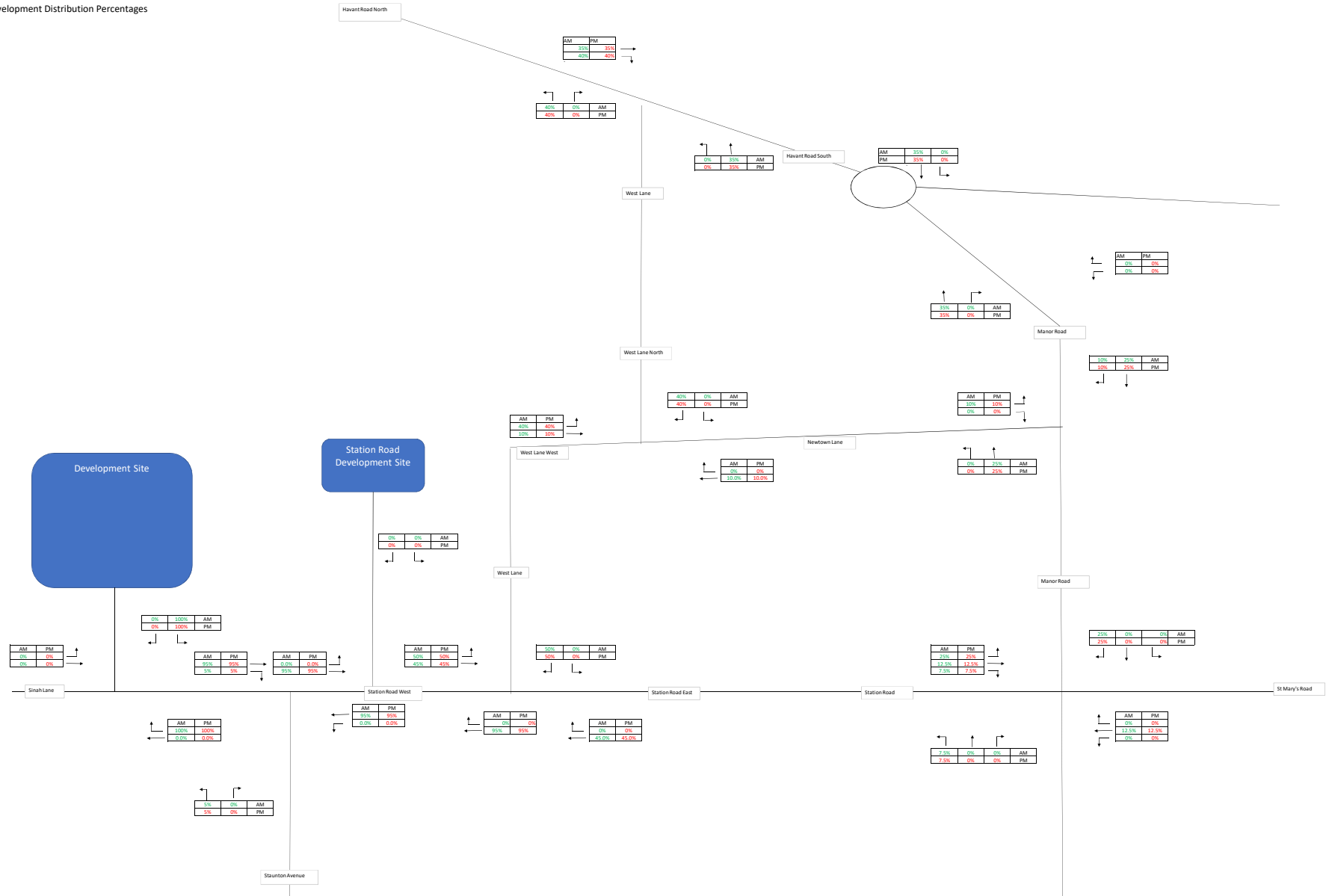


Appendix I

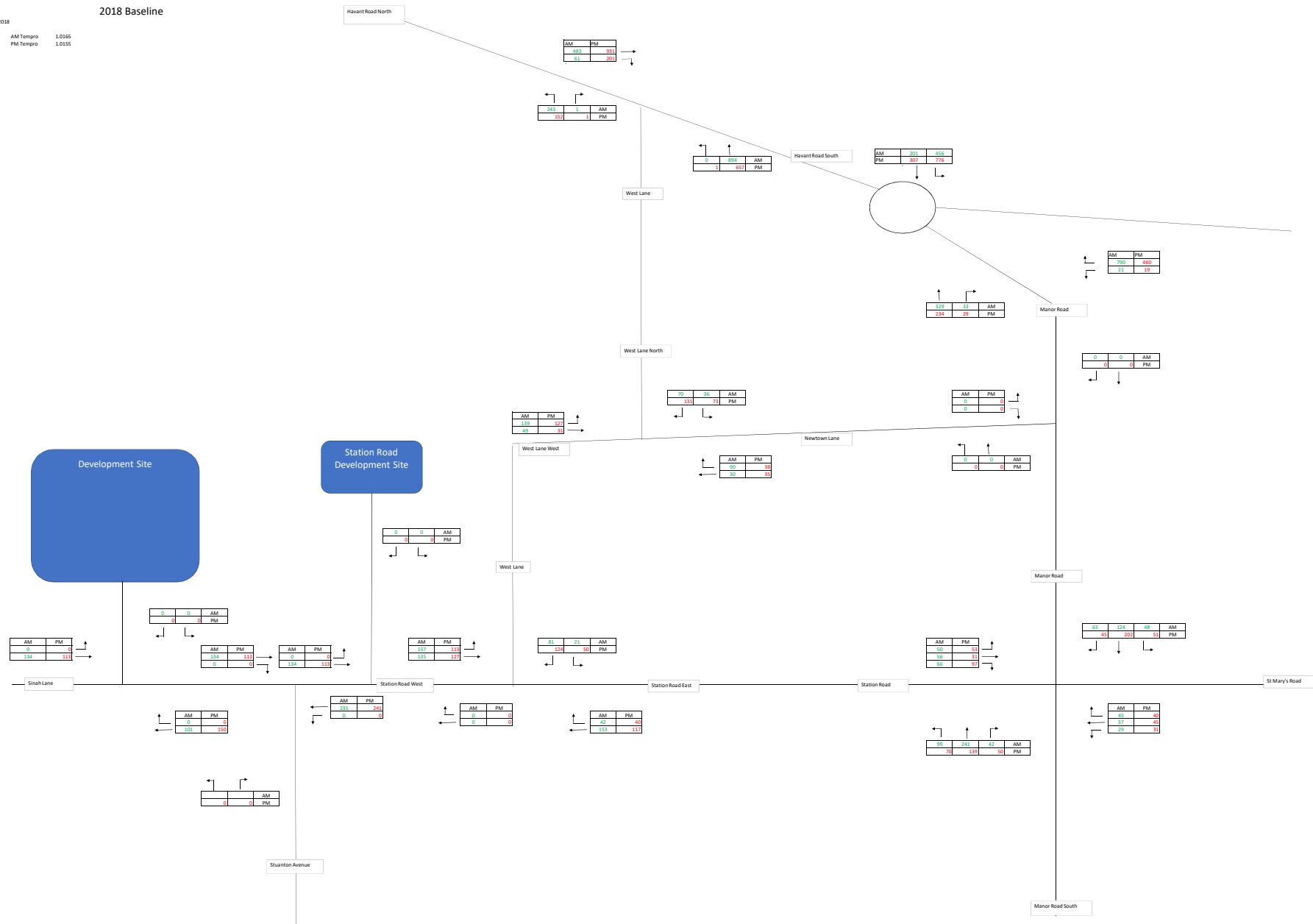
