350 Little Content Ln	0.89	27.49	7.1	38.8	D	828	1242
D - B3081 Bleke St	0.75	16.27	2.9	12.7	C	548	822
E - A30 Long Cross	0.18	2.92	0.2	0.5	A	231	347

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	437	109	507	1260	0.347	435	432	0.0	0.5	4.353	A
B - Longmead	208	52	792	983	0.211	207	149	0.0	0.3	4.631	A
C - A350 Little Content Ln	679	170	330	1392	0.488	675	669	0.0	0.9	4.995	A
D - B3081 Bleke St	449	112	527	1276	0.352	447	478	0.0	0.5	4.330	A
E - A30 Long Cross	190	47	750	1948	0.097	189	225	0.0	0.1	2.047	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	521	130	873	1036	0.503	520	467	0.5	1.0	6.944	A
B - Longmead	248	62	926	916	0.271	248	466	0.3	0.4	5.387	A
C - A350 Little Content Ln	811	203	706	1203	0.674	807	468	0.9	2.0	8.993	A
D - B3081 Bleke St	537	134	1045	1007	0.533	534	468	0.5	1.1	7.575	A
E - A30 Long Cross	227	57	1113	1692	0.134	226	466	0.1	0.2	2.455	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	639	160	1063	937	0.681	634	568	1.0	2.1	11.723	B
B - Longmead	304	76	1129	813	0.374	303	568	0.4	0.6	7.042	A
C - A350 Little Content Ln	993	248	864	1118	0.888	975	568	2.0	6.5	22.855	C
D - B3081 Bleke St	657	164	1271	884	0.743	651	568	1.1	2.7	15.022	C
E - A30 Long Cross	277	69	1354	1522	0.182	277	568	0.2	0.2	2.892	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	639	160	1073	932	0.685	638	573	2.1	2.1	12.228	B
B - Longmead	304	76	1138	809	0.376	304	573	0.6	0.6	7.125	A
C - A350 Little Content Ln	993	248	868	1116	0.890	990	573	6.5	7.1	27.491	D
D - B3081 Bleke St	657	164	1285	877	0.750	657	573	2.7	2.9	16.267	C
E - A30 Long Cross	277	69	1369	1511	0.184	277	573	0.2	0.2	2.917	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	521	130	570	1221	0.427	527	553	2.1	0.8	5.228	A
B - Longmead	248	62	933	911	0.272	249	164	0.6	0.4	5.446	A
C - A350 Little Content Ln	811	203	421	1344	0.604	833	761	7.1	1.6	7.350	A
D - B3081 Bleke St	537	134	635	1218	0.441	545	619	2.9	0.8	5.415	A
E - A30 Long Cross	227	57	896	1823	0.124	227	284	0.2	0.1	2.255	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	437	109	464	1278	0.342	438	459	0.8	0.5	4.288	A
B - Longmead	208	52	772	992	0.209	208	129	0.4	0.3	4.596	A
C - A350 Little Content Ln	679	170	347	1383	0.491	681	634	1.6	1.0	5.147	A
D - B3081 Bleke St	449	112	513	1284	0.350	450	515	0.8	0.5	4.326	A
E - A30 Long Cross	190	47	733	1939	0.098	190	231	0.1	0.1	2.059	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.53	0.53	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C - A350 Little Content Ln	0.94	0.52	1.00	1.43	1.48			N/A	N/A
D - B3081 Bleke St	0.54	0.54	1.00	1.40	1.45			N/A	N/A
E - A30 Long Cross	0.11	0.00	0.00	0.11	0.11			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.00	0.07	0.83	1.80	2.43			1.00	0.36
B - Longmead	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C - A350 Little Content Ln	2.01	0.05	0.53	5.35	8.43			N/A	N/A
D - B3081 Bleke St	1.12	0.06	0.76	2.34	3.28			N/A	N/A
E - A30 Long Cross	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.06	0.03	0.28	2.06	6.50			1.00	0.89
B - Longmead	0.59	0.03	0.25	0.59	0.59			N/A	N/A
C - A350 Little Content Ln	6.46	0.05	0.46	18.15	33.65			N/A	N/A
D - B3081 Bleke St	2.72	0.03	0.30	3.09	12.76			N/A	N/A
E - A30 Long Cross	0.22	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.12	0.03	0.28	2.12	4.90			1.00	0.90
B - Longmead	0.60	0.03	0.30	1.43	2.82			N/A	N/A
C - A350 Little Content Ln	7.14	0.04	0.35	14.94	38.95			N/A	N/A
D - B3081 Bleke St	2.87	0.03	0.29	2.87	10.10			N/A	N/A
E - A30 Long Cross	0.22	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.75	0.04	0.45	1.57	2.26			1.00	0.56
B - Longmead	0.38	0.00	0.00	0.38	0.38			N/A	N/A
C - A350 Little Content Ln	1.55	0.03	0.34	3.61	7.99			N/A	N/A
D - B3081 Bleke St	0.80	0.04	0.38	1.87	3.16			N/A	N/A
E - A30 Long Cross	0.14	0.00	0.00	0.14	0.14			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.52	0.04	0.35	1.49	1.82			1.00	0.71
B - Longmead	0.27	0.00	0.00	0.27	0.27			N/A	N/A
C - A350 Little Content Ln	0.97	0.03	0.29	1.50	4.48			N/A	N/A
D - B3081 Bleke St	0.54	0.03	0.32	1.06	2.39			N/A	N/A
E - A30 Long Cross	0.11	0.00	0.00	0.11	0.11			N/A	N/A

(Default Analysis Set) - 2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	9.82	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)	Run automatically
D3	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	581	100.000
B - Longmead		ONE HOUR	✓	302	100.000
C - A350 Little Content Ln		ONE HOUR	✓	894	100.000
D - B3081 Bleke St		ONE HOUR	✓	650	100.000
E - A30 Long Cross		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	26	319	158	74
	B - Longmead	76	0	92	89	45
	C - A350 Little Content Ln	383	26	2	372	111
	D - B3081 Bleke St	165	115	356	2	12
	E - A30 Long Cross	120	73	162	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	12	8	3	15
	B - Longmead	11	0	1	5	5
	C - A350 Little Content Ln	5	8	0	5	6
	D - B3081 Bleke St	1	0	5	0	8
	E - A30 Long Cross	4	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.63	9.46	1.7	2.5	A	533	800
B - Longmead	0.46	9.26	0.8	3.6	A	277	416
C - A350 Little Content Ln	0.79	13.43	3.6	16.4	B	820	1231
D - B3081 Bleke St	0.65	9.27	1.8	2.8	A	596	895
E - A30 Long Cross	0.27	3.20	0.4	1.4	A	349	523

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	437	109	570	1160	0.377	435	560	0.0	0.6	4.953	A
B - Longmead	227	57	826	918	0.248	226	180	0.0	0.3	5.190	A
C - A350 Little Content Ln	673	168	354	1341	0.502	669	697	0.0	1.0	5.325	A
D - B3081 Bleke St	489	122	540	1245	0.393	487	484	0.0	0.6	4.731	A
E - A30 Long Cross	286	72	845	1825	0.157	285	181	0.0	0.2	2.337	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	522	131	683	1101	0.474	521	671	0.6	0.9	6.197	A
B - Longmead	271	68	989	835	0.325	271	215	0.3	0.5	6.371	A
C - A350 Little Content Ln	804	201	424	1303	0.617	801	835	1.0	1.6	7.142	A
D - B3081 Bleke St	584	146	646	1186	0.493	583	579	0.6	1.0	5.964	A
E - A30 Long Cross	342	85	1012	1706	0.200	341	217	0.2	0.2	2.638	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	640	160	835	1021	0.626	637	819	0.9	1.6	9.285	A
B - Longmead	333	83	1208	723	0.460	331	263	0.5	0.8	9.141	A
C - A350 Little Content Ln	984	246	519	1252	0.786	977	1021	1.6	3.5	12.750	B
D - B3081 Bleke St	716	179	788	1106	0.647	712	707	1.0	1.8	9.062	A
E - A30 Long Cross	418	105	1236	1547	0.271	418	265	0.2	0.4	3.187	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	640	160	838	1020	0.627	640	823	1.6	1.7	9.456	A
B - Longmead	333	83	1213	721	0.461	332	264	0.8	0.8	9.261	A
C - A350 Little Content Ln	984	246	521	1251	0.787	984	1025	3.5	3.6	13.433	B
D - B3081 Bleke St	716	179	794	1103	0.649	716	711	1.8	1.8	9.271	A
E - A30 Long Cross	418	105	1243	1542	0.271	418	266	0.4	0.4	3.203	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	522	131	687	1099	0.475	525	677	1.7	0.9	6.311	A
B - Longmead	271	68	996	832	0.326	273	217	0.8	0.5	6.459	A
C - A350 Little Content Ln	804	201	427	1301	0.618	811	841	3.6	1.6	7.460	A
D - B3081 Bleke St	584	146	654	1182	0.495	588	585	1.8	1.0	6.094	A
E - A30 Long Cross	342	85	1022	1699	0.201	342	219	0.4	0.3	2.653	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	437	109	574	1158	0.378	439	565	0.9	0.6	5.014	A
B - Longmead	227	57	832	915	0.248	228	181	0.5	0.3	5.244	A
C - A350 Little Content Ln	673	168	357	1340	0.502	676	703	1.6	1.0	5.442	A
D - B3081 Bleke St	489	122	545	1242	0.394	491	488	1.0	0.7	4.800	A
E - A30 Long Cross	286	72	853	1820	0.157	286	183	0.3	0.2	2.349	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.60	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C - A350 Little Content Ln	1.00	0.55	1.00	1.40	1.45			N/A	N/A
D - B3081 Bleke St	0.64	0.55	1.00	1.40	1.45			N/A	N/A
E - A30 Long Cross	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.89	0.08	0.85	1.41	1.80			1.00	0.31
B - Longmead	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - A350 Little Content Ln	1.58	0.05	0.67	3.89	5.85			N/A	N/A
D - B3081 Bleke St	0.96	0.07	0.84	1.68	2.08			N/A	N/A
E - A30 Long Cross	0.25	0.00	0.00	0.25	0.25			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.63	0.03	0.27	1.63	2.14			1.00	0.92
B - Longmead	0.84	0.03	0.26	0.84	0.84			N/A	N/A
C - A350 Little Content Ln	3.46	0.03	0.31	4.12	16.42			N/A	N/A
D - B3081 Bleke St	1.78	0.03	0.27	1.78	2.80			N/A	N/A
E - A30 Long Cross	0.37	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.66	0.03	0.27	1.66	2.52			1.00	0.92
B - Longmead	0.85	0.03	0.29	1.16	3.56			N/A	N/A
C - A350 Little Content Ln	3.57	0.03	0.28	3.57	9.16			N/A	N/A
D - B3081 Bleke St	1.82	0.03	0.27	1.82	2.38			N/A	N/A
E - A30 Long Cross	0.37	0.03	0.33	1.21	1.44			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.92	0.09	0.89	1.42	1.80			1.00	0.28
B - Longmead	0.49	0.04	0.44	1.27	1.39			N/A	N/A
C - A350 Little Content Ln	1.65	0.05	0.64	4.13	6.28			N/A	N/A
D - B3081 Bleke St	0.99	0.09	0.92	1.64	1.96			N/A	N/A
E - A30 Long Cross	0.25	0.00	0.00	0.25	0.25			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.61	0.05	0.46	1.40	1.40			1.00	0.54
B - Longmead	0.33	0.03	0.26	0.47	0.50			N/A	N/A
C - A350 Little Content Ln	1.02	0.04	0.37	2.55	4.58			N/A	N/A
D - B3081 Bleke St	0.66	0.05	0.47	1.03	1.66			N/A	N/A
E - A30 Long Cross	0.19	0.00	0.00	0.19	0.19			N/A	N/A

(Default Analysis Set) - 2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2021 Baseline, PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	34.53	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)	Run automatically
D4	2021 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	611	100.000
B - Longmead		ONE HOUR	✓	292	100.000
C - A350 Little Content Ln		ONE HOUR	✓	962	100.000
D - B3081 Bleke St		ONE HOUR	✓	695	100.000
E - A30 Long Cross		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 -
16:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	12	349	150	96
	B - Longmead	35	0	72	124	61
	C - A350 Little Content Ln	353	43	3	433	130
	D - B3081 Bleke St	152	138	381	0	24
	E - A30 Long Cross	70	26	159	8	0

Demand (Veh/hr)

16:45 -
17:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:00 -
17:15

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:15 -
17:30

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:30 -
17:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Demand (Veh/hr)

17:45 -
18:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
A - A350 Grosvenor Road		0	17	1	1	8
B - Longmead		6	0	1	1	2
C - A350 Little Content Ln		3	2	0	2	2
D - B3081 Bleke St		2	1	1	0	0
E - A30 Long Cross		4	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.76	16.87	3.1	13.9	C	561	841
B - Longmead	0.42	8.09	0.7	3.3	A	268	402
C - A350 Little Content Ln	0.98	59.15	16.8	71.8	F	883	1324
D - B3081 Bleke St	0.91	39.28	7.8	42.3	E	638	957
E - A30 Long Cross	0.20	3.18	0.3	0.5	A	241	362

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	460	115	568	1229	0.374	458	460	0.0	0.6	4.651	A
B - Longmead	220	55	862	950	0.232	219	164	0.0	0.3	4.917	A
C - A350 Little Content Ln	724	181	358	1383	0.524	720	722	0.0	1.1	5.394	A
D - B3081 Bleke St	523	131	543	1277	0.410	520	535	0.0	0.7	4.740	A
E - A30 Long Cross	198	50	830	1893	0.105	198	233	0.0	0.1	2.123	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	549	137	956	994	0.553	547	505	0.6	1.2	8.002	A
B - Longmead	263	66	999	880	0.298	262	503	0.3	0.4	5.824	A
C - A350 Little Content Ln	865	216	755	1179	0.734	859	506	1.1	2.6	11.034	B
D - B3081 Bleke St	625	156	1108	977	0.639	621	506	0.7	1.7	9.988	A
E - A30 Long Cross	236	59	1225	1615	0.146	236	504	0.1	0.2	2.610	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	673	168	1151	893	0.753	666	608	1.2	2.9	15.424	C
B - Longmead	321	80	1209	774	0.415	320	608	0.4	0.7	7.914	A
C - A350 Little Content Ln	1059	265	921	1090	0.972	1019	608	2.6	12.7	38.277	E
D - B3081 Bleke St	765	191	1332	855	0.895	746	608	1.7	6.5	29.177	D
E - A30 Long Cross	290	72	1470	1442	0.201	289	608	0.2	0.3	3.124	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	673	168	1169	884	0.761	672	617	2.9	3.0	16.871	C
B - Longmead	321	80	1224	767	0.419	321	617	0.7	0.7	8.086	A
C - A350 Little Content Ln	1059	265	928	1086	0.976	1043	617	12.7	16.9	59.153	F
D - B3081 Bleke St	765	191	1354	843	0.908	760	617	6.5	7.8	39.276	E
E - A30 Long Cross	290	72	1496	1423	0.204	290	617	0.3	0.3	3.176	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	549	137	665	1172	0.469	558	614	3.0	0.9	5.946	A
B - Longmead	263	66	1036	860	0.305	264	187	0.7	0.4	6.041	A
C - A350 Little Content Ln	865	216	450	1334	0.648	925	850	16.9	1.9	10.093	B
D - B3081 Bleke St	625	156	705	1188	0.526	651	669	7.8	1.1	7.045	A
E - A30 Long Cross	236	59	1043	1723	0.137	237	314	0.3	0.2	2.424	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	460	115	522	1248	0.368	461	501	0.9	0.6	4.581	A
B - Longmead	220	55	845	957	0.230	220	138	0.4	0.3	4.891	A
C - A350 Little Content Ln	724	181	366	1379	0.525	727	699	1.9	1.1	5.551	A
D - B3081 Bleke St	523	131	546	1274	0.411	525	547	1.1	0.7	4.815	A
E - A30 Long Cross	198	49	825	1876	0.106	198	247	0.2	0.1	2.145	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.59	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C - A350 Little Content Ln	1.09	0.16	1.05	1.62	1.89			N/A	N/A
D - B3081 Bleke St	0.69	0.15	0.90	1.38	1.44			N/A	N/A
E - A30 Long Cross	0.12	0.00	0.00	0.12	0.12			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.21	0.06	0.79	2.62	3.68			1.00	0.41
B - Longmead	0.42	0.00	0.00	0.42	0.42			N/A	N/A
C - A350 Little Content Ln	2.63	0.05	0.60	7.23	11.59			N/A	N/A
D - B3081 Bleke St	1.72	0.05	0.53	4.45	6.88			N/A	N/A
E - A30 Long Cross	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.86	0.03	0.31	3.66	13.77			1.00	0.81
B - Longmead	0.70	0.03	0.26	0.70	0.70			N/A	N/A
C - A350 Little Content Ln	12.72	0.16	5.36	33.80	48.07			N/A	N/A
D - B3081 Bleke St	6.45	0.05	0.78	18.63	31.66			N/A	N/A
E - A30 Long Cross	0.25	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	3.04	0.03	0.29	3.04	10.92			1.00	0.87
B - Longmead	0.71	0.03	0.29	1.33	3.28			N/A	N/A
C - A350 Little Content Ln	16.85	0.11	4.76	47.83	71.95			N/A	N/A
D - B3081 Bleke St	7.80	0.04	0.42	21.00	42.34			N/A	N/A
E - A30 Long Cross	0.25	0.03	0.26	0.47	0.50			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.89	0.04	0.38	2.14	3.68			1.00	0.65
B - Longmead	0.44	0.00	0.00	0.44	0.44			N/A	N/A
C - A350 Little Content Ln	1.89	0.03	0.31	3.07	9.65			N/A	N/A
D - B3081 Bleke St	1.13	0.03	0.31	1.91	5.69			N/A	N/A
E - A30 Long Cross	0.16	0.00	0.00	0.16	0.16			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.59	0.03	0.32	1.19	2.69			1.00	0.79
B - Longmead	0.30	0.00	0.00	0.30	0.30			N/A	N/A
C - A350 Little Content Ln	1.12	0.03	0.28	1.12	3.34			N/A	N/A
D - B3081 Bleke St	0.70	0.03	0.28	0.70	2.33			N/A	N/A
E - A30 Long Cross	0.12	0.00	0.00	0.12	0.12			N/A	N/A

(Default Analysis Set) - 2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	15.86	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)	Run automatically
D5	2031 Baseline (inc. Local Plan)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	636	100.000
B - Longmead		ONE HOUR	✓	317	100.000
C - A350 Little Content Ln		ONE HOUR	✓	1001	100.000
D - B3081 Bleke St		ONE HOUR	✓	711	100.000
E - A30 Long Cross		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	27	334	193	78
	B - Longmead	80	0	96	93	48
	C - A350 Little Content Ln	401	27	2	455	116
	D - B3081 Bleke St	182	120	394	2	13
	E - A30 Long Cross	125	77	170	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	12	8	3	15
	B - Longmead	11	0	1	5	5
	C - A350 Little Content Ln	5	8	0	4	6
	D - B3081 Bleke St	1	0	5	0	8
	E - A30 Long Cross	4	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.71	12.45	2.4	8.4	B	584	875
B - Longmead	0.53	11.41	1.1	4.2	B	291	436
C - A350 Little Content Ln	0.90	27.11	7.8	42.8	D	919	1378
D - B3081 Bleke St	0.72	11.97	2.5	9.0	B	652	979
E - A30 Long Cross	0.30	3.47	0.4	1.4	A	366	549

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	479	120	614	1139	0.420	476	593	0.0	0.7	5.407	A
B - Longmead	239	60	902	880	0.271	237	188	0.0	0.4	5.589	A
C - A350 Little Content Ln	754	188	393	1326	0.568	748	746	0.0	1.3	6.175	A
D - B3081 Bleke St	535	134	565	1230	0.435	532	576	0.0	0.8	5.134	A
E - A30 Long Cross	300	75	907	1781	0.169	300	191	0.0	0.2	2.428	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	572	143	735	1076	0.532	570	710	0.7	1.1	7.098	A
B - Longmead	285	71	1080	789	0.361	284	225	0.4	0.6	7.118	A
C - A350 Little Content Ln	900	225	471	1284	0.701	896	893	1.3	2.3	9.185	A
D - B3081 Bleke St	639	160	677	1168	0.547	637	690	0.8	1.2	6.763	A
E - A30 Long Cross	359	90	1086	1654	0.217	358	228	0.2	0.3	2.779	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	700	175	897	991	0.707	695	862	1.1	2.3	12.003	B
B - Longmead	349	87	1318	668	0.522	347	275	0.6	1.1	11.140	B
C - A350 Little Content Ln	1102	276	575	1227	0.898	1083	1090	2.3	7.1	22.456	C
D - B3081 Bleke St	783	196	820	1088	0.720	778	837	1.2	2.5	11.420	B
E - A30 Long Cross	439	110	1321	1486	0.296	439	278	0.3	0.4	3.434	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	700	175	901	988	0.708	700	871	2.3	2.4	12.455	B
B - Longmead	349	87	1325	664	0.525	349	276	1.1	1.1	11.405	B
C - A350 Little Content Ln	1102	276	578	1225	0.899	1099	1096	7.1	7.8	27.111	D
D - B3081 Bleke St	783	196	831	1082	0.723	782	846	2.5	2.5	11.972	B
E - A30 Long Cross	439	110	1333	1478	0.297	439	280	0.4	0.4	3.465	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	572	143	741	1072	0.533	577	723	2.4	1.2	7.329	A
B - Longmead	285	71	1090	784	0.364	287	227	1.1	0.6	7.275	A
C - A350 Little Content Ln	900	225	476	1281	0.702	921	902	7.8	2.4	10.556	B
D - B3081 Bleke St	639	160	693	1159	0.551	644	704	2.5	1.2	7.058	A
E - A30 Long Cross	359	90	1104	1640	0.219	359	233	0.4	0.3	2.810	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	479	120	618	1137	0.421	481	599	1.2	0.7	5.500	A
B - Longmead	239	60	909	876	0.272	239	190	0.6	0.4	5.661	A
C - A350 Little Content Ln	754	188	397	1324	0.569	758	752	2.4	1.3	6.405	A
D - B3081 Bleke St	535	134	572	1227	0.436	537	582	1.2	0.8	5.237	A
E - A30 Long Cross	300	75	916	1774	0.169	301	193	0.3	0.2	2.444	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.72	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C - A350 Little Content Ln	1.29	0.57	1.18	1.63	1.82			N/A	N/A
D - B3081 Bleke St	0.76	0.55	1.00	1.40	1.45			N/A	N/A
E - A30 Long Cross	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.12	0.07	0.83	2.19	2.98			1.00	0.38
B - Longmead	0.56	0.07	0.73	1.35	1.42			N/A	N/A
C - A350 Little Content Ln	2.27	0.05	0.58	6.10	9.67			N/A	N/A
D - B3081 Bleke St	1.19	0.06	0.80	2.53	3.55			N/A	N/A
E - A30 Long Cross	0.28	0.00	0.00	0.28	0.28			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.31	0.03	0.29	2.31	8.45			1.00	0.87
B - Longmead	1.07	0.03	0.26	1.07	1.07			N/A	N/A
C - A350 Little Content Ln	7.05	0.05	0.47	20.03	36.61			N/A	N/A
D - B3081 Bleke St	2.46	0.03	0.29	2.46	8.99			N/A	N/A
E - A30 Long Cross	0.42	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.37	0.03	0.28	2.37	5.11			1.00	0.90
B - Longmead	1.09	0.03	0.28	1.09	4.16			N/A	N/A
C - A350 Little Content Ln	7.81	0.04	0.36	16.79	42.79			N/A	N/A
D - B3081 Bleke St	2.54	0.03	0.28	2.54	5.07			N/A	N/A
E - A30 Long Cross	0.42	0.03	0.33	1.34	1.44			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.16	0.06	0.81	2.41	3.35			1.00	0.40
B - Longmead	0.58	0.06	0.67	1.34	1.42			N/A	N/A
C - A350 Little Content Ln	2.44	0.04	0.42	6.71	11.92			N/A	N/A
D - B3081 Bleke St	1.25	0.06	0.85	2.66	3.71			N/A	N/A
E - A30 Long Cross	0.28	0.00	0.00	0.28	0.28			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.74	0.04	0.40	1.65	2.59			1.00	0.62
B - Longmead	0.38	0.03	0.32	1.07	1.28			N/A	N/A
C - A350 Little Content Ln	1.34	0.03	0.32	2.51	6.89			N/A	N/A
D - B3081 Bleke St	0.78	0.04	0.40	1.78	2.82			N/A	N/A
E - A30 Long Cross	0.20	0.00	0.00	0.20	0.20			N/A	N/A

(Default Analysis Set) - 2031 Baseline (inc. Local Plan) , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2031 Baseline (inc. Local Plan) , PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	94.07	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)	Run automatically
D6	2031 Baseline (inc. Local Plan)	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	647	100.000
B - Longmead		ONE HOUR	✓	305	100.000
C - A350 Little Content Ln		ONE HOUR	✓	1024	100.000
D - B3081 Bleke St		ONE HOUR	✓	817	100.000
E - A30 Long Cross		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45		To					
	From		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
		A - A350 Grosvenor Road	4	13	365	165	100
		B - Longmead	37	0	75	129	64
		C - A350 Little Content Ln	370	45	3	470	136
		D - B3081 Bleke St	187	144	461	0	25
		E - A30 Long Cross	73	27	166	8	0

Demand (Veh/hr)

16:45 -
17:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:00 -
17:15

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:15 -
17:30

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:30 -
17:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Demand (Veh/hr)

17:45 -
18:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
A - A350 Grosvenor Road		0	17	1	1	8
B - Longmead		6	0	1	1	2
C - A350 Little Content Ln		3	2	0	2	2
D - B3081 Bleke St		2	2	1	0	0
E - A30 Long Cross		4	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.83	24.18	4.6	22.8	C	594	891
B - Longmead	0.46	9.02	0.8	3.5	A	280	420
C - A350 Little Content Ln	1.07	133.21	46.0	103.2	F	940	1409
D - B3081 Bleke St	1.09	164.24	46.0	95.9	F	750	1125
E - A30 Long Cross	0.22	3.35	0.3	1.1	A	251	377

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	487	122	640	1191	0.409	484	502	0.0	0.7	5.078	A
B - Longmead	230	57	952	904	0.254	228	171	0.0	0.3	5.318	A
C - A350 Little Content Ln	771	193	380	1372	0.562	766	801	0.0	1.3	5.895	A
D - B3081 Bleke St	615	154	568	1261	0.488	611	578	0.0	0.9	5.508	A
E - A30 Long Cross	206	52	936	1818	0.113	206	243	0.0	0.1	2.233	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	582	145	1049	945	0.616	578	547	0.7	1.6	9.721	A
B - Longmead	274	69	1082	838	0.327	274	545	0.3	0.5	6.374	A
C - A350 Little Content Ln	921	230	808	1151	0.800	911	548	1.3	3.7	14.460	B
D - B3081 Bleke St	734	184	1171	941	0.781	725	548	0.9	3.3	16.044	C
E - A30 Long Cross	246	62	1350	1525	0.162	246	546	0.1	0.2	2.814	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	712	178	1208	863	0.825	702	636	1.6	4.2	21.095	C
B - Longmead	336	84	1273	742	0.453	334	636	0.5	0.8	8.810	A
C - A350 Little Content Ln	1127	282	971	1063	1.061	1034	636	3.7	27.0	66.389	F
D - B3081 Bleke St	900	225	1369	833	1.080	810	636	3.3	25.7	79.298	F
E - A30 Long Cross	302	75	1543	1389	0.217	301	636	0.2	0.3	3.309	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	712	178	1220	857	0.832	711	644	4.2	4.5	24.176	C
B - Longmead	336	84	1287	735	0.457	336	644	0.8	0.8	9.022	A
C - A350 Little Content Ln	1127	282	979	1058	1.065	1051	644	27.0	46.1	133.211	F
D - B3081 Bleke St	900	225	1387	823	1.093	818	644	25.7	46.1	164.235	F
E - A30 Long Cross	302	75	1562	1376	0.219	302	644	0.3	0.3	3.351	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	582	145	884	1055	0.551	595	724	4.5	1.3	8.043	A
B - Longmead	274	69	1226	765	0.358	275	253	0.8	0.6	7.362	A
C - A350 Little Content Ln	921	230	506	1305	0.706	1095	995	46.1	2.5	33.933	D
D - B3081 Bleke St	734	184	840	1115	0.659	911	762	46.1	2.0	37.402	E
E - A30 Long Cross	246	62	1361	1499	0.164	247	389	0.3	0.2	2.874	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	487	122	594	1210	0.402	489	549	1.3	0.7	5.011	A
B - Longmead	230	57	935	912	0.252	231	148	0.6	0.3	5.291	A
C - A350 Little Content Ln	771	193	386	1368	0.564	776	779	2.5	1.3	6.127	A
D - B3081 Bleke St	615	154	581	1255	0.490	619	581	2.0	1.0	5.702	A
E - A30 Long Cross	206	52	936	1798	0.115	207	264	0.2	0.1	2.264	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.69	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C - A350 Little Content Ln	1.26	0.08	1.00	2.46	3.27			N/A	N/A
D - B3081 Bleke St	0.94	0.05	0.63	1.87	2.68			N/A	N/A
E - A30 Long Cross	0.13	0.00	0.00	0.13	0.13			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.56	0.06	0.78	3.75	5.52			1.00	0.43
B - Longmead	0.48	0.00	0.00	0.48	0.48			N/A	N/A
C - A350 Little Content Ln	3.70	0.06	1.04	10.28	16.03			N/A	N/A
D - B3081 Bleke St	3.29	0.06	0.96	9.05	14.11			N/A	N/A
E - A30 Long Cross	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	4.17	0.04	0.37	10.02	22.55			1.00	0.68
B - Longmead	0.81	0.03	0.26	0.81	0.81			N/A	N/A
C - A350 Little Content Ln	27.01	4.10	22.03	52.46	64.28			N/A	N/A
D - B3081 Bleke St	25.73	4.77	21.55	48.17	58.32			N/A	N/A
E - A30 Long Cross	0.28	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	4.55	0.03	0.31	6.03	22.19			1.00	0.79
B - Longmead	0.83	0.03	0.29	1.14	3.49			N/A	N/A
C - A350 Little Content Ln	46.08	9.43	39.27	85.80	103.42			N/A	N/A
D - B3081 Bleke St	46.06	12.18	40.63	81.11	96.03			N/A	N/A
E - A30 Long Cross	0.28	0.03	0.29	0.72	1.11			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.25	0.04	0.37	3.17	5.95			1.00	0.68
B - Longmead	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C - A350 Little Content Ln	2.54	0.03	0.30	3.00	12.02			N/A	N/A
D - B3081 Bleke St	2.04	0.03	0.29	2.04	8.30			N/A	N/A
E - A30 Long Cross	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.68	0.03	0.29	1.29	3.08			1.00	0.86
B - Longmead	0.34	0.03	0.26	0.47	0.50			N/A	N/A
C - A350 Little Content Ln	1.31	0.03	0.27	1.31	1.49			N/A	N/A
D - B3081 Bleke St	0.97	0.03	0.26	0.97	0.97			N/A	N/A
E - A30 Long Cross	0.13	0.00	0.00	0.13	0.13			N/A	N/A

(Default Analysis Set) - 2021 with Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	16.24	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)	Run automatically
D7	2021 with Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	619	100.000
B - Longmead		ONE HOUR	✓	302	100.000
C - A350 Little Content Ln		ONE HOUR	✓	964	100.000
D - B3081 Bleke St		ONE HOUR	✓	863	100.000
E - A30 Long Cross		ONE HOUR	✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	26	319	196	74
	B - Longmead	76	0	92	89	45
	C - A350 Little Content Ln	383	26	2	442	111
	D - B3081 Bleke St	240	115	494	2	12
	E - A30 Long Cross	120	73	162	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	12	8	3	15
	B - Longmead	11	0	1	5	5
	C - A350 Little Content Ln	5	8	0	4	6
	D - B3081 Bleke St	0	0	3	0	8
	E - A30 Long Cross	4	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.72	13.44	2.5	9.6	B	568	852
B - Longmead	0.53	12.12	1.1	4.4	B	277	416
C - A350 Little Content Ln	0.86	20.25	5.7	28.9	C	885	1327
D - B3081 Bleke St	0.85	20.85	5.2	26.5	C	792	1188
E - A30 Long Cross	0.30	3.72	0.4	1.5	A	349	523

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	466	117	673	1112	0.419	463	616	0.0	0.7	5.524	A
B - Longmead	227	57	957	856	0.266	226	180	0.0	0.4	5.701	A
C - A350 Little Content Ln	726	181	382	1332	0.545	721	800	0.0	1.2	5.845	A
D - B3081 Bleke St	650	162	539	1261	0.515	646	564	0.0	1.0	5.807	A
E - A30 Long Cross	286	72	1004	1719	0.166	285	181	0.0	0.2	2.509	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	556	139	806	1043	0.533	555	737	0.7	1.1	7.346	A
B - Longmead	271	68	1145	761	0.357	271	215	0.4	0.5	7.348	A
C - A350 Little Content Ln	867	217	458	1291	0.671	863	958	1.2	2.0	8.352	A
D - B3081 Bleke St	776	194	646	1201	0.646	773	676	1.0	1.8	8.349	A
E - A30 Long Cross	342	85	1202	1579	0.216	341	217	0.2	0.3	2.908	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	682	170	980	953	0.715	676	897	1.1	2.4	12.810	B
B - Longmead	333	83	1395	635	0.524	330	262	0.5	1.1	11.746	B
C - A350 Little Content Ln	1061	265	559	1236	0.859	1048	1166	2.0	5.3	17.975	C
D - B3081 Bleke St	950	238	785	1122	0.847	938	822	1.8	4.9	18.383	C
E - A30 Long Cross	418	105	1459	1398	0.299	418	264	0.3	0.4	3.671	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	682	170	989	948	0.719	681	905	2.4	2.5	13.438	B
B - Longmead	333	83	1406	629	0.528	332	264	1.1	1.1	12.117	B
C - A350 Little Content Ln	1061	265	562	1234	0.860	1060	1176	5.3	5.7	20.251	C
D - B3081 Bleke St	950	238	793	1118	0.850	949	829	4.9	5.2	20.851	C
E - A30 Long Cross	418	105	1475	1386	0.302	418	266	0.4	0.4	3.718	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	556	139	818	1037	0.537	562	750	2.5	1.2	7.661	A
B - Longmead	271	68	1162	752	0.361	274	218	1.1	0.6	7.550	A
C - A350 Little Content Ln	867	217	463	1288	0.673	881	972	5.7	2.1	9.129	A
D - B3081 Bleke St	776	194	657	1195	0.649	789	687	5.2	1.9	9.158	A
E - A30 Long Cross	342	85	1226	1562	0.219	342	220	0.4	0.3	2.951	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	466	117	679	1109	0.420	468	622	1.2	0.7	5.633	A
B - Longmead	227	57	966	851	0.267	228	181	0.6	0.4	5.784	A
C - A350 Little Content Ln	726	181	386	1330	0.546	729	808	2.1	1.2	6.026	A
D - B3081 Bleke St	650	162	545	1258	0.517	653	570	1.9	1.1	5.984	A
E - A30 Long Cross	286	72	1015	1711	0.167	286	183	0.3	0.2	2.527	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.71	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - A350 Little Content Ln	1.18	0.55	1.05	1.43	1.43			N/A	N/A
D - B3081 Bleke St	1.05	0.55	1.00	1.40	1.45			N/A	N/A
E - A30 Long Cross	0.20	0.00	0.00	0.20	0.20			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.12	0.06	0.83	2.24	3.05			1.00	0.39
B - Longmead	0.55	0.07	0.70	1.34	1.42			N/A	N/A
C - A350 Little Content Ln	1.99	0.05	0.58	5.25	8.21			N/A	N/A
D - B3081 Bleke St	1.78	0.05	0.58	4.61	7.08			N/A	N/A
E - A30 Long Cross	0.27	0.00	0.00	0.27	0.27			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.40	0.03	0.29	2.40	9.56			1.00	0.86
B - Longmead	1.07	0.03	0.26	1.07	1.07			N/A	N/A
C - A350 Little Content Ln	5.33	0.04	0.38	12.98	28.93			N/A	N/A
D - B3081 Bleke St	4.87	0.04	0.37	11.64	26.50			N/A	N/A
E - A30 Long Cross	0.42	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.48	0.03	0.28	2.48	6.21			1.00	0.90
B - Longmead	1.10	0.03	0.29	1.18	4.42			N/A	N/A
C - A350 Little Content Ln	5.69	0.03	0.31	6.56	26.82			N/A	N/A
D - B3081 Bleke St	5.24	0.03	0.31	5.98	24.66			N/A	N/A
E - A30 Long Cross	0.43	0.03	0.33	1.35	1.51			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.18	0.06	0.78	2.52	3.55			1.00	0.41
B - Longmead	0.57	0.06	0.65	1.33	1.42			N/A	N/A
C - A350 Little Content Ln	2.11	0.04	0.45	5.77	9.70			N/A	N/A
D - B3081 Bleke St	1.90	0.05	0.45	5.10	8.48			N/A	N/A
E - A30 Long Cross	0.28	0.00	0.00	0.28	0.28			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.73	0.04	0.39	1.67	2.69			1.00	0.64
B - Longmead	0.37	0.03	0.32	1.04	1.27			N/A	N/A
C - A350 Little Content Ln	1.22	0.03	0.33	2.68	6.17			N/A	N/A
D - B3081 Bleke St	1.08	0.03	0.33	2.37	5.45			N/A	N/A
E - A30 Long Cross	0.20	0.00	0.00	0.20	0.20			N/A	N/A

(Default Analysis Set) - 2021 with Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D8 - 2021 with Development , PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	111.76	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)	Run automatically
D8	2021 with Development	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	670	100.000
B - Longmead		ONE HOUR	✓	292	100.000
C - A350 Little Content Ln		ONE HOUR	✓	1071	100.000
D - B3081 Bleke St		ONE HOUR	✓	811	100.000
E - A30 Long Cross		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 -
16:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	12	349	209	96
	B - Longmead	35	0	72	124	61
	C - A350 Little Content Ln	353	43	3	542	130
	D - B3081 Bleke St	193	138	456	0	24
	E - A30 Long Cross	70	26	159	8	0

Demand (Veh/hr)

16:45 -
17:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:00 -
17:15

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:15 -
17:30

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:30 -
17:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Demand (Veh/hr)

17:45 -
18:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	17	1	0	8
	B - Longmead	6	0	1	1	2
	C - A350 Little Content Ln	3	2	0	2	2
	D - B3081 Bleke St	2	1	1	0	0
	E - A30 Long Cross	4	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.85	27.07	5.3	27.7	D	615	922
B - Longmead	0.44	8.84	0.8	3.4	A	268	402
C - A350 Little Content Ln	1.11	184.48	68.1	125.3	F	983	1474
D - B3081 Bleke St	1.09	159.63	43.9	93.6	F	744	1116
E - A30 Long Cross	0.21	3.31	0.3	1.0	A	241	362