Development Distribution Percentages



2017-2018

AM Tempo 1.0165
PM Tempo 1.0155

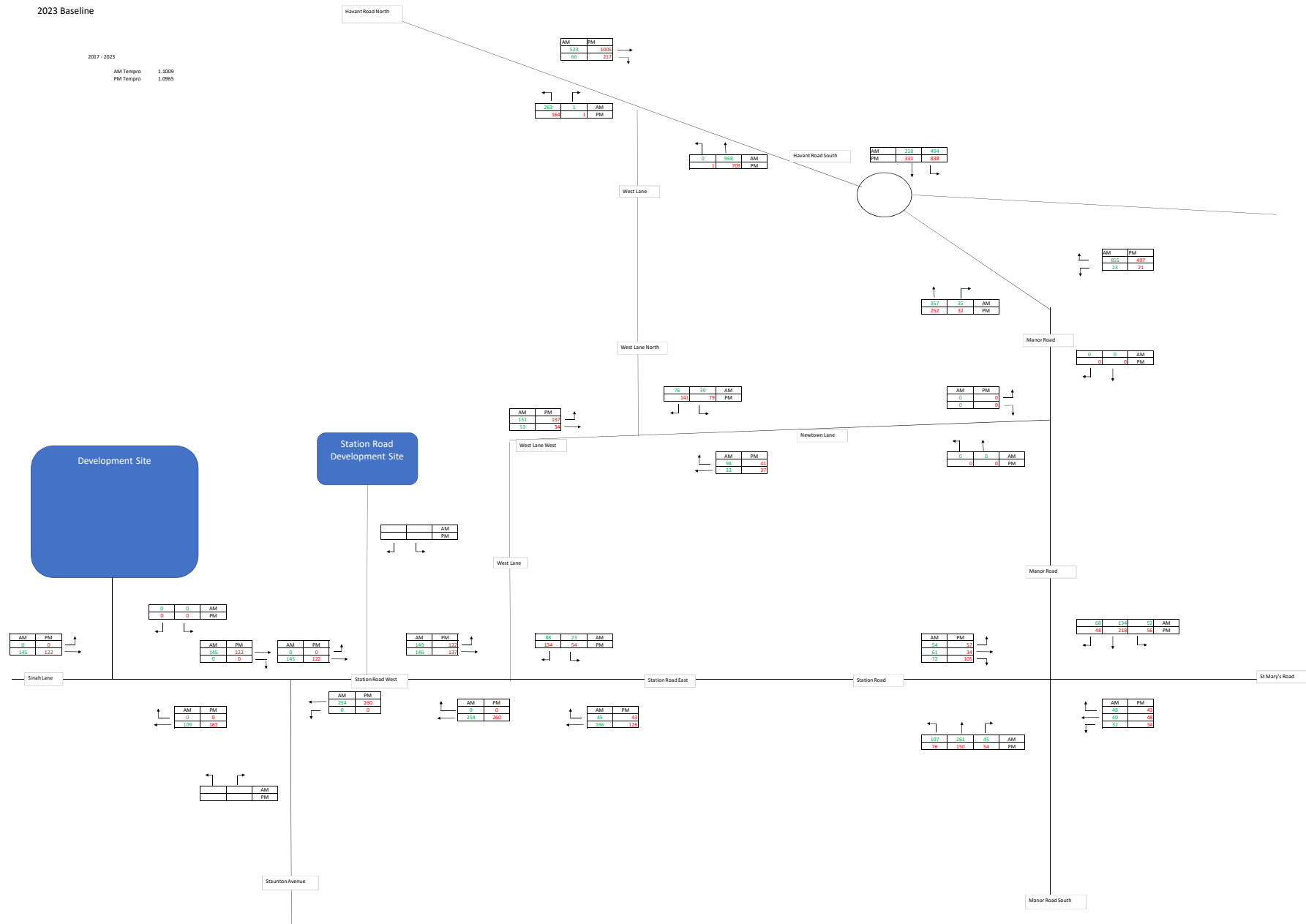
2018 Baseline