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	504	126	624	1205	0.419	502	490	0.0	0.7	5.100	A
B - Longmead	220	55	961	900	0.244	219	164	0.0	0.3	5.272	A
C - A350 Little Content Ln	806	202	402	1361	0.592	801	778	0.0	1.4	6.360	A
D - B3081 Bleke St	611	153	542	1277	0.478	607	660	0.0	0.9	5.342	A
E - A30 Long Cross	198	50	916	1832	0.108	198	233	0.0	0.1	2.202	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	602	151	1051	947	0.636	598	553	0.7	1.7	10.221	B
B - Longmead	263	66	1098	830	0.316	262	551	0.3	0.5	6.328	A
C - A350 Little Content Ln	963	241	806	1152	0.835	950	555	1.4	4.6	16.874	C
D - B3081 Bleke St	729	182	1201	926	0.787	719	555	0.9	3.4	16.655	C
E - A30 Long Cross	236	59	1368	1514	0.156	236	552	0.1	0.2	2.818	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	738	184	1198	870	0.847	725	638	1.7	4.8	23.098	C
B - Longmead	321	80	1286	736	0.437	320	638	0.5	0.8	8.635	A
C - A350 Little Content Ln	1179	295	968	1065	1.107	1047	638	4.6	37.6	85.087	F
D - B3081 Bleke St	893	223	1378	830	1.076	806	638	3.4	25.1	78.430	F
E - A30 Long Cross	290	72	1546	1388	0.209	289	638	0.2	0.3	3.277	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	738	184	1209	865	0.853	736	644	4.8	5.2	27.074	D
B - Longmead	321	80	1301	728	0.441	321	644	0.8	0.8	8.842	A
C - A350 Little Content Ln	1179	295	978	1060	1.113	1057	644	37.6	68.2	184.484	F
D - B3081 Bleke St	893	223	1390	823	1.085	817	644	25.1	44.0	159.631	F
E - A30 Long Cross	290	72	1564	1375	0.211	290	644	0.3	0.3	3.314	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	602	151	905	1047	0.575	618	746	5.2	1.4	8.683	A
B - Longmead	263	66	1254	752	0.349	263	269	0.8	0.5	7.385	A
C - A350 Little Content Ln	963	241	506	1306	0.738	1223	1012	68.2	3.2	86.777	F
D - B3081 Bleke St	729	182	932	1065	0.685	896	796	44.0	2.3	44.387	E
E - A30 Long Cross	236	59	1415	1462	0.162	237	413	0.3	0.2	2.939	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	504	126	587	1217	0.414	507	556	1.4	0.7	5.089	A
B - Longmead	220	55	947	906	0.243	221	148	0.5	0.3	5.257	A
C - A350 Little Content Ln	806	202	387	1369	0.589	813	781	3.2	1.5	6.562	A
D - B3081 Bleke St	611	153	601	1244	0.491	616	599	2.3	1.0	5.780	A
E - A30 Long Cross	198	49	945	1791	0.111	198	272	0.2	0.1	2.259	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.71	0.51	0.98	1.40	1.45			1.00	0.04
B - Longmead	0.32	0.00	0.00	0.32	0.32			N/A	N/A
C - A350 Little Content Ln	1.43	0.07	0.95	3.06	4.34			N/A	N/A
D - B3081 Bleke St	0.91	0.05	0.56	1.84	2.66			N/A	N/A
E - A30 Long Cross	0.12	0.00	0.00	0.12	0.12			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.70	0.06	0.78	4.18	6.22			1.00	0.44
B - Longmead	0.46	0.00	0.00	0.46	0.46			N/A	N/A
C - A350 Little Content Ln	4.56	0.07	1.42	12.56	19.07			N/A	N/A
D - B3081 Bleke St	3.40	0.06	1.08	9.30	14.30			N/A	N/A
E - A30 Long Cross	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	4.76	0.04	0.40	12.55	25.59			1.00	0.63
B - Longmead	0.76	0.03	0.26	0.76	0.76			N/A	N/A
C - A350 Little Content Ln	37.62	10.86	33.50	64.52	75.78			N/A	N/A
D - B3081 Bleke St	25.07	4.38	20.84	47.44	57.63			N/A	N/A
E - A30 Long Cross	0.26	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	5.24	0.03	0.33	8.97	27.42			1.00	0.76
B - Longmead	0.78	0.03	0.29	1.22	3.40			N/A	N/A
C - A350 Little Content Ln	68.22	25.82	63.08	109.37	125.62			N/A	N/A
D - B3081 Bleke St	43.97	10.71	38.35	78.78	93.79			N/A	N/A
E - A30 Long Cross	0.27	0.03	0.28	0.50	0.97			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.38	0.04	0.36	3.50	6.76			1.00	0.69
B - Longmead	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C - A350 Little Content Ln	3.22	0.03	0.31	4.40	15.81			N/A	N/A
D - B3081 Bleke St	2.32	0.03	0.30	2.64	10.85			N/A	N/A
E - A30 Long Cross	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.71	0.03	0.29	1.10	3.00			1.00	0.87
B - Longmead	0.32	0.03	0.25	0.46	0.48			N/A	N/A
C - A350 Little Content Ln	1.46	0.03	0.27	1.46	1.46			N/A	N/A
D - B3081 Bleke St	0.98	0.03	0.26	0.98	0.98			N/A	N/A
E - A30 Long Cross	0.12	0.00	0.00	0.12	0.12			N/A	N/A

(Default Analysis Set) - 2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	34.44	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)	Run automatically
D9	2031 (inc. Local Plan) with Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	674	100.000
B - Longmead		ONE HOUR	✓	317	100.000
C - A350 Little Content Ln		ONE HOUR	✓	1071	100.000
D - B3081 Bleke St		ONE HOUR	✓	924	100.000
E - A30 Long Cross		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	4	27	334	231	78
	B - Longmead	80	0	96	93	48
	C - A350 Little Content Ln	401	27	2	525	116
	D - B3081 Bleke St	257	120	532	2	13
	E - A30 Long Cross	125	77	170	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	12	8	2	15
	B - Longmead	11	0	1	5	5
	C - A350 Little Content Ln	5	8	0	4	6
	D - B3081 Bleke St	0	0	4	0	8
	E - A30 Long Cross	4	7	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.81	20.00	3.9	19.7	C	618	928
B - Longmead	0.61	16.00	1.5	6.1	C	291	436
C - A350 Little Content Ln	0.98	57.43	18.2	77.3	F	983	1474
D - B3081 Bleke St	0.93	37.99	10.0	53.9	E	848	1272
E - A30 Long Cross	0.33	4.06	0.5	2.0	A	366	549

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	507	127	716	1093	0.464	504	648	0.0	0.9	6.078	A
B - Longmead	239	60	1032	817	0.292	237	188	0.0	0.4	6.190	A
C - A350 Little Content Ln	806	202	421	1313	0.614	800	848	0.0	1.6	6.936	A
D - B3081 Bleke St	696	174	565	1240	0.561	691	656	0.0	1.3	6.500	A
E - A30 Long Cross	300	75	1065	1673	0.180	300	191	0.0	0.2	2.619	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	606	151	857	1019	0.595	604	776	0.9	1.4	8.616	A
B - Longmead	285	71	1236	714	0.399	284	225	0.4	0.7	8.351	A
C - A350 Little Content Ln	963	241	504	1268	0.759	957	1015	1.6	3.0	11.372	B
D - B3081 Bleke St	831	208	676	1177	0.706	826	785	1.3	2.3	10.139	B
E - A30 Long Cross	359	90	1274	1525	0.235	358	228	0.2	0.3	3.085	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	742	186	1035	926	0.802	733	931	1.4	3.7	17.906	C
B - Longmead	349	87	1496	582	0.599	346	272	0.7	1.4	15.031	C
C - A350 Little Content Ln	1179	295	613	1209	0.976	1136	1229	3.0	13.7	37.095	E
D - B3081 Bleke St	1017	254	808	1103	0.922	993	942	2.3	8.4	28.123	D
E - A30 Long Cross	439	110	1527	1346	0.326	439	274	0.3	0.5	3.966	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	742	186	1048	919	0.808	741	946	3.7	3.9	19.996	C
B - Longmead	349	87	1514	573	0.609	349	275	1.4	1.5	15.996	C
C - A350 Little Content Ln	1179	295	619	1206	0.978	1161	1244	13.7	18.2	57.434	F
D - B3081 Bleke St	1017	254	823	1095	0.929	1011	958	8.4	10.0	37.989	E
E - A30 Long Cross	439	110	1555	1326	0.331	439	279	0.5	0.5	4.058	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	606	151	883	1005	0.603	615	811	3.9	1.6	9.453	A
B - Longmead	285	71	1267	698	0.408	288	231	1.5	0.7	8.851	A
C - A350 Little Content Ln	963	241	513	1263	0.762	1022	1043	18.2	3.4	18.182	C
D - B3081 Bleke St	831	208	712	1157	0.718	860	823	10.0	2.7	13.231	B
E - A30 Long Cross	359	90	1335	1482	0.242	359	238	0.5	0.3	3.209	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	507	127	725	1088	0.466	510	657	1.6	0.9	6.255	A
B - Longmead	239	60	1045	811	0.294	240	190	0.7	0.4	6.318	A
C - A350 Little Content Ln	806	202	426	1310	0.615	813	859	3.4	1.6	7.345	A
D - B3081 Bleke St	696	174	574	1235	0.563	701	666	2.7	1.3	6.809	A
E - A30 Long Cross	300	75	1081	1662	0.181	301	193	0.3	0.2	2.647	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.86	0.55	1.00	1.40	1.45			1.00	0.00
B - Longmead	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C - A350 Little Content Ln	1.56	0.53	1.43	2.15	2.68			N/A	N/A
D - B3081 Bleke St	1.26	0.56	1.16	1.62	1.82			N/A	N/A
E - A30 Long Cross	0.22	0.00	0.00	0.22	0.22			N/A	N/A

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.43	0.06	0.73	3.41	4.96			1.00	0.44
B - Longmead	0.65	0.08	0.77	1.36	1.44			N/A	N/A
C - A350 Little Content Ln	3.00	0.05	0.75	8.30	13.18			N/A	N/A
D - B3081 Bleke St	2.31	0.05	0.60	6.23	9.84			N/A	N/A
E - A30 Long Cross	0.31	0.00	0.00	0.31	0.31			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	3.68	0.03	0.34	7.39	19.75			1.00	0.74
B - Longmead	1.44	0.03	0.28	1.44	3.65			N/A	N/A
C - A350 Little Content Ln	13.73	0.17	5.92	36.41	51.65			N/A	N/A
D - B3081 Bleke St	8.36	0.06	1.37	24.32	39.70			N/A	N/A
E - A30 Long Cross	0.48	0.03	0.25	0.48	0.48			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	3.95	0.03	0.30	3.95	16.96			1.00	0.83
B - Longmead	1.51	0.03	0.29	1.51	6.14			N/A	N/A
C - A350 Little Content Ln	18.17	0.12	5.31	51.54	77.30			N/A	N/A
D - B3081 Bleke St	10.05	0.05	0.46	28.05	53.89			N/A	N/A
E - A30 Long Cross	0.49	0.03	0.32	1.47	1.96			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.55	0.05	0.48	3.97	6.25			1.00	0.52
B - Longmead	0.70	0.06	0.68	1.26	1.26			N/A	N/A
C - A350 Little Content Ln	3.41	0.04	0.41	9.23	17.64			N/A	N/A
D - B3081 Bleke St	2.66	0.04	0.43	7.33	13.08			N/A	N/A
E - A30 Long Cross	0.32	0.00	0.00	0.32	0.32			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.88	0.03	0.34	2.00	4.21			1.00	0.74
B - Longmead	0.42	0.04	0.36	1.24	1.43			N/A	N/A
C - A350 Little Content Ln	1.63	0.03	0.30	1.75	7.52			N/A	N/A
D - B3081 Bleke St	1.31	0.03	0.30	1.89	6.47			N/A	N/A
E - A30 Long Cross	0.22	0.00	0.00	0.22	0.22			N/A	N/A

(Default Analysis Set) - 2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D10 - 2031 (inc. Local Plan) with Development , PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A30 A350 Ivy Cross Rbt	Standard Roundabout	A, B, C, D, E	211.38	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)	Run automatically
D10	2031 (inc. Local Plan) with Development	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A350 Grosvenor Road		ONE HOUR	✓	706	100.000
B - Longmead		ONE HOUR	✓	305	100.000
C - A350 Little Content Ln		ONE HOUR	✓	1133	100.000
D - B3081 Bleke St		ONE HOUR	✓	933	100.000
E - A30 Long Cross		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
	A - A350 Grosvenor Road	4	13	365	224	100
	B - Longmead	37	0	75	129	64
	C - A350 Little Content Ln	370	45	3	579	136
	D - B3081 Bleke St	228	144	536	0	25
	E - A30 Long Cross	73	27	166	8	0

16:30 -
16:45

Demand (Veh/hr)

16:45 -
17:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:00 -
17:15

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:15 -
17:30

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	100	100	100	100	100
	B - Longmead	100	100	100	100	100
	C - A350 Little Content Ln	100	100	100	100	100
	D - B3081 Bleke St	100	100	100	100	100
	E - A30 Long Cross	100	100	100	100	100

Demand (Veh/hr)

17:30 -
17:45

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Demand (Veh/hr)

17:45 -
18:00

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	0.16	2	1	0.64
	B - Longmead	0.60	0.12	0.99	2	0.60
	C - A350 Little Content Ln	1	0.17	0	2	0.67
	D - B3081 Bleke St	1	0.17	3	0	0.13
	E - A30 Long Cross	1	1	1	0.02	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A350 Grosvenor Road	B - Longmead	C - A350 Little Content Ln	D - B3081 Bleke St	E - A30 Long Cross
From	A - A350 Grosvenor Road	0	17	1	0	8
	B - Longmead	6	0	1	1	2
	C - A350 Little Content Ln	3	2	0	2	2
	D - B3081 Bleke St	1	2	1	0	0
	E - A30 Long Cross	4	4	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A350 Grosvenor Road	0.90	37.96	7.8	42.3	E	648	972
B - Longmead	0.47	9.57	0.9	3.4	A	280	420
C - A350 Little Content Ln	1.20	294.00	112.1	169.9	F	1040	1559
D - B3081 Bleke St	1.26	373.42	114.3	166.2	F	856	1284
E - A30 Long Cross	0.22	3.35	0.3	1.2	A	251	377

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	532	133	695	1166	0.456	528	532	0.0	0.8	5.615	A
B - Longmead	230	57	1052	855	0.269	228	171	0.0	0.4	5.735	A
C - A350 Little Content Ln	853	213	423	1350	0.632	846	857	0.0	1.7	7.059	A
D - B3081 Bleke St	702	176	567	1265	0.555	697	703	0.0	1.2	6.296	A
E - A30 Long Cross	206	52	1022	1758	0.117	206	243	0.0	0.1	2.319	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	635	159	1133	904	0.703	629	591	0.8	2.3	12.856	B
B - Longmead	274	69	1174	793	0.346	274	588	0.4	0.5	6.927	A
C - A350 Little Content Ln	1019	255	855	1126	0.904	996	592	1.7	7.3	24.446	C
D - B3081 Bleke St	839	210	1258	895	0.937	808	592	1.2	8.8	33.995	D
E - A30 Long Cross	246	62	1478	1436	0.172	246	589	0.1	0.2	3.024	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	777	194	1212	862	0.902	759	650	2.3	6.8	30.630	D
B - Longmead	336	84	1322	718	0.468	334	650	0.5	0.9	9.361	A
C - A350 Little Content Ln	1247	312	1007	1044	1.195	1037	650	7.3	60.0	128.424	F
D - B3081 Bleke St	1027	257	1394	821	1.252	816	650	8.8	61.6	168.366	F
E - A30 Long Cross	302	75	1560	1378	0.219	301	650	0.2	0.3	3.344	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	777	194	1213	862	0.902	774	653	6.8	7.7	37.962	E
B - Longmead	336	84	1334	712	0.472	336	653	0.9	0.9	9.575	A
C - A350 Little Content Ln	1247	312	1017	1039	1.201	1038	653	60.0	112.4	293.998	F
D - B3081 Bleke St	1027	257	1402	816	1.258	816	653	61.6	114.5	373.420	F
E - A30 Long Cross	302	75	1564	1375	0.219	302	653	0.3	0.3	3.353	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	635	159	1039	975	0.650	658	749	7.7	1.9	12.110	B
B - Longmead	274	69	1342	708	0.387	275	354	0.9	0.6	8.341	A
C - A350 Little Content Ln	1019	255	590	1262	0.808	1251	1027	112.4	54.2	240.522	F
D - B3081 Bleke St	839	210	1005	1028	0.817	1019	836	114.5	69.3	321.324	F
E - A30 Long Cross	246	62	1541	1375	0.179	247	483	0.3	0.2	3.192	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - A350 Grosvenor Road	532	133	845	1079	0.492	535	749	1.9	1.0	6.662	A
B - Longmead	230	57	1203	777	0.295	230	177	0.6	0.4	6.592	A
C - A350 Little Content Ln	853	213	406	1358	0.628	1063	1028	54.2	1.7	25.592	D
D - B3081 Bleke St	702	176	746	1168	0.601	973	723	69.3	1.6	60.393	F
E - A30 Long Cross	206	52	1388	1482	0.139	207	331	0.2	0.2	2.822	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.83	0.20	0.94	1.41	1.47			1.00	0.12
B - Longmead	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C - A350 Little Content Ln	1.68	0.05	0.60	4.29	6.58			N/A	N/A
D - B3081 Bleke St	1.23	0.04	0.36	3.07	5.89			N/A	N/A
E - A30 Long Cross	0.13	0.00	0.00	0.13	0.13			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	2.25	0.06	0.99	5.77	8.57			1.00	0.40
B - Longmead	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C - A350 Little Content Ln	7.28	0.14	3.16	18.70	26.29			N/A	N/A
D - B3081 Bleke St	8.84	0.32	5.21	20.69	27.57			N/A	N/A
E - A30 Long Cross	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	6.79	0.06	0.96	19.68	32.95			1.00	0.45
B - Longmead	0.86	0.03	0.26	0.86	0.86			N/A	N/A
C - A350 Little Content Ln	60.00	28.27	56.81	89.06	99.96			N/A	N/A
D - B3081 Bleke St	61.62	31.81	58.90	88.36	98.19			N/A	N/A
E - A30 Long Cross	0.28	0.03	0.25	0.46	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	7.66	0.04	0.40	19.86	41.82			1.00	0.62
B - Longmead	0.88	0.03	0.28	0.94	3.39			N/A	N/A
C - A350 Little Content Ln	112.39	64.17	108.76	155.16	170.32			N/A	N/A
D - B3081 Bleke St	114.47	70.18	111.46	152.99	166.38			N/A	N/A
E - A30 Long Cross	0.28	0.03	0.29	0.84	1.17			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	1.93	0.04	0.36	4.81	9.99			1.00	0.70
B - Longmead	0.64	0.18	0.92	1.38	1.44			N/A	N/A
C - A350 Little Content Ln	54.30	26.03	51.38	79.77	89.35			N/A	N/A
D - B3081 Bleke St	69.40	38.88	66.83	96.10	105.72			N/A	N/A
E - A30 Long Cross	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - A350 Grosvenor Road	0.98	0.03	0.29	1.15	3.98			1.00	0.88
B - Longmead	0.42	0.03	0.33	1.09	1.29			N/A	N/A
C - A350 Little Content Ln	1.75	0.03	0.26	1.75	1.75			N/A	N/A
D - B3081 Bleke St	1.58	0.03	0.26	1.58	1.58			N/A	N/A
E - A30 Long Cross	0.16	0.00	0.00	0.16	0.16			N/A	N/A

APPENDIX K

Junctions 9 Outputs – East Stour Crossroads

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: East Stour Crossroads One Lane.j9

Path: T:\Projects\4000 Series Project Numbers\4057\ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\East Stour 100%

Report generation date: 12/09/2017 09:25:39

-
- »2016 Baseline, AM
 - »2016 Baseline, PM
 - »2021 Baseline, AM
 - »2021 Baseline , PM
 - »2031 Baseline (inc. Local Plan), AM
 - »2031 Baseline (inc. Local Plan), PM
 - »2021 with Development , AM
 - »2021 with Development , PM
 - »2031 (inc. Local Plan) with Development , AM
 - »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Baseline								
Stream B-ACD	3.5	37.93	0.79	E	0.9	15.18	0.49	C
Stream A-BCD	0.1	6.25	0.04	A	0.1	5.07	0.04	A
Stream D-ABC	2.2	26.25	0.70	D	0.8	14.67	0.45	B
Stream C-ABD	0.2	5.72	0.09	A	0.1	5.67	0.05	A
2021 Baseline								
Stream B-ACD	4.5	46.91	0.84	E	1.1	16.61	0.53	C
Stream A-BCD	0.1	6.24	0.05	A	0.1	5.06	0.05	A
Stream D-ABC	2.6	29.48	0.73	D	0.9	15.27	0.47	C
Stream C-ABD	0.2	5.70	0.10	A	0.1	5.68	0.05	A
2031 Baseline (inc. Local Plan)								
Stream B-ACD	14.1	120.94	1.00	F	1.4	19.20	0.59	C
Stream A-BCD	0.1	6.23	0.05	A	0.1	5.03	0.05	A
Stream D-ABC	3.3	36.98	0.78	E	1.0	16.43	0.50	C
Stream C-ABD	0.2	5.61	0.10	A	0.1	5.64	0.06	A
2021 with Development								
Stream B-ACD	5.9	58.75	0.88	F	1.5	19.95	0.60	C
Stream A-BCD	0.1	6.26	0.05	A	0.1	5.09	0.05	A
Stream D-ABC	2.6	30.07	0.73	D	0.9	15.53	0.47	C
Stream C-ABD	0.2	5.64	0.10	A	0.1	5.79	0.06	A
2031 (inc. Local Plan) with Development								
Stream B-ACD	19.9	158.39	1.04	F	1.8	22.88	0.65	C
Stream A-BCD	0.1	6.25	0.05	A	0.1	5.05	0.05	A
Stream D-ABC	3.4	38.03	0.79	E	1.0	16.69	0.50	C
Stream C-ABD	0.2	5.55	0.10	A	0.1	5.54	0.06	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/05/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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	2016 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2016 Baseline	PM	ONE HOUR	16:30	18:00	15
D3	2021 Baseline	AM	ONE HOUR	07:45	09:15	15
D4	2021 Baseline	PM	ONE HOUR	16:30	18:00	15
D5	2031 Baseline (inc. Local Plan)	AM	ONE HOUR	07:45	09:15	15
D6	2031 Baseline (inc. Local Plan)	PM	ONE HOUR	16:30	18:00	15
D7	2021 with Development	AM	ONE HOUR	07:45	09:15	15
D8	2021 with Development	PM	ONE HOUR	16:30	18:00	15
D9	2031 (inc. Local Plan) with Development	AM	ONE HOUR	07:45	09:15	15
D10	2031 (inc. Local Plan) with Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	17.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A30 East		Major
B	B3092 South		Minor
C	A30 West		Major
D	B3092 North		Minor

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)
A	8.50			130.0	✓	0.00
C	8.50			85.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.40	20	30
D	One lane	4.30	28	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	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	Slope for D-C
1	A-D	649	-	-	-	-	-	-	0.224	0.320	0.224	-	-	-
1	B-A	569	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
1	B-C	733	0.100	0.253	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
1	B-D, offside lane	569	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
1	C-B	623	0.215	0.215	0.307	-	-	-	-	-	-	-	-	-
1	D-A	719	-	-	-	-	-	-	0.248	-	0.098	-	-	-
1	D-B, nearside lane	561	0.145	0.145	0.329	-	-	-	0.230	0.230	0.091	-	-	-
1	D-B, offside lane	561	0.145	0.145	0.329	-	-	-	0.230	0.230	0.091	-	-	-
1	D-C	561	-	0.145	0.329	0.115	0.230	0.230	0.230	0.230	0.091	-	-	-

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	2016 Baseline	AM	ONE HOUR	07:45	09:15	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 (Veh/hr)	Scaling Factor (%)
A		✓	226	100.000
B		✓	319	100.000
C		✓	265	100.000
D		✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	75	135	16
	B	88	0	33	198
	C	214	38	0	13
	D	32	214	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	8	25
	B	2	0	12	3
	C	5	5	0	31
	D	3	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.79	37.93	3.5	E
ABCD	0.04	6.25	0.1	A
A-B				
A-C				
D-ABC	0.70	26.25	2.2	D
C-ABD	0.09	5.72	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	240	482	0.498	236	1.0	14.428	B
ABCD	16	592	0.028	16	0.0	6.253	A
A-B	55			55			
A-C	99			99			
D-ABC	214	487	0.439	211	0.8	12.893	B
C-ABD	38	669	0.057	38	0.1	5.706	A
C-D	9			9			
C-A	152			152			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	287	466	0.616	285	1.5	19.605	C
ABCD	21	607	0.034	21	0.0	6.161	A
A-B	65			65			
A-C	117			117			
D-ABC	255	471	0.542	254	1.1	16.453	C
C-ABD	49	685	0.071	49	0.1	5.662	A
C-D	11			11			
C-A	179			179			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	351	443	0.792	344	3.3	34.143	D
ABCD	28	628	0.045	28	0.1	6.020	A
A-B	79			79			
A-C	142			142			
D-ABC	313	449	0.697	309	2.1	24.994	C
C-ABD	65	707	0.092	65	0.2	5.609	A
C-D	13			13			
C-A	214			214			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	351	443	0.793	350	3.5	37.935	E
ABCD	28	628	0.045	28	0.1	5.999	A
A-B	79			79			
A-C	142			142			
D-ABC	313	449	0.697	312	2.2	26.249	D
C-ABD	65	707	0.092	65	0.2	5.614	A
C-D	13			13			
C-A	214			214			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	287	465	0.616	294	1.7	21.810	C
A-BCD	21	607	0.035	21	0.0	6.117	A
A-B	65			65			
A-C	117			117			
D-ABC	255	471	0.543	259	1.2	17.326	C
C-ABD	49	685	0.071	49	0.1	5.669	A
C-D	11			11			
C-A	179			179			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	240	482	0.499	243	1.0	15.239	C
A-BCD	16	592	0.028	17	0.0	6.235	A
A-B	55			55			
A-C	99			99			
D-ABC	214	487	0.439	216	0.8	13.362	B
C-ABD	39	669	0.058	39	0.1	5.717	A
C-D	9			9			
C-A	152			152			

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	6.82	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	2016 Baseline	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	205	100.000
C		✓	193	100.000
D		✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	87	208	17
	B	54	0	21	130
	C	150	23	0	20
	D	9	150	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	3	2	6
	B	0	0	0	1
	C	3	0	0	0
	D	33	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	15.18	0.9	C
A-BCD	0.04	5.07	0.1	A
A-B				
A-C				
D-ABC	0.45	14.67	0.8	B
C-ABD	0.05	5.67	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	500	0.309	153	0.4	10.317	B
A-BCD	18	728	0.025	18	0.0	5.069	A
A-B	64			64			
A-C	153			153			
D-ABC	137	478	0.287	135	0.4	10.464	B
C-ABD	22	657	0.033	21	0.0	5.666	A
C-D	15			15			
C-A	109			109			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	184	484	0.381	184	0.6	11.949	B
A-BCD	24	752	0.031	24	0.0	4.946	A
A-B	76			76			
A-C	181			181			
D-ABC	164	464	0.352	163	0.5	11.923	B
C-ABD	27	664	0.041	27	0.1	5.649	A
C-D	17			17			
C-A	129			129			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	226	463	0.488	224	0.9	15.019	C
A-BCD	32	785	0.041	32	0.1	4.785	A
A-B	92			92			
A-C	220			220			
D-ABC	200	446	0.450	199	0.8	14.544	B
C-ABD	35	675	0.052	35	0.1	5.626	A
C-D	21			21			
C-A	157			157			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	226	463	0.488	226	0.9	15.180	C
ABCD	32	785	0.041	32	0.1	4.783	A
A-B	92			92			
A-C	220			220			
D-ABC	200	446	0.450	200	0.8	14.666	B
C-ABD	35	675	0.052	35	0.1	5.631	A
C-D	21			21			
C-A	156			156			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	184	484	0.381	186	0.6	12.108	B
ABCD	24	752	0.032	24	0.0	4.939	A
A-B	76			76			
A-C	181			181			
D-ABC	164	464	0.352	165	0.6	12.055	B
C-ABD	27	664	0.041	27	0.1	5.658	A
C-D	17			17			
C-A	129			129			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	154	500	0.309	155	0.5	10.471	B
ABCD	18	728	0.025	19	0.0	5.065	A
A-B	64			64			
A-C	153			153			
D-ABC	137	478	0.287	138	0.4	10.601	B
C-ABD	22	656	0.033	22	0.0	5.674	A
C-D	15			15			
C-A	109			109			

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	21.51	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	2021 Baseline	AM	ONE HOUR	07:45	09:15	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 (Veh/hr)	Scaling Factor (%)
A		✓	233	100.000
B		✓	336	100.000
C		✓	274	100.000
D		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	77	139	17
	B	91	0	34	211
	C	221	39	0	14
	D	35	221	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	7	8	25
	B	2	0	12	2
	C	5	5	0	29
	D	3	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.84	46.91	4.5	E
A-BCD	0.05	6.24	0.1	A
A-B				
A-C				
D-ABC	0.73	29.48	2.6	D
C-ABD	0.10	5.70	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	253	482	0.524	249	1.1	15.149	C
A-BCD	18	594	0.030	17	0.0	6.244	A
A-B	56			56			
A-C	102			102			
D-ABC	222	485	0.458	219	0.8	13.362	B
C-ABD	40	672	0.059	39	0.1	5.688	A
C-D	10			10			
C-A	157			157			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	302	465	0.649	299	1.7	21.329	C
A-BCD	22	609	0.037	22	0.1	6.152	A
A-B	67			67			
A-C	120			120			
D-ABC	265	469	0.566	263	1.3	17.403	C
C-ABD	51	688	0.074	51	0.1	5.647	A
C-D	12			12			
C-A	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	370	442	0.837	361	4.1	40.261	E
A-BCD	30	631	0.048	30	0.1	6.011	A
A-B	81			81			
A-C	146			146			
D-ABC	325	446	0.729	320	2.4	27.655	D
C-ABD	68	711	0.095	68	0.2	5.592	A
C-D	14			14			
C-A	220			220			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	370	441	0.838	368	4.5	46.907	E
ABCD	30	631	0.048	30	0.1	5.993	A
A-B	81			81			
A-C	146			146			
D-ABC	325	445	0.730	324	2.6	29.482	D
C-ABD	68	711	0.095	68	0.2	5.597	A
C-D	14			14			
C-A	220			220			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	302	465	0.650	312	2.0	24.941	C
ABCD	23	609	0.037	23	0.1	6.107	A
A-B	67			67			
A-C	120			120			
D-ABC	265	468	0.567	270	1.4	18.590	C
C-ABD	51	688	0.074	51	0.1	5.655	A
C-D	12			12			
C-A	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	253	482	0.525	256	1.1	16.194	C
ABCD	18	594	0.030	18	0.0	6.224	A
A-B	56			56			
A-C	102			102			
D-ABC	222	485	0.458	224	0.9	13.919	B
C-ABD	40	672	0.059	40	0.1	5.703	A
C-D	10			10			
C-A	156			156			

2021 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	7.35	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)
D4	2021 Baseline	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A		✓	323	100.000
B		✓	220	100.000
C		✓	200	100.000
D		✓	187	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	90	214	19
	B	56	0	22	142
	C	154	24	0	22
	D	9	154	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	3	2	6
	B	0	0	0	1
	C	3	0	0	0
	D	33	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.53	16.61	1.1	C
A-BCD	0.05	5.06	0.1	A
A-B				
A-C				
D-ABC	0.47	15.27	0.9	C
C-ABD	0.05	5.68	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	166	497	0.333	164	0.5	10.740	B
A-BCD	21	732	0.028	21	0.0	5.061	A
A-B	66			66			
A-C	157			157			
D-ABC	141	475	0.296	139	0.4	10.667	B
C-ABD	23	658	0.034	22	0.0	5.665	A
C-D	16			16			
C-A	112			112			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	481	0.411	197	0.7	12.643	B
A-BCD	27	756	0.035	27	0.0	4.939	A
A-B	78			78			
A-C	186			186			
D-ABC	168	461	0.365	168	0.6	12.244	B
C-ABD	28	665	0.043	28	0.1	5.648	A
C-D	19			19			
C-A	133			133			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	242	459	0.528	241	1.1	16.380	C
A-BCD	36	790	0.046	36	0.1	4.779	A
A-B	95			95			
A-C	225			225			
D-ABC	206	441	0.466	205	0.8	15.131	C
C-ABD	37	676	0.055	37	0.1	5.626	A
C-D	23			23			
C-A	160			160			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	242	459	0.528	242	1.1	16.609	C
ABCD	36	790	0.046	36	0.1	4.778	A
A-B	95			95			
A-C	225			225			
D-ABC	206	441	0.466	206	0.9	15.274	C
C-ABD	37	676	0.055	37	0.1	5.632	A
C-D	23			23			
C-A	160			160			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	198	481	0.411	199	0.7	12.862	B
ABCD	27	756	0.035	27	0.0	4.930	A
A-B	78			78			
A-C	186			186			
D-ABC	168	461	0.365	169	0.6	12.396	B
C-ABD	28	665	0.043	28	0.1	5.660	A
C-D	19			19			
C-A	132			132			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	166	497	0.333	166	0.5	10.928	B
ABCD	21	732	0.029	21	0.0	5.060	A
A-B	66			66			
A-C	156			156			
D-ABC	141	475	0.297	141	0.4	10.820	B
C-ABD	23	658	0.034	23	0.0	5.675	A
C-D	16			16			
C-A	112			112			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	46.68	E

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	2031 Baseline (inc. Local Plan)	AM	ONE HOUR	07:45	09:15	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 (Veh/hr)	Scaling Factor (%)
A		✓	244	100.000
B		✓	393	100.000
C		✓	307	100.000
D		✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	81	146	17
	B	95	0	36	262
	C	231	41	0	35
	D	37	231	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	7	8	25
	B	2	0	12	2
	C	5	5	0	12
	D	3	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	1.00	120.94	14.1	F
A-BCD	0.05	6.23	0.1	A
A-B				
A-C				
D-ABC	0.78	36.98	3.3	E
C-ABD	0.10	5.61	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	296	477	0.620	290	1.5	18.622	C
A-BCD	18	596	0.030	18	0.0	6.228	A
A-B	59			59			
A-C	107			107			
D-ABC	233	479	0.486	229	0.9	14.212	B
C-ABD	44	686	0.063	43	0.1	5.595	A
C-D	25			25			
C-A	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	353	460	0.769	348	2.9	30.692	D
A-BCD	23	612	0.038	23	0.1	6.135	A
A-B	70			70			
A-C	126			126			
D-ABC	278	461	0.603	276	1.4	19.216	C
C-ABD	56	706	0.079	56	0.1	5.542	A
C-D	29			29			
C-A	191			191			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	433	435	0.995	404	10.2	77.945	F
A-BCD	31	634	0.049	31	0.1	5.991	A
A-B	85			85			
A-C	153			153			
D-ABC	340	436	0.781	334	3.1	33.272	D
C-ABD	75	733	0.103	75	0.2	5.475	A
C-D	35			35			
C-A	228			228			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	433	434	0.996	417	14.1	120.937	F
ABCD	31	634	0.049	31	0.1	5.969	A
A-B	85			85			
A-C	153			153			
D-ABC	340	434	0.783	339	3.3	36.975	E
C-ABD	76	733	0.103	76	0.2	5.480	A
C-D	35			35			
C-A	228			228			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	353	459	0.770	394	4.0	67.491	F
ABCD	23	612	0.038	23	0.1	6.086	A
A-B	70			70			
A-C	126			126			
D-ABC	278	459	0.606	285	1.6	21.396	C
C-ABD	56	706	0.079	56	0.1	5.549	A
C-D	29			29			
C-A	191			191			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	296	477	0.621	305	1.7	21.908	C
ABCD	18	596	0.030	18	0.0	6.210	A
A-B	59			59			
A-C	107			107			
D-ABC	233	478	0.487	235	1.0	14.975	B
C-ABD	44	686	0.064	44	0.1	5.608	A
C-D	25			25			
C-A	163			163			

2031 Baseline (inc. Local Plan), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	8.27	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	2031 Baseline (inc. Local Plan)	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	241	100.000
C		✓	216	100.000
D		✓	197	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	94	224	19
	B	58	0	23	160
	C	162	25	0	29
	D	10	162	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	3	2	6
	B	0	0	0	1
	C	3	0	0	0
	D	33	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.59	19.20	1.4	C
A-BCD	0.05	5.03	0.1	A
A-B				
A-C				
D-ABC	0.50	16.43	1.0	C
C-ABD	0.06	5.64	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181	493	0.368	179	0.6	11.409	B
A-BCD	21	737	0.029	21	0.0	5.030	A
A-B	69			69			
A-C	164			164			
D-ABC	148	471	0.315	147	0.5	11.026	B
C-ABD	24	663	0.036	24	0.0	5.628	A
C-D	21			21			
C-A	118			118			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217	476	0.455	216	0.8	13.791	B
A-BCD	27	762	0.036	27	0.0	4.904	A
A-B	81			81			
A-C	194			194			
D-ABC	177	456	0.388	176	0.6	12.825	B
C-ABD	30	672	0.045	30	0.1	5.607	A
C-D	25			25			
C-A	139			139			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	265	452	0.586	263	1.4	18.796	C
A-BCD	37	798	0.047	37	0.1	4.739	A
A-B	99			99			
A-C	235			235			
D-ABC	217	436	0.498	216	1.0	16.234	C
C-ABD	40	685	0.058	40	0.1	5.576	A
C-D	30			30			
C-A	168			168			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	265	452	0.587	265	1.4	19.199	C
ABCD	37	798	0.047	37	0.1	4.738	A
A-B	99			99			
A-C	235			235			
D-ABC	217	436	0.498	217	1.0	16.429	C
C-ABD	40	685	0.058	40	0.1	5.581	A
C-D	30			30			
C-A	168			168			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217	475	0.456	219	0.9	14.134	B
ABCD	27	762	0.036	28	0.0	4.895	A
A-B	81			81			
A-C	194			194			
D-ABC	177	456	0.388	178	0.6	13.019	B
C-ABD	30	672	0.045	30	0.1	5.615	A
C-D	25			25			
C-A	139			139			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181	492	0.369	182	0.6	11.664	B
ABCD	21	737	0.029	21	0.0	5.026	A
A-B	69			69			
A-C	164			164			
D-ABC	148	471	0.315	149	0.5	11.204	B
C-ABD	24	663	0.036	24	0.1	5.637	A
C-D	21			21			
C-A	117			117			

2021 with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	25.24	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	2021 with Development	AM	ONE HOUR	07:45	09:15	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 (Veh/hr)	Scaling Factor (%)
A		✓	233	100.000
B		✓	352	100.000
C		✓	289	100.000
D		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	77	139	17
	B	91	0	34	227
	C	221	39	0	29
	D	35	221	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	7	8	25
	B	2	0	12	2
	C	5	5	0	14
	D	3	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.88	58.75	5.9	F
A-BCD	0.05	6.26	0.1	A
A-B				
A-C				
D-ABC	0.73	30.07	2.6	D
C-ABD	0.10	5.64	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	265	481	0.550	260	1.2	15.963	C
A-BCD	18	592	0.030	17	0.0	6.264	A
A-B	56			56			
A-C	102			102			
D-ABC	222	484	0.459	219	0.8	13.433	B
C-ABD	41	680	0.060	40	0.1	5.625	A
C-D	21			21			
C-A	156			156			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	316	464	0.682	313	2.0	23.298	C
A-BCD	23	607	0.037	22	0.1	6.175	A
A-B	67			67			
A-C	120			120			
D-ABC	265	467	0.568	263	1.3	17.555	C
C-ABD	52	698	0.074	52	0.1	5.573	A
C-D	24			24			
C-A	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	388	441	0.879	375	5.1	47.509	E
A-BCD	30	629	0.048	30	0.1	6.038	A
A-B	81			81			
A-C	146			146			
D-ABC	325	443	0.733	320	2.5	28.114	D
C-ABD	70	723	0.096	69	0.2	5.511	A
C-D	29			29			
C-A	220			220			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	388	440	0.880	385	5.9	58.747	F
ABCD	30	629	0.048	30	0.1	6.016	A
A-B	81			81			
A-C	146			146			
D-ABC	325	443	0.734	324	2.6	30.070	D
C-ABD	70	723	0.096	70	0.2	5.516	A
C-D	29			29			
C-A	220			220			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	316	464	0.682	331	2.3	29.363	D
ABCD	23	607	0.037	23	0.1	6.127	A
A-B	67			67			
A-C	120			120			
D-ABC	265	466	0.569	270	1.4	18.811	C
C-ABD	52	698	0.074	52	0.1	5.584	A
C-D	24			24			
C-A	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	265	481	0.551	269	1.3	17.324	C
ABCD	18	592	0.030	18	0.0	6.246	A
A-B	56			56			
A-C	101			101			
D-ABC	222	483	0.460	224	0.9	14.005	B
C-ABD	41	680	0.060	41	0.1	5.638	A
C-D	21			21			
C-A	156			156			