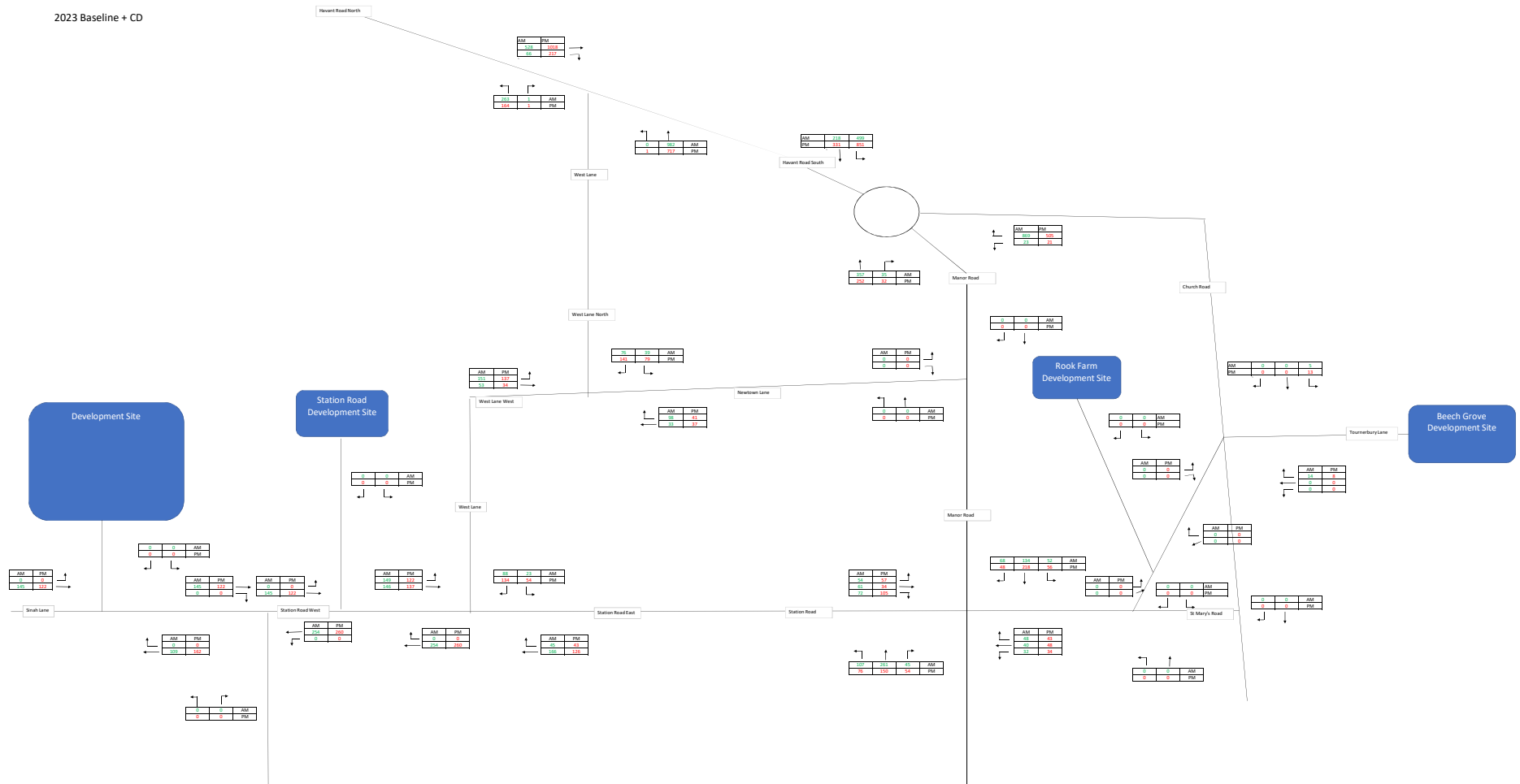


2023 Baseline

2017 - 2023