2021 with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	8.34	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	2021 with Development	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A		✓	323	100.000
B		✓	245	100.000
C		✓	224	100.000
D		✓	187	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	90	214	19
	B	56	0	22	167
	C	154	24	0	46
	D	9	154	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	3	2	6
	B	2	0	12	1
	C	3	5	0	0
	D	33	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.60	19.95	1.5	C
A-BCD	0.05	5.09	0.1	A
A-B				
A-C				
D-ABC	0.47	15.53	0.9	C
C-ABD	0.06	5.79	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	184	488	0.378	182	0.6	11.683	B
A-BCD	21	728	0.029	21	0.0	5.087	A
A-B	66			66			
A-C	156			156			
D-ABC	141	472	0.298	139	0.4	10.747	B
C-ABD	24	645	0.037	23	0.0	5.786	A
C-D	33			33			
C-A	112			112			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	220	472	0.467	219	0.9	14.189	B
A-BCD	27	752	0.036	27	0.0	4.968	A
A-B	78			78			
A-C	185			185			
D-ABC	168	458	0.367	168	0.6	12.371	B
C-ABD	30	656	0.045	30	0.1	5.746	A
C-D	39			39			
C-A	132			132			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	270	450	0.600	267	1.4	19.493	C
A-BCD	37	785	0.047	36	0.1	4.812	A
A-B	94			94			
A-C	225			225			
D-ABC	206	438	0.470	205	0.9	15.374	C
C-ABD	39	672	0.059	39	0.1	5.690	A
C-D	48			48			
C-A	160			160			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	270	450	0.600	270	1.5	19.953	C
ABCD	37	785	0.047	37	0.1	4.808	A
A-B	94			94			
A-C	225			225			
D-ABC	206	438	0.471	206	0.9	15.529	C
C-ABD	39	672	0.059	39	0.1	5.688	A
C-D	48			48			
C-A	160			160			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	220	472	0.467	222	0.9	14.572	B
ABCD	27	752	0.036	27	0.0	4.961	A
A-B	78			78			
A-C	185			185			
D-ABC	168	458	0.367	169	0.6	12.533	B
C-ABD	30	657	0.045	30	0.1	5.742	A
C-D	39			39			
C-A	132			132			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	184	488	0.378	186	0.6	11.960	B
ABCD	21	728	0.029	21	0.0	5.085	A
A-B	66			66			
A-C	156			156			
D-ABC	141	472	0.298	141	0.4	10.905	B
C-ABD	24	645	0.037	24	0.1	5.788	A
C-D	33			33			
C-A	112			112			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	59.06	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)
D9	2031 (inc. Local Plan) with Development	AM	ONE HOUR	07:45	09:15	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 (Veh/hr)	Scaling Factor (%)
A		✓	244	100.000
B		✓	409	100.000
C		✓	322	100.000
D		✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	81	146	17
	B	95	0	36	278
	C	231	41	0	50
	D	37	231	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	7	8	25
	B	2	0	12	2
	C	5	5	0	9
	D	3	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	1.04	158.39	19.9	F
A-BCD	0.05	6.25	0.1	A
A-B				
A-C				
D-ABC	0.79	38.03	3.4	E
C-ABD	0.10	5.55	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	308	476	0.646	301	1.7	19.836	C
A-BCD	18	594	0.030	18	0.0	6.249	A
A-B	59			59			
A-C	107			107			
D-ABC	233	477	0.487	229	0.9	14.296	B
C-ABD	44	694	0.064	44	0.1	5.535	A
C-D	35			35			
C-A	163			163			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	368	458	0.802	361	3.4	34.544	D
A-BCD	23	609	0.038	23	0.1	6.158	A
A-B	70			70			
A-C	126			126			
D-ABC	278	459	0.605	276	1.5	19.408	C
C-ABD	57	715	0.080	57	0.1	5.472	A
C-D	41			41			
C-A	191			191			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	450	434	1.038	411	13.2	93.868	F
A-BCD	31	632	0.049	31	0.1	6.020	A
A-B	85			85			
A-C	153			153			
D-ABC	340	433	0.785	334	3.1	33.941	D
C-ABD	78	744	0.104	77	0.2	5.400	A
C-D	49			49			
C-A	228			228			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	450	433	1.040	423	19.9	158.388	F
ABCD	31	632	0.049	31	0.1	5.998	A
A-B	85			85			
A-C	153			153			
D-ABC	340	431	0.788	339	3.4	38.035	E
C-ABD	78	744	0.104	78	0.2	5.405	A
C-D	49			49			
C-A	228			228			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	368	458	0.803	425	5.5	108.768	F
ABCD	23	610	0.038	23	0.1	6.111	A
A-B	70			70			
A-C	126			126			
D-ABC	278	456	0.609	285	1.6	21.825	C
C-ABD	57	715	0.080	57	0.1	5.480	A
C-D	41			41			
C-A	191			191			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	308	476	0.647	322	2.0	25.242	D
ABCD	18	594	0.030	18	0.0	6.230	A
A-B	59			59			
A-C	107			107			
D-ABC	233	476	0.488	235	1.0	15.094	C
C-ABD	45	694	0.064	45	0.1	5.548	A
C-D	35			35			
C-A	163			163			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	9.33	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)
D10	2031 (inc. Local Plan) with Development	PM	ONE HOUR	16:30	18:00	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 (Veh/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	266	100.000
C		✓	240	100.000
D		✓	197	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	94	224	19
	B	58	0	23	185
	C	162	25	0	53
	D	10	162	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	3	2	6
	B	0	0	0	1
	C	3	0	0	0
	D	33	1	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.65	22.88	1.8	C
A-BCD	0.05	5.05	0.1	A
A-B				
A-C				
D-ABC	0.50	16.69	1.0	C
C-ABD	0.06	5.54	0.1	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	490	0.409	198	0.7	12.204	B
A-BCD	21	733	0.029	21	0.0	5.054	A
A-B	69			69			
A-C	164			164			
D-ABC	148	469	0.316	146	0.5	11.101	B
C-ABD	25	676	0.037	25	0.1	5.528	A
C-D	38			38			
C-A	117			117			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239	473	0.506	238	1.0	15.227	C
A-BCD	27	758	0.036	27	0.0	4.930	A
A-B	81			81			
A-C	194			194			
D-ABC	177	454	0.390	176	0.6	12.950	B
C-ABD	31	687	0.046	31	0.1	5.489	A
C-D	45			45			
C-A	139			139			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	293	450	0.652	290	1.8	22.114	C
A-BCD	38	793	0.047	37	0.1	4.769	A
A-B	99			99			
A-C	235			235			
D-ABC	217	432	0.502	216	1.0	16.483	C
C-ABD	42	703	0.059	41	0.1	5.435	A
C-D	55			55			
C-A	168			168			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	293	449	0.652	293	1.8	22.882	C
ABCD	38	793	0.047	38	0.1	4.765	A
A-B	99			99			
A-C	235			235			
D-ABC	217	432	0.502	217	1.0	16.690	C
C-ABD	42	703	0.059	42	0.1	5.440	A
C-D	55			55			
C-A	168			168			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239	473	0.506	242	1.1	15.805	C
ABCD	28	758	0.036	28	0.1	4.921	A
A-B	81			81			
A-C	194			194			
D-ABC	177	453	0.391	178	0.7	13.155	B
C-ABD	31	687	0.046	31	0.1	5.497	A
C-D	45			45			
C-A	139			139			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	200	490	0.409	202	0.7	12.560	B
ABCD	21	733	0.029	21	0.0	5.052	A
A-B	69			69			
A-C	164			164			
D-ABC	148	469	0.316	149	0.5	11.285	B
C-ABD	25	676	0.037	25	0.1	5.538	A
C-D	38			38			
C-A	117			117			

APPENDIX L

**Junctions 9 Outputs –
A303/ B3092 Junction,
Mere**

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Crab Lane New Road.j9

Path: T:\Projects\4000 Series Project Numbers\4057ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Mere

Report generation date: 13/09/2017 15:20:59

- »2016 Observed Baseline , AM
- »2016 Observed Baseline, PM
- »2021 Baseline , AM
- »2021 Baseline , PM
- »2031 Baseline (inc. Local Plan), AM
- »2031 Baseline (inc. Local Plan) , PM
- »2021 With Development , AM
- »2021 With Development , PM
- »2031 (inc. Local Plan) with Development , AM
- »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-AC	0.6	10.51	0.39	B	0.7	10.59	0.42	B
Stream C-AB	0.1	5.23	0.05	A	0.1	5.22	0.04	A
2021 Baseline								
Stream B-AC	0.8	11.98	0.45	B	0.9	11.89	0.47	B
Stream C-AB	0.1	5.11	0.05	A	0.1	5.18	0.04	A
2031 Baseline (inc. Local Plan)								
Stream B-AC	0.9	12.78	0.47	B	1.0	12.90	0.50	B
Stream C-AB	0.1	5.01	0.06	A	0.1	5.18	0.05	A
2021 With Development								
Stream B-AC	0.8	12.55	0.46	B	0.9	11.89	0.47	B
Stream C-AB	0.1	5.07	0.06	A	0.1	5.18	0.04	A
2031 (inc. Local Plan) with Development								
Stream B-AC	0.9	13.44	0.49	B	1.0	13.36	0.51	B
Stream C-AB	0.1	4.98	0.06	A	0.1	5.06	0.05	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 With Development	AM	FLAT	07:45	09:15	90	15
D8	2021 With Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Crab Lane S		Major
B	New Road		Minor
C	Crab Lane N		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	6.80			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.92	40	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	606	0.106	0.269	0.169	0.385
1	B-C	771	0.114	0.288	-	-
1	C-B	661	0.247	0.247	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	218	100.000
B		✓	216	100.000
C		✓	252	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	101	117
	B	122	0	94
	C	227	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	7	9
	B	5	0	3
	C	11	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	10.51	0.6	B
C-AB	0.05	5.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	214	0.6	10.360	B
C-AB	36	725	0.050	36	0.1	5.222	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	216	0.6	10.506	B
C-AB	36	725	0.050	36	0.1	5.228	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	216	0.6	10.508	B
C-AB	36	725	0.050	36	0.1	5.229	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	216	0.6	10.508	B
C-AB	36	725	0.050	36	0.1	5.229	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	216	0.6	10.508	B
C-AB	36	725	0.050	36	0.1	5.227	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	216	559	0.387	216	0.6	10.508	B
C-AB	36	725	0.050	36	0.1	5.229	A
C-A	216			216			
A-B	101			101			
A-C	117			117			

2016 Observed Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.90	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	254	100.000
B		✓	242	100.000
C		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	130	124
	B	119	0	123
	C	184	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	2
	B	2	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.42	10.59	0.7	B
C-AB	0.04	5.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	239	0.7	10.425	B
C-AB	28	718	0.039	28	0.1	5.219	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	242	0.7	10.591	B
C-AB	28	718	0.039	28	0.1	5.222	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	242	0.7	10.594	B
C-AB	28	718	0.039	28	0.1	5.224	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	242	0.7	10.594	B
C-AB	28	718	0.039	28	0.1	5.224	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	242	0.7	10.594	B
C-AB	28	718	0.039	28	0.1	5.224	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	582	0.416	242	0.7	10.594	B
C-AB	28	718	0.039	28	0.1	5.224	A
C-A	177			177			
A-B	130			130			
A-C	124			124			

2021 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.82	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	253	100.000
B		✓	242	100.000
C		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	117	136
	B	145	0	97
	C	269	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	8
	B	4	0	3
	C	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	11.98	0.8	B
C-AB	0.05	5.11	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	239	0.8	11.737	B
C-AB	41	746	0.054	40	0.1	5.100	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	242	0.8	11.974	B
C-AB	41	746	0.055	41	0.1	5.106	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	242	0.8	11.976	B
C-AB	41	746	0.055	41	0.1	5.104	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	242	0.8	11.979	B
C-AB	41	746	0.055	41	0.1	5.106	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	242	0.8	11.979	B
C-AB	41	746	0.055	41	0.1	5.106	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	543	0.446	242	0.8	11.979	B
C-AB	41	746	0.055	41	0.1	5.104	A
C-A	254			254			
A-B	117			117			
A-C	136			136			

2021 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.16	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	300	100.000
B		✓	265	100.000
C		✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	153	147
	B	138	0	127
	C	212	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	2
	B	1	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	11.89	0.9	B
C-AB	0.04	5.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	262	0.9	11.630	B
C-AB	31	726	0.043	31	0.1	5.178	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.883	B
C-AB	31	726	0.043	31	0.1	5.182	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.885	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.96	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	269	100.000
B		✓	253	100.000
C		✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	122	147
	B	151	0	102
	C	299	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	6	9
	B	4	0	3
	C	9	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	12.78	0.9	B
C-AB	0.06	5.01	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	250	0.9	12.477	B
C-AB	44	763	0.058	44	0.1	5.007	A
C-A	282			282			
A-B	122			122			
A-C	147			147			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	253	0.9	12.775	B
C-AB	45	763	0.058	45	0.1	5.013	A
C-A	281			281			
A-B	122			122			
A-C	147			147			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	253	0.9	12.780	B
C-AB	45	763	0.058	45	0.1	5.013	A
C-A	281			281			
A-B	122			122			
A-C	147			147			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	253	0.9	12.780	B
C-AB	45	763	0.058	45	0.1	5.011	A
C-A	281			281			
A-B	122			122			
A-C	147			147			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	253	0.9	12.783	B
C-AB	45	763	0.058	45	0.1	5.011	A
C-A	281			281			
A-B	122			122			
A-C	147			147			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	535	0.473	253	0.9	12.783	B
C-AB	45	763	0.058	45	0.1	5.013	A
C-A	281			281			
A-B	122			122			
A-C	147			147			

2031 Baseline (inc. Local Plan) , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.38	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	332	100.000
B		✓	276	100.000
C		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	159	173
	B	143	0	133
	C	227	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	2
	B	2	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	12.90	1.0	B
C-AB	0.05	5.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	272	1.0	12.563	B
C-AB	33	729	0.046	33	0.1	5.174	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	276	1.0	12.893	B
C-AB	33	729	0.046	33	0.1	5.177	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	276	1.0	12.899	B
C-AB	33	729	0.046	33	0.1	5.177	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	276	1.0	12.898	B
C-AB	33	729	0.046	33	0.1	5.177	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	276	1.0	12.898	B
C-AB	33	729	0.046	33	0.1	5.179	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	555	0.497	276	1.0	12.901	B
C-AB	33	729	0.046	33	0.1	5.177	A
C-A	217			217			
A-B	159			159			
A-C	173			173			

2021 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.73	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 period length (min)	Time segment length (min)
D7	2021 With Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	294	100.000
B		✓	242	100.000
C		✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	117	177
	B	145	0	97
	C	290	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	6	6
	B	4	0	3
	C	9	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.46	12.55	0.8	B
C-AB	0.06	5.07	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	239	0.8	12.272	B
C-AB	42	753	0.056	42	0.1	5.064	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	242	0.8	12.546	B
C-AB	42	753	0.056	42	0.1	5.070	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	242	0.8	12.548	B
C-AB	42	753	0.056	42	0.1	5.070	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	242	0.8	12.551	B
C-AB	42	753	0.056	42	0.1	5.070	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	242	0.8	12.551	B
C-AB	42	753	0.056	42	0.1	5.068	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	242	529	0.458	242	0.8	12.551	B
C-AB	42	753	0.056	42	0.1	5.070	A
C-A	274			274			
A-B	117			117			
A-C	177			177			

2021 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.16	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 period length (min)	Time segment length (min)
D8	2021 With Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	300	100.000
B		✓	265	100.000
C		✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	153	147
	B	138	0	127
	C	212	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	2
	B	1	0	6
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	11.89	0.9	B
C-AB	0.04	5.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	262	0.9	11.630	B
C-AB	31	726	0.043	31	0.1	5.178	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.883	B
C-AB	31	726	0.043	31	0.1	5.182	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.885	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	265	568	0.467	265	0.9	11.887	B
C-AB	31	726	0.043	31	0.1	5.184	A
C-A	203			203			
A-B	153			153			
A-C	147			147			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.90	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	310	100.000
B		✓	253	100.000
C		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	122	188
	B	151	0	102
	C	320	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	7
	B	4	0	3
	C	8	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.49	13.44	0.9	B
C-AB	0.06	4.98	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	249	0.9	13.084	B
C-AB	46	770	0.060	46	0.1	4.971	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	253	0.9	13.430	B
C-AB	46	770	0.060	46	0.1	4.977	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	253	0.9	13.436	B
C-AB	46	770	0.060	46	0.1	4.978	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	253	0.9	13.435	B
C-AB	46	770	0.060	46	0.1	4.976	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	253	0.9	13.435	B
C-AB	46	770	0.060	46	0.1	4.976	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	253	521	0.486	253	0.9	13.438	B
C-AB	46	770	0.060	46	0.1	4.978	A
C-A	301			301			
A-B	122			122			
A-C	188			188			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.28	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	354	100.000
B		✓	276	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	159	195
	B	143	0	133
	C	259	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	2
	B	2	0	6
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	13.36	1.0	B
C-AB	0.05	5.06	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	272	1.0	12.987	B
C-AB	35	746	0.047	35	0.1	5.059	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	276	1.0	13.350	B
C-AB	35	746	0.047	35	0.1	5.063	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	276	1.0	13.355	B
C-AB	35	746	0.047	35	0.1	5.063	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	276	1.0	13.358	B
C-AB	35	746	0.047	35	0.1	5.063	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	276	1.0	13.358	B
C-AB	35	746	0.047	35	0.1	5.063	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	276	545	0.506	276	1.0	13.361	B
C-AB	35	746	0.047	35	0.1	5.065	A
C-A	247			247			
A-B	159			159			
A-C	195			195			

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: New Road A303 off Slip.j9

Path: T:\Projects\4000 Series Project Numbers\4057ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Mere

Report generation date: 19/09/2017 16:21:49

- »2016 Observed Baseline , AM
- »2016 Observed Baseline, PM
- »2021 Baseline , AM
- »2021 Baseline , PM
- »2031 Baseline (inc. Local Plan), AM
- »2031 Baseline (inc. Local Plan) , PM
- »2021 With Development , AM
- »2021 With Development , PM
- »2031 (inc. Local Plan) with Development , AM
- »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-AC	0.3	8.79	0.25	A	0.5	9.80	0.32	A
Stream C-AB	0.1	5.78	0.05	A	0.0	6.14	0.02	A
2021 Baseline								
Stream B-AC	0.3	8.91	0.26	A	0.5	9.98	0.33	A
Stream C-AB	0.1	5.79	0.05	A	0.0	6.13	0.02	A
2031 Baseline (inc. Local Plan)								
Stream B-AC	0.4	9.13	0.27	A	0.5	10.27	0.35	B
Stream C-AB	0.1	5.79	0.05	A	0.0	6.14	0.02	A
2021 With Development								
Stream B-AC	0.3	8.91	0.26	A	0.5	9.96	0.33	A
Stream C-AB	0.1	5.79	0.05	A	0.0	6.13	0.02	A
2031 (inc. Local Plan) with Development								
Stream B-AC	0.4	9.13	0.27	A	0.5	10.27	0.35	B
Stream C-AB	0.1	5.79	0.05	A	0.0	6.14	0.02	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 With Development	AM	FLAT	07:45	09:15	90	15
D8	2021 With Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Road E		Major
B	A303 Slip		Minor
C	New Road W		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	7.40			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	57	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	619	0.106	0.268	0.168	0.382
1	B-C	779	0.112	0.283	-	-
1	C-B	632	0.230	0.230	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	127	100.000
B		✓	137	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	53	74
	B	132	0	5
	C	80	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	9	4
	B	5	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	8.79	0.3	A
C-AB	0.05	5.78	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	136	0.3	8.731	A
C-AB	31	653	0.047	31	0.1	5.779	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	137	0.3	8.788	A
C-AB	31	653	0.047	31	0.1	5.784	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	137	0.3	8.788	A
C-AB	31	653	0.047	31	0.1	5.784	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	137	0.3	8.788	A
C-AB	31	653	0.047	31	0.1	5.782	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	137	0.3	8.788	A
C-AB	31	653	0.047	31	0.1	5.782	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	137	547	0.251	137	0.3	8.788	A
C-AB	31	653	0.047	31	0.1	5.784	A
C-A	76			76			
A-B	53			53			
A-C	74			74			

2016 Observed Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.47	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	151	100.000
B		✓	175	100.000
C		✓	82	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	28	123
	B	170	0	5
	C	70	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	11	1
	B	5	0	6
	C	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	9.80	0.5	A
C-AB	0.02	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	173	0.5	9.704	A
C-AB	14	600	0.023	13	0.0	6.134	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	175	0.5	9.801	A
C-AB	14	600	0.023	14	0.0	6.137	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	175	0.5	9.801	A
C-AB	14	600	0.023	14	0.0	6.134	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	175	0.5	9.801	A
C-AB	14	600	0.023	14	0.0	6.134	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	175	0.5	9.801	A
C-AB	14	600	0.023	14	0.0	6.137	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	175	542	0.323	175	0.5	9.801	A
C-AB	14	600	0.023	14	0.0	6.137	A
C-A	68			68			
A-B	28			28			
A-C	123			123			

2021 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.76	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	131	100.000
B		✓	141	100.000
C		✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	55	76
	B	136	0	5
	C	83	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	9	4
	B	5	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	8.91	0.3	A
C-AB	0.05	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	140	0.3	8.852	A
C-AB	32	654	0.049	32	0.1	5.781	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

2021 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.54	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	180	100.000
C		✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	29	127
	B	175	0	5
	C	72	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	11	1
	B	5	0	6
	C	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	9.98	0.5	A
C-AB	0.02	6.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	178	0.5	9.873	A
C-AB	14	601	0.023	14	0.0	6.131	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	180	0.5	9.979	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	180	0.5	9.979	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	180	0.5	9.979	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	180	0.5	9.979	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.333	180	0.5	9.979	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.85	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	137	100.000
B		✓	148	100.000
C		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	57	80
	B	143	0	5
	C	86	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	9	4
	B	5	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	9.13	0.4	A
C-AB	0.05	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	543	0.273	147	0.4	9.057	A
C-AB	33	655	0.051	33	0.1	5.788	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.793	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.791	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

2031 Baseline (inc. Local Plan) , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.67	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	163	100.000
B		✓	188	100.000
C		✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	30	133
	B	183	0	5
	C	75	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	11	1
	B	5	0	0
	C	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	10.27	0.5	B
C-AB	0.02	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	186	0.5	10.146	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.264	B
C-AB	15	601	0.025	15	0.0	6.141	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.140	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

2021 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.76	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 period length (min)	Time segment length (min)
D7	2021 With Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	131	100.000
B		✓	141	100.000
C		✓	111	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	55	76
	B	136	0	5
	C	83	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	9	4
	B	5	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	8.91	0.3	A
C-AB	0.05	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	140	0.3	8.852	A
C-AB	32	654	0.049	32	0.1	5.781	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	141	545	0.259	141	0.3	8.913	A
C-AB	32	654	0.049	32	0.1	5.787	A
C-A	79			79			
A-B	55			55			
A-C	76			76			

2021 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.53	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 period length (min)	Time segment length (min)
D8	2021 With Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	156	100.000
B		✓	180	100.000
C		✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	29	127
	B	175	0	5
	C	72	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	11	1
	B	5	0	0
	C	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	9.96	0.5	A
C-AB	0.02	6.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	178	0.5	9.855	A
C-AB	14	601	0.023	14	0.0	6.131	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	180	0.5	9.961	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	180	0.5	9.961	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	180	0.5	9.961	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	180	0.5	9.961	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	180	541	0.332	180	0.5	9.961	A
C-AB	14	601	0.023	14	0.0	6.134	A
C-A	70			70			
A-B	29			29			
A-C	127			127			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	3.85	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	137	100.000
B		✓	148	100.000
C		✓	115	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	57	80
	B	143	0	5
	C	86	29	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	9	4
	B	5	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	9.13	0.4	A
C-AB	0.05	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	543	0.273	147	0.4	9.057	A
C-AB	33	655	0.051	33	0.1	5.788	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.793	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.791	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	148	542	0.273	148	0.4	9.125	A
C-AB	33	655	0.051	33	0.1	5.794	A
C-A	82			82			
A-B	57			57			
A-C	80			80			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere Crab Lane	T-Junction	Two-way	4.67	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	163	100.000
B		✓	188	100.000
C		✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	30	133
	B	183	0	5
	C	75	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	11	1
	B	5	0	0
	C	1	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	10.27	0.5	B
C-AB	0.02	6.14	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	186	0.5	10.146	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.264	B
C-AB	15	601	0.025	15	0.0	6.141	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.140	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	539	0.349	188	0.5	10.266	B
C-AB	15	601	0.025	15	0.0	6.138	A
C-A	73			73			
A-B	30			30			
A-C	133			133			

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: Stagger CRoads.j9

Path: T:\Projects\4000 Series Project Numbers\4057ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Mere

Report generation date: 13/09/2017 15:23:23

-
- »2016 Observed Baseline , AM
 - »2016 Observed Baseline , PM
 - »2021 Baseline , AM
 - »2021 Baseline , PM
 - »2031 Baseline (inc. Local Plan) , AM
 - »2031 Baseline (inc. Local Plan), PM
 - »2021 With Development , AM
 - »2021 With Development , PM
 - »2031 (inc. Local Plan) with Development , AM
 - »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-ACD	0.1	9.05	0.13	A	0.1	8.23	0.12	A
Stream A-BCD	0.5	7.25	0.27	A	0.3	6.53	0.20	A
Stream D-ABC	0.0	6.78	0.02	A	0.0	6.81	0.01	A
Stream C-ABD	0.2	6.14	0.14	A	0.2	5.78	0.13	A
2021 Baseline								
Stream B-ACD	0.2	9.56	0.14	A	0.2	8.65	0.13	A
Stream A-BCD	0.6	7.13	0.30	A	0.4	6.46	0.22	A
Stream D-ABC	0.0	7.50	0.02	A	0.0	7.08	0.01	A
Stream C-ABD	0.3	6.26	0.17	A	0.3	5.81	0.16	A
2031 Baseline (inc. Local Plan)								
Stream B-ACD	0.2	9.86	0.15	A	0.2	8.91	0.14	A
Stream A-BCD	0.7	7.20	0.32	A	0.4	6.56	0.23	A
Stream D-ABC	0.0	7.76	0.03	A	0.0	7.27	0.01	A
Stream C-ABD	0.3	6.33	0.18	A	0.3	5.75	0.17	A
2021 With Development								
Stream B-ACD	0.2	9.79	0.14	A	0.2	8.65	0.13	A
Stream A-BCD	0.7	7.16	0.31	A	0.4	6.46	0.22	A
Stream D-ABC	0.0	7.72	0.03	A	0.0	7.08	0.01	A
Stream C-ABD	0.3	6.09	0.17	A	0.3	5.81	0.16	A
2031 (inc. Local Plan) with Development								
Stream B-ACD	0.2	10.08	0.15	B	0.2	9.15	0.15	A
Stream A-BCD	0.8	7.22	0.33	A	0.5	6.46	0.24	A
Stream D-ABC	0.0	7.99	0.03	A	0.0	7.43	0.01	A
Stream C-ABD	0.4	6.15	0.19	A	0.3	5.72	0.18	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 With Development	AM	FLAT	07:45	09:15	90	15
D8	2021 With Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3092 N		Major
B	Off slip A303		Minor
C	B3092 S		Major
D	A303 On Slip		Minor

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)
A	7.40			100.0	✓	0.00
C	7.40			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.16	43	36
D	One lane	4.96	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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
1	A-D	632	-	-	-	0.230	0.230	0.230	-	0.230	-	-
1	B-AD	568	0.097	0.246	-	-	-	0.155	0.351	0.155	0.097	0.246
1	B-C	722	0.104	0.263	-	-	-	-	-	-	0.104	0.263
1	C-B	632	0.230	0.230	-	-	-	-	-	-	0.230	0.230
1	D-A	786	-	-	-	0.286	0.113	0.286	-	0.113	-	-
1	D-BC	618	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	357	100.000
B		✓	58	100.000
C		✓	257	100.000
D		✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	235	122
	B	26	0	32	0
	C	188	69	0	0
	D	5	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	7	11
	B	19	0	19	0
	C	6	3	0	0
	D	0	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.13	9.05	0.1	A
A-BCD	0.27	7.25	0.5	A
A-B				
A-C				
D-ABC	0.02	6.78	0.0	A
C-ABD	0.14	6.14	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	57	0.1	9.014	A
ABCD	186	684	0.272	184	0.5	7.191	A
A-B	0			0			
A-C	171			171			
D-ABC	12	543	0.022	12	0.0	6.774	A
C-ABD	95	682	0.140	94	0.2	6.120	A
C-D	0			0			
C-A	162			162			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	58	0.1	9.046	A
ABCD	187	684	0.273	187	0.5	7.253	A
A-B	0			0			
A-C	170			170			
D-ABC	12	543	0.022	12	0.0	6.783	A
C-ABD	96	682	0.140	95	0.2	6.139	A
C-D	0			0			
C-A	161			161			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	58	0.1	9.046	A
ABCD	187	684	0.273	187	0.5	7.253	A
A-B	0			0			
A-C	170			170			
D-ABC	12	543	0.022	12	0.0	6.783	A
C-ABD	96	682	0.140	96	0.2	6.140	A
C-D	0			0			
C-A	161			161			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	58	0.1	9.046	A
ABCD	187	684	0.273	187	0.5	7.253	A
A-B	0			0			
A-C	170			170			
D-ABC	12	543	0.022	12	0.0	6.783	A
C-ABD	96	682	0.140	96	0.2	6.140	A
C-D	0			0			
C-A	161			161			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	58	0.1	9.046	A
A-BCD	187	684	0.273	187	0.5	7.253	A
A-B	0			0			
A-C	170			170			
D-ABC	12	543	0.022	12	0.0	6.783	A
C-ABD	96	682	0.140	96	0.2	6.142	A
C-D	0			0			
C-A	161			161			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	58	456	0.127	58	0.1	9.046	A
A-BCD	187	684	0.273	187	0.5	7.253	A
A-B	0			0			
A-C	170			170			
D-ABC	12	543	0.022	12	0.0	6.783	A
C-ABD	96	682	0.140	96	0.2	6.140	A
C-D	0			0			
C-A	161			161			

2016 Observed Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.12	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	301	100.000
B		✓	62	100.000
C		✓	277	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	203	98
	B	38	0	24	0
	C	212	65	0	0
	D	2	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.12	8.23	0.1	A
ABCD	0.20	6.53	0.3	A
A-B				
A-C				
D-ABC	0.01	6.81	0.0	A
C-ABD	0.13	5.78	0.2	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	500	0.124	61	0.1	8.207	A
ABCD	139	691	0.201	137	0.3	6.492	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.800	A
C-ABD	92	716	0.129	92	0.2	5.766	A
C-D	0			0			
C-A	185			185			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	499	0.124	62	0.1	8.231	A
ABCD	139	691	0.201	139	0.3	6.526	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.807	A
C-ABD	93	716	0.129	93	0.2	5.781	A
C-D	0			0			
C-A	184			184			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	499	0.124	62	0.1	8.231	A
ABCD	139	691	0.201	139	0.3	6.526	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.807	A
C-ABD	93	716	0.129	93	0.2	5.781	A
C-D	0			0			
C-A	184			184			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	499	0.124	62	0.1	8.232	A
ABCD	139	691	0.201	139	0.3	6.526	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.808	A
C-ABD	93	716	0.129	93	0.2	5.783	A
C-D	0			0			
C-A	184			184			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	499	0.124	62	0.1	8.232	A
ABCD	139	691	0.201	139	0.3	6.528	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.808	A
C-ABD	93	716	0.129	93	0.2	5.784	A
C-D	0			0			
C-A	184			184			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	62	499	0.124	62	0.1	8.232	A
ABCD	139	691	0.201	139	0.3	6.526	A
A-B	0			0			
A-C	162			162			
D-ABC	6	535	0.011	6	0.0	6.808	A
C-ABD	93	716	0.129	93	0.2	5.784	A
C-D	0			0			
C-A	184			184			

2021 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.75	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	423	100.000
B		✓	60	100.000
C		✓	301	100.000
D		✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	297	126
	B	27	0	33	0
	C	222	79	0	0
	D	5	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	6	11
	B	19	0	19	0
	C	6	3	0	0
	D	20	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.14	9.56	0.2	A
A-BCD	0.30	7.13	0.6	A
A-B				
A-C				
D-ABC	0.02	7.50	0.0	A
C-ABD	0.17	6.26	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	437	0.137	59	0.2	9.521	A
A-BCD	214	721	0.297	212	0.6	7.059	A
A-B	0			0			
A-C	209			209			
D-ABC	12	493	0.024	12	0.0	7.488	A
C-ABD	116	693	0.168	115	0.3	6.225	A
C-D	0			0			
C-A	185			185			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	436	0.137	60	0.2	9.562	A
A-BCD	215	722	0.298	215	0.6	7.133	A
A-B	0			0			
A-C	208			208			
D-ABC	12	492	0.024	12	0.0	7.503	A
C-ABD	117	693	0.168	117	0.3	6.256	A
C-D	0			0			
C-A	184			184			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	436	0.137	60	0.2	9.562	A
A-BCD	215	722	0.298	215	0.6	7.133	A
A-B	0			0			
A-C	208			208			
D-ABC	12	492	0.024	12	0.0	7.503	A
C-ABD	117	693	0.168	117	0.3	6.257	A
C-D	0			0			
C-A	184			184			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	436	0.137	60	0.2	9.562	A
A-BCD	215	722	0.298	215	0.6	7.133	A
A-B	0			0			
A-C	208			208			
D-ABC	12	492	0.024	12	0.0	7.503	A
C-ABD	117	693	0.168	117	0.3	6.254	A
C-D	0			0			
C-A	184			184			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	436	0.137	60	0.2	9.562	A
A-BCD	215	722	0.298	215	0.6	7.133	A
A-B	0			0			
A-C	208			208			
D-ABC	12	492	0.024	12	0.0	7.503	A
C-ABD	117	693	0.168	117	0.3	6.254	A
C-D	0			0			
C-A	184			184			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	436	0.137	60	0.2	9.562	A
A-BCD	215	722	0.298	215	0.6	7.131	A
A-B	0			0			
A-C	208			208			
D-ABC	12	492	0.024	12	0.0	7.503	A
C-ABD	117	693	0.168	117	0.3	6.257	A
C-D	0			0			
C-A	184			184			

2021 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.08	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	64	100.000
C		✓	335	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	247	101
	B	39	0	25	0
	C	256	79	0	0
	D	2	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.13	8.65	0.2	A
A-BCD	0.22	6.46	0.4	A
A-B				
A-C				
D-ABC	0.01	7.08	0.0	A
C-ABD	0.16	5.81	0.3	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	63	0.2	8.621	A
A-BCD	155	713	0.217	153	0.4	6.424	A
A-B	0			0			
A-C	193			193			
D-ABC	6	515	0.012	6	0.0	7.070	A
C-ABD	121	742	0.163	120	0.3	5.784	A
C-D	0			0			
C-A	214			214			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
A-BCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.808	A
C-D	0			0			
C-A	214			214			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
A-BCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.806	A
C-D	0			0			
C-A	214			214			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

2031 Baseline (inc. Local Plan) , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.86	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	459	100.000
B		✓	63	100.000
C		✓	319	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	327	132
	B	28	0	35	0
	C	236	83	0	0
	D	5	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	6	11
	B	19	0	19	0
	C	6	3	0	0
	D	20	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.15	9.86	0.2	A
A-BCD	0.32	7.20	0.7	A
A-B				
A-C				
D-ABC	0.03	7.76	0.0	A
C-ABD	0.18	6.33	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	429	0.147	62	0.2	9.813	A
A-BCD	237	739	0.320	234	0.7	7.112	A
A-B	0			0			
A-C	222			222			
D-ABC	13	478	0.027	13	0.0	7.742	A
C-ABD	126	696	0.180	124	0.3	6.292	A
C-D	0			0			
C-A	193			193			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	428	0.147	63	0.2	9.862	A
A-BCD	238	740	0.322	238	0.7	7.196	A
A-B	0			0			
A-C	221			221			
D-ABC	13	477	0.027	13	0.0	7.760	A
C-ABD	126	696	0.181	126	0.3	6.323	A
C-D	0			0			
C-A	193			193			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	428	0.147	63	0.2	9.862	A
A-BCD	238	740	0.322	238	0.7	7.199	A
A-B	0			0			
A-C	221			221			
D-ABC	13	477	0.027	13	0.0	7.760	A
C-ABD	126	696	0.181	126	0.3	6.323	A
C-D	0			0			
C-A	193			193			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	428	0.147	63	0.2	9.862	A
A-BCD	238	740	0.322	238	0.7	7.199	A
A-B	0			0			
A-C	221			221			
D-ABC	13	477	0.027	13	0.0	7.760	A
C-ABD	126	696	0.181	126	0.3	6.326	A
C-D	0			0			
C-A	193			193			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	428	0.147	63	0.2	9.862	A
A-BCD	238	740	0.322	238	0.7	7.199	A
A-B	0			0			
A-C	221			221			
D-ABC	13	477	0.027	13	0.0	7.760	A
C-ABD	126	696	0.181	126	0.3	6.326	A
C-D	0			0			
C-A	193			193			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	428	0.147	63	0.2	9.862	A
A-BCD	238	740	0.322	238	0.7	7.200	A
A-B	0			0			
A-C	221			221			
D-ABC	13	477	0.027	13	0.0	7.760	A
C-ABD	126	696	0.181	126	0.3	6.323	A
C-D	0			0			
C-A	193			193			

2031 Baseline (inc. Local Plan), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.11	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	67	100.000
C		✓	368	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	263	106
	B	41	0	26	0
	C	286	82	0	0
	D	2	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.14	8.91	0.2	A
A-BCD	0.23	6.56	0.4	A
A-B				
A-C				
D-ABC	0.01	7.27	0.0	A
C-ABD	0.17	5.75	0.3	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	66	0.2	8.873	A
A-BCD	167	718	0.233	166	0.4	6.510	A
A-B	0			0			
A-C	202			202			
D-ABC	6	502	0.012	6	0.0	7.258	A
C-ABD	132	759	0.173	130	0.3	5.725	A
C-D	0			0			
C-A	236			236			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	67	0.2	8.910	A
A-BCD	168	718	0.234	168	0.4	6.557	A
A-B	0			0			
A-C	201			201			
D-ABC	6	501	0.012	6	0.0	7.268	A
C-ABD	132	759	0.174	132	0.3	5.752	A
C-D	0			0			
C-A	236			236			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	67	0.2	8.911	A
A-BCD	168	718	0.234	168	0.4	6.557	A
A-B	0			0			
A-C	201			201			
D-ABC	6	501	0.012	6	0.0	7.269	A
C-ABD	132	759	0.174	132	0.3	5.750	A
C-D	0			0			
C-A	236			236			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	67	0.2	8.911	A
ABCD	168	718	0.234	168	0.4	6.557	A
A-B	0			0			
A-C	201			201			
D-ABC	6	501	0.012	6	0.0	7.269	A
C-ABD	132	759	0.174	132	0.3	5.752	A
C-D	0			0			
C-A	236			236			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	67	0.2	8.911	A
ABCD	168	718	0.234	168	0.4	6.557	A
A-B	0			0			
A-C	201			201			
D-ABC	6	501	0.012	6	0.0	7.269	A
C-ABD	132	759	0.174	132	0.3	5.752	A
C-D	0			0			
C-A	236			236			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	471	0.142	67	0.2	8.911	A
ABCD	168	718	0.234	168	0.4	6.555	A
A-B	0			0			
A-C	201			201			
D-ABC	6	501	0.012	6	0.0	7.269	A
C-ABD	132	759	0.174	132	0.3	5.752	A
C-D	0			0			
C-A	236			236			

2021 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.63	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 period length (min)	Time segment length (min)
D7	2021 With Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	444	100.000
B		✓	60	100.000
C		✓	342	100.000
D		✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	318	126
	B	27	0	33	0
	C	263	79	0	0
	D	5	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	6	11
	B	19	0	19	0
	C	5	3	0	0
	D	20	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.14	9.79	0.2	A
A-BCD	0.31	7.16	0.7	A
A-B				
A-C				
D-ABC	0.03	7.72	0.0	A
C-ABD	0.17	6.09	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	59	0.2	9.739	A
A-BCD	224	729	0.307	221	0.7	7.077	A
A-B	0			0			
A-C	220			220			
D-ABC	12	479	0.025	12	0.0	7.706	A
C-ABD	125	717	0.174	123	0.3	6.057	A
C-D	0			0			
C-A	217			217			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	60	0.2	9.785	A
A-BCD	225	729	0.308	225	0.7	7.155	A
A-B	0			0			
A-C	219			219			
D-ABC	12	478	0.025	12	0.0	7.722	A
C-ABD	125	717	0.175	125	0.3	6.087	A
C-D	0			0			
C-A	217			217			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	60	0.2	9.785	A
A-BCD	225	730	0.308	225	0.7	7.158	A
A-B	0			0			
A-C	219			219			
D-ABC	12	478	0.025	12	0.0	7.723	A
C-ABD	125	717	0.175	125	0.3	6.089	A
C-D	0			0			
C-A	217			217			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	60	0.2	9.785	A
A-BCD	225	730	0.308	225	0.7	7.156	A
A-B	0			0			
A-C	219			219			
D-ABC	12	478	0.025	12	0.0	7.723	A
C-ABD	125	717	0.175	125	0.3	6.089	A
C-D	0			0			
C-A	217			217			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	60	0.2	9.785	A
A-BCD	225	730	0.308	225	0.7	7.159	A
A-B	0			0			
A-C	219			219			
D-ABC	12	478	0.025	12	0.0	7.723	A
C-ABD	125	717	0.175	125	0.3	6.087	A
C-D	0			0			
C-A	217			217			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	60	428	0.140	60	0.2	9.785	A
A-BCD	225	730	0.308	225	0.7	7.159	A
A-B	0			0			
A-C	219			219			
D-ABC	12	478	0.025	12	0.0	7.723	A
C-ABD	125	717	0.175	125	0.3	6.087	A
C-D	0			0			
C-A	217			217			

2021 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.08	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 period length (min)	Time segment length (min)
D8	2021 With Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	64	100.000
C		✓	335	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	247	101
	B	39	0	25	0
	C	256	79	0	0
	D	2	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.13	8.65	0.2	A
ABCD	0.22	6.46	0.4	A
A-B				
A-C				
D-ABC	0.01	7.08	0.0	A
C-ABD	0.16	5.81	0.3	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	63	0.2	8.621	A
ABCD	155	713	0.217	153	0.4	6.424	A
A-B	0			0			
A-C	193			193			
D-ABC	6	515	0.012	6	0.0	7.070	A
C-ABD	121	742	0.163	120	0.3	5.784	A
C-D	0			0			
C-A	214			214			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.808	A
C-D	0			0			
C-A	214			214			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.806	A
C-D	0			0			
C-A	214			214			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	64	480	0.133	64	0.2	8.653	A
ABCD	155	713	0.218	155	0.4	6.461	A
A-B	0			0			
A-C	193			193			
D-ABC	6	514	0.012	6	0.0	7.079	A
C-ABD	121	742	0.163	121	0.3	5.809	A
C-D	0			0			
C-A	214			214			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.75	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	480	100.000
B		✓	63	100.000
C		✓	360	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	348	132
	B	28	0	35	0
	C	277	83	0	0
	D	5	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	5	11
	B	19	0	19	0
	C	5	3	0	0
	D	20	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.15	10.08	0.2	B
A-BCD	0.33	7.22	0.8	A
A-B				
A-C				
D-ABC	0.03	7.99	0.0	A
C-ABD	0.19	6.15	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	421	0.150	62	0.2	10.024	B
A-BCD	247	748	0.330	244	0.7	7.125	A
A-B	0			0			
A-C	233			233			
D-ABC	13	465	0.028	13	0.0	7.969	A
C-ABD	135	721	0.187	133	0.3	6.118	A
C-D	0			0			
C-A	225			225			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	420	0.150	63	0.2	10.078	B
A-BCD	248	749	0.332	248	0.7	7.219	A
A-B	0			0			
A-C	232			232			
D-ABC	13	464	0.028	13	0.0	7.989	A
C-ABD	135	722	0.188	135	0.4	6.150	A
C-D	0			0			
C-A	225			225			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	420	0.150	63	0.2	10.078	B
A-BCD	248	749	0.332	248	0.8	7.216	A
A-B	0			0			
A-C	232			232			
D-ABC	13	464	0.028	13	0.0	7.989	A
C-ABD	135	722	0.188	135	0.4	6.152	A
C-D	0			0			
C-A	225			225			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	420	0.150	63	0.2	10.078	B
A-BCD	248	749	0.332	248	0.8	7.219	A
A-B	0			0			
A-C	232			232			
D-ABC	13	464	0.028	13	0.0	7.989	A
C-ABD	135	722	0.188	135	0.4	6.153	A
C-D	0			0			
C-A	225			225			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	420	0.150	63	0.2	10.078	B
A-BCD	248	749	0.332	248	0.8	7.220	A
A-B	0			0			
A-C	232			232			
D-ABC	13	464	0.028	13	0.0	7.989	A
C-ABD	135	722	0.188	135	0.4	6.153	A
C-D	0			0			
C-A	225			225			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	63	420	0.150	63	0.2	10.078	B
A-BCD	248	749	0.332	248	0.8	7.220	A
A-B	0			0			
A-C	232			232			
D-ABC	13	464	0.028	13	0.0	7.989	A
C-ABD	135	722	0.188	135	0.4	6.153	A
C-D	0			0			
C-A	225			225			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Mere B3092	Right-Left Stagger	Two-way	3.02	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	401	100.000
B		✓	67	100.000
C		✓	390	100.000
D		✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	A	B	C	D	
From	A	0	0	295	106
	B	41	0	26	0
	C	308	82	0	0
	D	2	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.15	9.15	0.2	A
ABCD	0.24	6.46	0.5	A
A-B				
A-C				
D-ABC	0.01	7.43	0.0	A
C-ABD	0.18	5.72	0.3	A
C-D				
C-A				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	461	0.145	66	0.2	9.113	A
ABCD	177	736	0.240	175	0.5	6.409	A
A-B	0			0			
A-C	224			224			
D-ABC	6	491	0.012	6	0.0	7.422	A
C-ABD	137	768	0.178	136	0.3	5.693	A
C-D	0			0			
C-A	253			253			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	460	0.146	67	0.2	9.154	A
ABCD	178	736	0.241	178	0.5	6.455	A
A-B	0			0			
A-C	223			223			
D-ABC	6	490	0.012	6	0.0	7.434	A
C-ABD	138	768	0.179	138	0.3	5.718	A
C-D	0			0			
C-A	252			252			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	460	0.146	67	0.2	9.154	A
ABCD	178	737	0.241	178	0.5	6.455	A
A-B	0			0			
A-C	223			223			
D-ABC	6	490	0.012	6	0.0	7.434	A
C-ABD	138	768	0.179	138	0.3	5.719	A
C-D	0			0			
C-A	252			252			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	460	0.146	67	0.2	9.154	A
ABCD	178	737	0.241	178	0.5	6.458	A
A-B	0			0			
A-C	223			223			
D-ABC	6	490	0.012	6	0.0	7.434	A
C-ABD	138	768	0.179	138	0.3	5.721	A
C-D	0			0			
C-A	252			252			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	460	0.146	67	0.2	9.154	A
ABCD	178	737	0.241	178	0.5	6.458	A
A-B	0			0			
A-C	223			223			
D-ABC	6	490	0.012	6	0.0	7.434	A
C-ABD	138	768	0.179	138	0.3	5.721	A
C-D	0			0			
C-A	252			252			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	67	460	0.146	67	0.2	9.154	A
ABCD	178	737	0.241	178	0.5	6.458	A
A-B	0			0			
A-C	223			223			
D-ABC	6	490	0.012	6	0.0	7.434	A
C-ABD	138	768	0.179	138	0.3	5.721	A
C-D	0			0			
C-A	252			252			

APPENDIX M

**Junctions 9 Outputs –
A303 / B3081 Junction,
Leigh Common (“Tinker’s
Hill”)**

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Leigh Common 1.j9

Path: T:\Projects\4000 Series Project Numbers\4057\ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Leigh Common

Report generation date: 13/09/2017 15:13:27

- »2016 Observed Baseline , AM
- »2016 Observed Baseline , PM
- »2021 Baseline, AM
- »2021 Baseline, PM
- »2031 Baseline (inc. Local Plan), AM
- »2031 Baseline (inc. Local Plan), PM
- »2021 with Development , AM
- »2021 with Development , PM
- »2031 (inc. Local Plan) with Development , AM
- »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-AC	1.2	14.83	0.55	B	1.2	14.46	0.54	B
Stream C-AB	0.1	6.63	0.06	A	0.1	6.82	0.09	A
2021 Baseline								
Stream B-AC	1.5	16.82	0.60	C	1.5	16.40	0.59	C
Stream C-AB	0.1	6.72	0.06	A	0.1	6.90	0.09	A
2031 Baseline (inc. Local Plan)								
Stream B-AC	2.8	26.00	0.74	D	2.0	20.59	0.67	C
Stream C-AB	0.1	6.83	0.06	A	0.1	7.14	0.10	A
2021 with Development								
Stream B-AC	2.6	25.86	0.73	D	3.2	29.33	0.77	D
Stream C-AB	0.1	7.03	0.06	A	0.1	7.08	0.10	A
2031 (inc. Local Plan) with Development								
Stream B-AC	6.8	57.42	0.88	F	5.2	44.95	0.85	E
Stream C-AB	0.1	7.15	0.06	A	0.1	7.33	0.10	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 with Development	AM	FLAT	07:45	09:15	90	15
D8	2021 with Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3081 S		Major
B	B3081 W		Minor
C	B3081 N		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	7.25			130.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	52	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	617	0.106	0.269	0.169	0.384
1	B-C	779	0.113	0.285	-	-
1	C-B	649	0.238	0.238	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	263	100.000
B		✓	299	100.000
C		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	85	178
	B	231	0	68
	C	12	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	6
	B	6	0	6
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.55	14.83	1.2	B
C-AB	0.06	6.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	294	1.2	14.287	B
C-AB	32	575	0.055	31	0.1	6.623	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	299	1.2	14.813	B
C-AB	32	575	0.055	32	0.1	6.631	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	299	1.2	14.822	B
C-AB	32	575	0.055	32	0.1	6.629	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	299	1.2	14.824	B
C-AB	32	575	0.055	32	0.1	6.631	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	299	1.2	14.827	B
C-AB	32	575	0.055	32	0.1	6.631	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	299	542	0.552	299	1.2	14.827	B
C-AB	32	575	0.055	32	0.1	6.631	A
C-A	11			11			
A-B	85			85			
A-C	178			178			

2016 Observed Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	7.40	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	267	100.000
B		✓	298	100.000
C		✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	100	167
	B	268	0	30
	C	10	51	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.54	14.46	1.2	B
C-AB	0.09	6.82	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	293	1.2	13.952	B
C-AB	52	580	0.090	51	0.1	6.814	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	298	1.2	14.443	B
C-AB	52	580	0.090	52	0.1	6.825	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	298	1.2	14.452	B
C-AB	52	580	0.090	52	0.1	6.825	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	298	1.2	14.455	B
C-AB	52	580	0.090	52	0.1	6.825	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	298	1.2	14.457	B
C-AB	52	580	0.090	52	0.1	6.822	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	547	0.545	298	1.2	14.457	B
C-AB	52	580	0.090	52	0.1	6.822	A
C-A	9			9			
A-B	100			100			
A-C	167			167			

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	8.59	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	291	100.000
B		✓	320	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	94	197
	B	250	0	70
	C	13	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	6
	B	6	0	6
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.60	16.82	1.5	C
C-AB	0.06	6.72	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	314	1.4	16.002	C
C-AB	33	569	0.058	32	0.1	6.712	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	320	1.5	16.793	C
C-AB	33	569	0.058	33	0.1	6.717	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	320	1.5	16.811	C
C-AB	33	569	0.058	33	0.1	6.717	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	320	1.5	16.810	C
C-AB	33	569	0.058	33	0.1	6.720	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	320	1.5	16.819	C
C-AB	33	569	0.058	33	0.1	6.717	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	320	534	0.599	320	1.5	16.823	C
C-AB	33	569	0.058	33	0.1	6.717	A
C-A	12			12			
A-B	94			94			
A-C	197			197			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	8.35	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	288	100.000
B		✓	322	100.000
C		✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	108	180
	B	291	0	31
	C	11	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.59	16.40	1.5	C
C-AB	0.09	6.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	542	0.595	316	1.4	15.628	C
C-AB	54	576	0.094	54	0.1	6.897	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	541	0.595	322	1.4	16.374	C
C-AB	54	576	0.094	54	0.1	6.901	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	541	0.595	322	1.4	16.391	C
C-AB	54	576	0.094	54	0.1	6.904	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	541	0.595	322	1.5	16.397	C
C-AB	54	576	0.094	54	0.1	6.904	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	541	0.595	322	1.5	16.400	C
C-AB	54	576	0.094	54	0.1	6.901	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	322	541	0.595	322	1.5	16.402	C
C-AB	54	576	0.094	54	0.1	6.904	A
C-A	10			10			
A-B	108			108			
A-C	180			180			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	13.68	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	321	100.000
B		✓	389	100.000
C		✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	105	216
	B	315	0	74
	C	14	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	6
	B	5	0	6
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.74	26.00	2.8	D
C-AB	0.06	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	379	2.6	22.929	C
C-AB	35	562	0.062	35	0.1	6.822	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	389	2.7	25.750	D
C-AB	35	562	0.062	35	0.1	6.830	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	389	2.7	25.898	D
C-AB	35	562	0.062	35	0.1	6.830	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	389	2.7	25.954	D
C-AB	35	562	0.062	35	0.1	6.830	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	389	2.8	25.982	D
C-AB	35	562	0.062	35	0.1	6.827	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	389	527	0.738	389	2.8	26.000	D
C-AB	35	562	0.062	35	0.1	6.830	A
C-A	13			13			
A-B	105			105			
A-C	216			216			

2031 Baseline (inc. Local Plan), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	9.86	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	353	100.000
B		✓	351	100.000
C		✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	130	223
	B	319	0	32
	C	11	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.67	20.59	2.0	C
C-AB	0.10	7.14	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	343	1.9	19.040	C
C-AB	56	560	0.100	56	0.1	7.128	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	351	1.9	20.507	C
C-AB	56	560	0.100	56	0.1	7.142	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	351	2.0	20.555	C
C-AB	56	560	0.100	56	0.1	7.142	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	351	2.0	20.573	C
C-AB	56	560	0.100	56	0.1	7.139	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	351	2.0	20.584	C
C-AB	56	560	0.100	56	0.1	7.142	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	351	526	0.668	351	2.0	20.587	C
C-AB	56	560	0.100	56	0.1	7.140	A
C-A	10			10			
A-B	130			130			
A-C	223			223			

2021 with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	12.25	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 period length (min)	Time segment length (min)
D7	2021 with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	394	100.000
B		✓	372	100.000
C		✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	116	278
	B	302	0	70
	C	13	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	4
	B	5	0	6
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.73	25.86	2.6	D
C-AB	0.06	7.03	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	362	2.4	22.935	C
C-AB	33	545	0.060	33	0.1	7.021	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	372	2.5	25.634	D
C-AB	33	545	0.060	33	0.1	7.029	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	372	2.6	25.771	D
C-AB	33	545	0.060	33	0.1	7.026	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	372	2.6	25.821	D
C-AB	33	545	0.060	33	0.1	7.029	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	372	2.6	25.847	D
C-AB	33	545	0.060	33	0.1	7.026	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	372	511	0.728	372	2.6	25.864	D
C-AB	33	545	0.060	33	0.1	7.029	A
C-A	12			12			
A-B	116			116			
A-C	278			278			

2021 with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	14.98	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 period length (min)	Time segment length (min)
D8	2021 with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	344	100.000
B		✓	403	100.000
C		✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	120	224
	B	372	0	31
	C	11	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.77	29.33	3.2	D
C-AB	0.10	7.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	391	2.9	25.070	D
C-AB	54	562	0.096	54	0.1	7.070	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	402	3.1	28.904	D
C-AB	54	562	0.096	54	0.1	7.082	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	403	3.2	29.161	D
C-AB	54	562	0.096	54	0.1	7.082	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	403	3.2	29.252	D
C-AB	54	562	0.096	54	0.1	7.084	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	403	3.2	29.301	D
C-AB	54	562	0.096	54	0.1	7.084	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	403	525	0.767	403	3.2	29.333	D
C-AB	54	562	0.096	54	0.1	7.084	A
C-A	10			10			
A-B	120			120			
A-C	224			224			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	28.24	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	424	100.000
B		✓	441	100.000
C		✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	127	297
	B	367	0	74
	C	14	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	4
	B	5	0	6
	C	8	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.88	57.42	6.8	F
C-AB	0.06	7.15	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	420	5.2	38.074	E
C-AB	35	539	0.065	35	0.1	7.140	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	438	6.0	52.337	F
C-AB	35	539	0.065	35	0.1	7.145	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	440	6.3	54.928	F
C-AB	35	539	0.065	35	0.1	7.146	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	440	6.5	56.181	F
C-AB	35	539	0.065	35	0.1	7.148	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	440	6.7	56.928	F
C-AB	35	539	0.065	35	0.1	7.146	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	441	501	0.880	441	6.8	57.424	F
C-AB	35	539	0.065	35	0.1	7.148	A
C-A	13			13			
A-B	127			127			
A-C	297			297			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 1	T-Junction	Two-way	21.82	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	409	100.000
B		✓	432	100.000
C		✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	142	267
	B	400	0	32
	C	11	55	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.85	44.95	5.2	E
C-AB	0.10	7.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	415	4.3	33.215	D
C-AB	56	548	0.103	56	0.1	7.312	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	430	4.8	42.675	E
C-AB	56	548	0.103	56	0.1	7.327	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	431	5.0	43.907	E
C-AB	56	548	0.103	56	0.1	7.327	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	432	5.1	44.446	E
C-AB	56	548	0.103	56	0.1	7.324	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	432	5.2	44.749	E
C-AB	56	548	0.103	56	0.1	7.327	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	432	511	0.846	432	5.2	44.946	E
C-AB	56	548	0.103	56	0.1	7.324	A
C-A	10			10			
A-B	142			142			
A-C	267			267			

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: Leigh Common 2.j9

Path: T:\Projects\4000 Series Project Numbers\4057\ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Leigh Common

Report generation date: 13/09/2017 15:18:36

- »2016 Observed Baseline , AM
- »2016 Observed Baseline , PM
- »2021 Baseline, AM
- »2021 Baseline, PM
- »2031 Baseline (inc. Local Plan), AM
- »2031 Baseline (inc. Local Plan), PM
- »2021 With Development , AM
- »2021 With Development , PM
- »2031 (inc. Local Plan) with Development , AM
- »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-AC	0.2	6.45	0.17	A	0.3	6.76	0.22	A
Stream C-AB	0.4	7.50	0.24	A	0.3	7.21	0.21	A
2021 Baseline								
Stream B-AC	0.2	6.61	0.19	A	0.3	6.95	0.24	A
Stream C-AB	0.4	7.69	0.25	A	0.3	7.42	0.23	A
2031 Baseline (inc. Local Plan)								
Stream B-AC	0.3	6.85	0.20	A	0.4	7.33	0.28	A
Stream C-AB	0.6	8.36	0.31	A	0.4	7.66	0.25	A
2021 With Development								
Stream B-AC	0.3	6.89	0.22	A	0.3	7.20	0.26	A
Stream C-AB	0.5	8.10	0.28	A	0.4	8.00	0.27	A
2031 (inc. Local Plan) with Development								
Stream B-AC	0.3	7.15	0.24	A	0.4	7.62	0.30	A
Stream C-AB	0.6	8.75	0.34	A	0.5	8.29	0.29	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 With Development	AM	FLAT	07:45	09:15	90	15
D8	2021 With Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3081 E		Major
B	B3081 S		Minor
C	B3081 W		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	7.25			75.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.95	44	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	606	0.104	0.264	0.166	0.377
1	B-C	768	0.111	0.282	-	-
1	C-B	617	0.226	0.226	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	281	100.000
B		✓	114	100.000
C		✓	260	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	187	94
	B	13	0	101
	C	147	113	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	7	0
	B	0	0	2
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	6.45	0.2	A
C-AB	0.24	7.50	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	113	0.2	6.434	A
C-AB	148	628	0.235	146	0.4	7.450	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	114	0.2	6.453	A
C-AB	148	629	0.235	148	0.4	7.495	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	114	0.2	6.453	A
C-AB	148	629	0.235	148	0.4	7.498	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	114	0.2	6.453	A
C-AB	148	629	0.235	148	0.4	7.498	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	114	0.2	6.453	A
C-AB	148	629	0.235	148	0.4	7.495	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	114	672	0.170	114	0.2	6.453	A
C-AB	148	629	0.235	148	0.4	7.498	A
C-A	112			112			
A-B	187			187			
A-C	94			94			

2016 Observed Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	2.97	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	286	100.000
B		✓	151	100.000
C		✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	188	98
	B	15	0	136
	C	114	107	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	6.76	0.3	A
C-AB	0.21	7.21	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	150	0.3	6.736	A
C-AB	131	630	0.207	129	0.3	7.174	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	151	0.3	6.764	A
C-AB	131	630	0.208	131	0.3	7.212	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	151	0.3	6.764	A
C-AB	131	630	0.208	131	0.3	7.212	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	151	0.3	6.764	A
C-AB	131	630	0.208	131	0.3	7.212	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	151	0.3	6.764	A
C-AB	131	630	0.208	131	0.3	7.212	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	151	683	0.221	151	0.3	6.764	A
C-AB	131	630	0.208	131	0.3	7.212	A
C-A	90			90			
A-B	188			188			
A-C	98			98			

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	297	100.000
B		✓	124	100.000
C		✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	200	97
	B	14	0	110
	C	152	121	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	7	0
	B	0	0	2
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.19	6.61	0.2	A
C-AB	0.25	7.69	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	123	0.2	6.584	A
C-AB	160	629	0.254	158	0.4	7.633	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	124	0.2	6.606	A
C-AB	160	629	0.254	160	0.4	7.687	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	124	0.2	6.606	A
C-AB	160	629	0.254	160	0.4	7.689	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	124	0.2	6.606	A
C-AB	160	629	0.254	160	0.4	7.689	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	124	0.2	6.606	A
C-AB	160	629	0.254	160	0.4	7.689	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	124	669	0.185	124	0.2	6.606	A
C-AB	160	629	0.254	160	0.4	7.689	A
C-A	113			113			
A-B	200			200			
A-C	97			97			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.11	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	304	100.000
B		✓	162	100.000
C		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	203	101
	B	16	0	146
	C	117	116	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	6.95	0.3	A
C-AB	0.23	7.42	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	161	0.3	6.914	A
C-AB	143	629	0.227	141	0.3	7.371	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	162	0.3	6.948	A
C-AB	143	629	0.227	143	0.3	7.416	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	162	0.3	6.948	A
C-AB	143	629	0.227	143	0.3	7.416	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	162	0.3	6.948	A
C-AB	143	629	0.227	143	0.3	7.414	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	162	0.3	6.948	A
C-AB	143	629	0.227	143	0.3	7.414	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	162	680	0.238	162	0.3	6.948	A
C-AB	143	629	0.227	143	0.3	7.414	A
C-A	90			90			
A-B	203			203			
A-C	101			101			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.22	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	348	100.000
B		✓	135	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	246	102
	B	15	0	120
	C	159	143	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	6	0
	B	0	0	2
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	6.85	0.3	A
C-AB	0.31	8.36	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	134	0.3	6.821	A
C-AB	192	623	0.308	190	0.5	8.279	A
C-A	110			110			
A-B	246			246			
A-C	102			102			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	135	0.3	6.847	A
C-AB	193	624	0.309	193	0.5	8.363	A
C-A	109			109			
A-B	246			246			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	135	0.3	6.847	A
C-AB	193	624	0.309	193	0.5	8.364	A
C-A	109			109			
A-B	246			246			
A-C	102			102			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	135	0.3	6.847	A
C-AB	193	624	0.309	193	0.6	8.362	A
C-A	109			109			
A-B	246			246			
A-C	102			102			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	135	0.3	6.847	A
C-AB	193	624	0.309	193	0.6	8.363	A
C-A	109			109			
A-B	246			246			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	661	0.204	135	0.3	6.847	A
C-AB	193	624	0.309	193	0.6	8.363	A
C-A	109			109			
A-B	246			246			
A-C	102			102			

2031 Baseline (inc. Local Plan), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.35	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	328	100.000
B		✓	187	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	222	106
	B	17	0	170
	C	123	126	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	7.33	0.4	A
C-AB	0.25	7.66	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	185	0.4	7.288	A
C-AB	157	628	0.250	155	0.4	7.603	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	187	0.4	7.333	A
C-AB	157	628	0.250	157	0.4	7.657	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	187	0.4	7.333	A
C-AB	157	628	0.250	157	0.4	7.657	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	187	0.4	7.333	A
C-AB	157	628	0.250	157	0.4	7.657	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	187	0.4	7.333	A
C-AB	157	628	0.250	157	0.4	7.654	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	187	678	0.276	187	0.4	7.333	A
C-AB	157	628	0.250	157	0.4	7.657	A
C-A	92			92			
A-B	222			222			
A-C	106			106			

2021 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.15	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 period length (min)	Time segment length (min)
D7	2021 With Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	338	100.000
B		✓	146	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	241	97
	B	14	0	132
	C	152	132	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	6	0
	B	0	0	2
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	6.89	0.3	A
C-AB	0.28	8.10	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	669	0.218	145	0.3	6.861	A
C-AB	175	620	0.282	173	0.5	8.025	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	668	0.218	146	0.3	6.890	A
C-AB	175	621	0.282	175	0.5	8.093	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	668	0.218	146	0.3	6.890	A
C-AB	175	621	0.282	175	0.5	8.095	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	668	0.218	146	0.3	6.890	A
C-AB	175	621	0.282	175	0.5	8.095	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	668	0.218	146	0.3	6.890	A
C-AB	175	621	0.282	175	0.5	8.095	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	146	668	0.218	146	0.3	6.890	A
C-AB	175	621	0.282	175	0.5	8.095	A
C-A	109			109			
A-B	241			241			
A-C	97			97			

2021 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.23	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 period length (min)	Time segment length (min)
D8	2021 With Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	368	100.000
B		✓	174	100.000
C		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	267	101
	B	16	0	158
	C	117	133	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	7.20	0.3	A
C-AB	0.27	8.00	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	173	0.3	7.167	A
C-AB	164	615	0.267	163	0.4	7.941	A
C-A	86			86			
A-B	267			267			
A-C	101			101			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	174	0.3	7.205	A
C-AB	165	615	0.268	165	0.4	8.002	A
C-A	85			85			
A-B	267			267			
A-C	101			101			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	174	0.3	7.205	A
C-AB	165	615	0.268	165	0.4	8.001	A
C-A	85			85			
A-B	267			267			
A-C	101			101			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	174	0.3	7.205	A
C-AB	165	615	0.268	165	0.4	8.003	A
C-A	85			85			
A-B	267			267			
A-C	101			101			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	174	0.3	7.205	A
C-AB	165	615	0.268	165	0.4	8.003	A
C-A	85			85			
A-B	267			267			
A-C	101			101			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	674	0.258	174	0.3	7.205	A
C-AB	165	615	0.268	165	0.4	8.003	A
C-A	85			85			
A-B	267			267			
A-C	101			101			

2031 (inc. Local Plan) with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.41	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	389	100.000
B		✓	157	100.000
C		✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	287	102
	B	15	0	142
	C	159	154	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	7.15	0.3	A
C-AB	0.34	8.75	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	156	0.3	7.116	A
C-AB	207	620	0.334	205	0.6	8.656	A
C-A	106			106			
A-B	287			287			
A-C	102			102			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	157	0.3	7.152	A
C-AB	208	620	0.335	208	0.6	8.745	A
C-A	105			105			
A-B	287			287			
A-C	102			102			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	157	0.3	7.152	A
C-AB	208	620	0.335	208	0.6	8.747	A
C-A	105			105			
A-B	287			287			
A-C	102			102			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	157	0.3	7.152	A
C-AB	208	620	0.335	208	0.6	8.747	A
C-A	105			105			
A-B	287			287			
A-C	102			102			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	157	0.3	7.152	A
C-AB	208	620	0.335	208	0.6	8.748	A
C-A	105			105			
A-B	287			287			
A-C	102			102			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	157	660	0.238	157	0.3	7.152	A
C-AB	208	620	0.335	208	0.6	8.748	A
C-A	105			105			
A-B	287			287			
A-C	102			102			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 2	T-Junction	Two-way	3.48	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	392	100.000
B		✓	199	100.000
C		✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	286	106
	B	17	0	182
	C	123	143	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	7.62	0.4	A
C-AB	0.29	8.29	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.296	197	0.4	7.571	A
C-AB	179	614	0.291	177	0.5	8.216	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.297	199	0.4	7.624	A
C-AB	179	614	0.292	179	0.5	8.290	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.297	199	0.4	7.624	A
C-AB	179	614	0.292	179	0.5	8.289	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.297	199	0.4	7.624	A
C-AB	179	614	0.292	179	0.5	8.291	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.297	199	0.4	7.624	A
C-AB	179	614	0.292	179	0.5	8.291	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	199	671	0.297	199	0.4	7.624	A
C-AB	179	614	0.292	179	0.5	8.291	A
C-A	87			87			
A-B	286			286			
A-C	106			106			

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: Leigh Common 3.j9

Path: T:\Projects\4000 Series Project Numbers\4057\ITB Ham Farm, Gillingham, Dorset\Tech\Assessments\Picady\2017\Leigh Common

Report generation date: 13/09/2017 15:19:45

- »2016 Observed Baseline, AM
- »2016 Observed Baseline , PM
- »2021 Baseline, AM
- »2021 Baseline, PM
- »2031 Baseline (inc. Local Plan), AM
- »2031 Baseline (inc. Local Plan), PM
- »2021 with Development , AM
- »2021 with Development, PM
- »2031 (inc. Local Plan) with Development, AM
- »2031 (inc. Local Plan) with Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Observed Baseline								
Stream B-AC	0.4	7.53	0.26	A	0.5	7.81	0.33	A
Stream C-AB	0.1	5.96	0.09	A	0.1	5.58	0.04	A
2021 Baseline								
Stream B-AC	0.4	7.35	0.27	A	0.5	7.95	0.34	A
Stream C-AB	0.1	5.99	0.09	A	0.1	5.58	0.05	A
2031 Baseline (inc. Local Plan)								
Stream B-AC	0.5	7.85	0.33	A	0.6	8.31	0.37	A
Stream C-AB	0.1	6.00	0.10	A	0.1	5.60	0.05	A
2021 with Development								
Stream B-AC	0.5	7.75	0.32	A	0.7	8.86	0.42	A
Stream C-AB	0.1	5.99	0.09	A	0.1	5.58	0.05	A
2031 (inc. Local Plan) with Development								
Stream B-AC	0.6	8.43	0.38	A	0.8	9.34	0.45	A
Stream C-AB	0.1	6.00	0.10	A	0.1	5.60	0.05	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	15
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	15
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	15
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	15
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	15
D7	2021 with Development	AM	FLAT	07:45	09:15	90	15
D8	2021 with Development	PM	FLAT	16:30	18:00	90	15
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	15
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2016 Observed Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B3081 E		Major
B	B3081 S		Minor
C	B3081 W		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	7.25			160.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.90	50	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	611	0.105	0.266	0.167	0.380
1	B-C	773	0.112	0.283	-	-
1	C-B	667	0.244	0.244	-	-

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 period length (min)	Time segment length (min)
D1	2016 Observed Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	117	100.000
B		✓	171	100.000
C		✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	1	116
	B	31	0	140
	C	91	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	9
	C	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	7.53	0.4	A
C-AB	0.09	5.96	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	170	0.4	7.488	A
C-AB	58	662	0.088	58	0.1	5.952	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	171	0.4	7.530	A
C-AB	58	662	0.088	58	0.1	5.960	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	171	0.4	7.530	A
C-AB	58	662	0.088	58	0.1	5.960	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	171	0.4	7.530	A
C-AB	58	662	0.088	58	0.1	5.962	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	171	0.4	7.530	A
C-AB	58	662	0.088	58	0.1	5.962	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	171	649	0.263	171	0.4	7.530	A
C-AB	58	662	0.088	58	0.1	5.960	A
C-A	83			83			
A-B	1			1			
A-C	116			116			

2016 Observed Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.21	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 period length (min)	Time segment length (min)
D2	2016 Observed Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	115	100.000
B		✓	223	100.000
C		✓	119	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	115	0
	B	61	0	162
	C	93	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	7.81	0.5	A
C-AB	0.04	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	221	0.5	7.750	A
C-AB	30	675	0.045	30	0.1	5.579	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	223	0.5	7.813	A
C-AB	30	675	0.045	30	0.1	5.582	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	223	0.5	7.813	A
C-AB	30	675	0.045	30	0.1	5.582	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	223	0.5	7.813	A
C-AB	30	675	0.045	30	0.1	5.582	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	223	0.5	7.813	A
C-AB	30	675	0.045	30	0.1	5.582	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	223	684	0.326	223	0.5	7.813	A
C-AB	30	675	0.045	30	0.1	5.582	A
C-A	89			89			
A-B	115			115			
A-C	0			0			

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	3.85	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 period length (min)	Time segment length (min)
D3	2021 Baseline	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	121	100.000
B		✓	177	100.000
C		✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	120	1
	B	32	0	145
	C	94	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	0
	B	0	0	9
	C	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	7.35	0.4	A
C-AB	0.09	5.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	176	0.4	7.307	A
C-AB	62	663	0.093	61	0.1	5.978	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	177	0.4	7.348	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	177	0.4	7.348	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	177	0.4	7.348	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	177	0.4	7.348	A
C-AB	62	663	0.093	62	0.1	5.989	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	177	667	0.265	177	0.4	7.348	A
C-AB	62	663	0.093	62	0.1	5.989	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.28	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 period length (min)	Time segment length (min)
D4	2021 Baseline	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	118	100.000
B		✓	230	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	118	0
	B	63	0	167
	C	96	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.34	7.95	0.5	A
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	228	0.5	7.878	A
C-AB	31	676	0.047	31	0.1	5.580	A
C-A	92			92			
A-B	118			118			
A-C	0			0			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	230	0.5	7.947	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	230	0.5	7.947	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	230	0.5	7.947	A
C-AB	32	676	0.047	32	0.1	5.582	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	230	0.5	7.947	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	683	0.337	230	0.5	7.947	A
C-AB	32	676	0.047	32	0.1	5.582	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

2031 Baseline (inc. Local Plan), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.33	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 period length (min)	Time segment length (min)
D5	2031 Baseline (inc. Local Plan)	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	126	100.000
B		✓	222	100.000
C		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	125	1
	B	34	0	188
	C	98	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	0
	B	0	0	7
	C	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	7.85	0.5	A
C-AB	0.10	6.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	681	0.326	220	0.5	7.788	A
C-AB	65	665	0.097	64	0.1	5.990	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	680	0.326	222	0.5	7.851	A
C-AB	65	665	0.097	65	0.1	6.001	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	680	0.326	222	0.5	7.851	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	680	0.326	222	0.5	7.851	A
C-AB	65	665	0.097	65	0.1	6.001	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	680	0.326	222	0.5	7.851	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	222	680	0.326	222	0.5	7.851	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

2031 Baseline (inc. Local Plan), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.55	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 period length (min)	Time segment length (min)
D6	2031 Baseline (inc. Local Plan)	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	124	100.000
B		✓	251	100.000
C		✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	124	0
	B	66	0	185
	C	100	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.37	8.31	0.6	A
C-AB	0.05	5.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	249	0.6	8.228	A
C-AB	34	678	0.050	34	0.1	5.590	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	251	0.6	8.313	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	251	0.6	8.313	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	251	0.6	8.313	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	251	0.6	8.313	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	251	684	0.367	251	0.6	8.313	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

2021 with Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.32	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 period length (min)	Time segment length (min)
D7	2021 with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	121	100.000
B		✓	218	100.000
C		✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	120	1
	B	32	0	186
	C	94	53	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	2	0
	B	0	0	7
	C	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	7.75	0.5	A
C-AB	0.09	5.99	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	683	0.319	216	0.5	7.684	A
C-AB	62	663	0.093	61	0.1	5.978	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	682	0.319	218	0.5	7.750	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	682	0.319	218	0.5	7.750	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	682	0.319	218	0.5	7.750	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	682	0.319	218	0.5	7.750	A
C-AB	62	663	0.093	62	0.1	5.989	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	218	682	0.319	218	0.5	7.750	A
C-AB	62	663	0.093	62	0.1	5.987	A
C-A	85			85			
A-B	120			120			
A-C	1			1			

2021 with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	5.21	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 period length (min)	Time segment length (min)
D8	2021 with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	118	100.000
B		✓	294	100.000
C		✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	118	0
	B	63	0	231
	C	96	27	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.42	8.86	0.7	A
C-AB	0.05	5.58	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	701	0.420	291	0.7	8.735	A
C-AB	31	676	0.047	31	0.1	5.580	A
C-A	92			92			
A-B	118			118			
A-C	0			0			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	700	0.420	294	0.7	8.854	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	700	0.420	294	0.7	8.855	A
C-AB	32	676	0.047	32	0.1	5.582	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	700	0.420	294	0.7	8.855	A
C-AB	32	676	0.047	32	0.1	5.582	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	700	0.420	294	0.7	8.855	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	294	700	0.420	294	0.7	8.855	A
C-AB	32	676	0.047	32	0.1	5.585	A
C-A	91			91			
A-B	118			118			
A-C	0			0			

2031 (inc. Local Plan) with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	4.88	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 period length (min)	Time segment length (min)
D9	2031 (inc. Local Plan) with Development	AM	FLAT	07:45	09:15	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	126	100.000
B		✓	263	100.000
C		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	125	1
	B	34	0	229
	C	98	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	2	0
	B	0	0	6
	C	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.38	8.43	0.6	A
C-AB	0.10	6.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	261	0.6	8.335	A
C-AB	65	665	0.097	64	0.1	5.990	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	263	0.6	8.428	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	263	0.6	8.428	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	263	0.6	8.428	A
C-AB	65	665	0.097	65	0.1	6.001	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	263	0.6	8.428	A
C-AB	65	665	0.097	65	0.1	5.999	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	263	690	0.381	263	0.6	8.428	A
C-AB	65	665	0.097	65	0.1	6.001	A
C-A	88			88			
A-B	125			125			
A-C	1			1			

2031 (inc. Local Plan) with Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Leigh Common 3	T-Junction	Two-way	5.53	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 period length (min)	Time segment length (min)
D10	2031 (inc. Local Plan) with Development	PM	FLAT	16:30	18:00	90	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 (Veh/hr)	Scaling Factor (%)
A		✓	124	100.000
B		✓	315	100.000
C		✓	129	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	124	0
	B	66	0	249
	C	100	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	9.34	0.8	A
C-AB	0.05	5.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	312	0.8	9.189	A
C-AB	34	678	0.050	34	0.1	5.590	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	315	0.8	9.338	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	315	0.8	9.340	A
C-AB	34	678	0.050	34	0.1	5.593	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	315	0.8	9.340	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	315	0.8	9.340	A
C-AB	34	678	0.050	34	0.1	5.596	A
C-A	95			95			
A-B	124			124			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	315	700	0.450	315	0.8	9.340	A
C-AB	34	678	0.050	34	0.1	5.593	A
C-A	95			95			
A-B	124			124			
A-C	0			0			



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