AM Tempo 1.1009
PM Tempo 1.0965

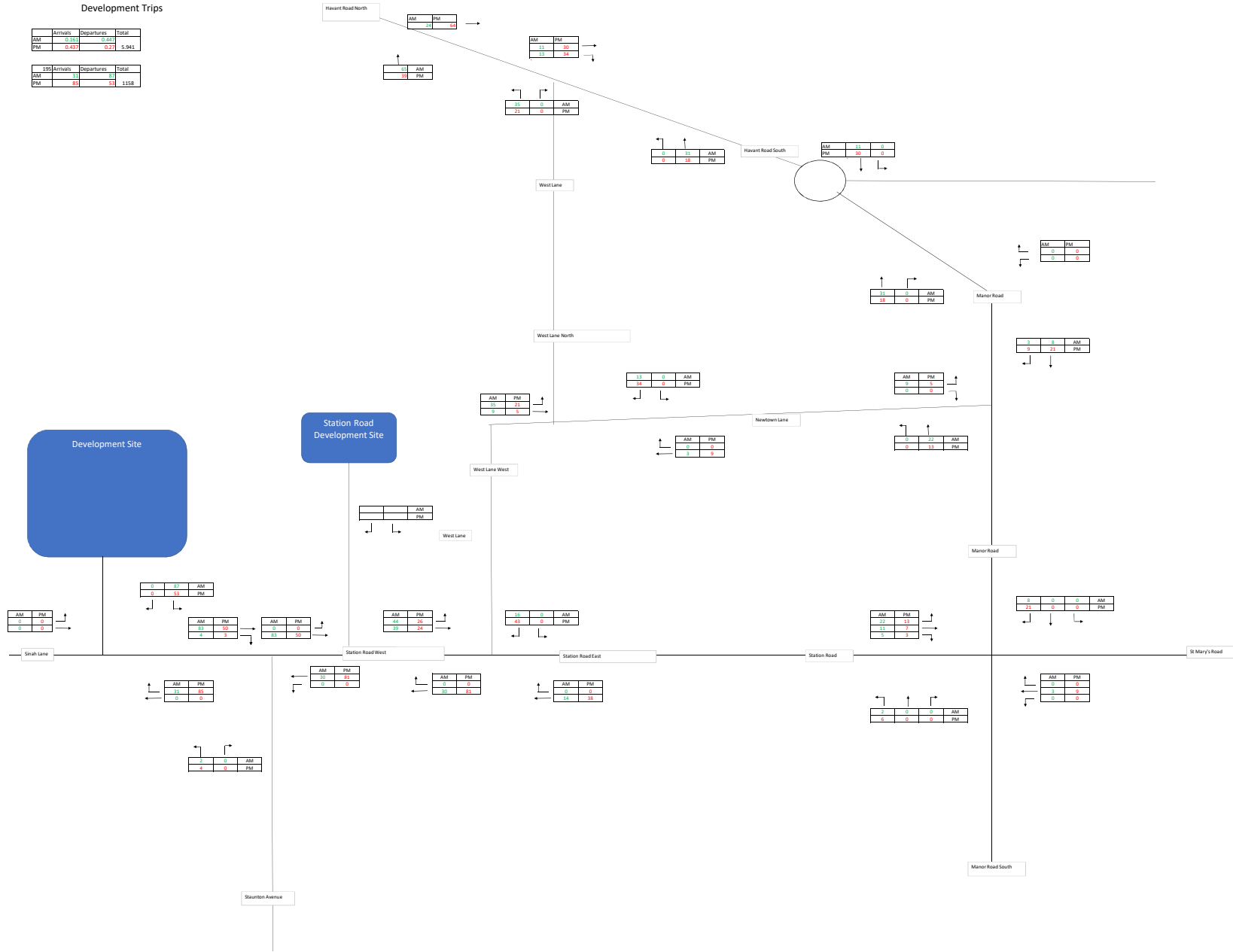


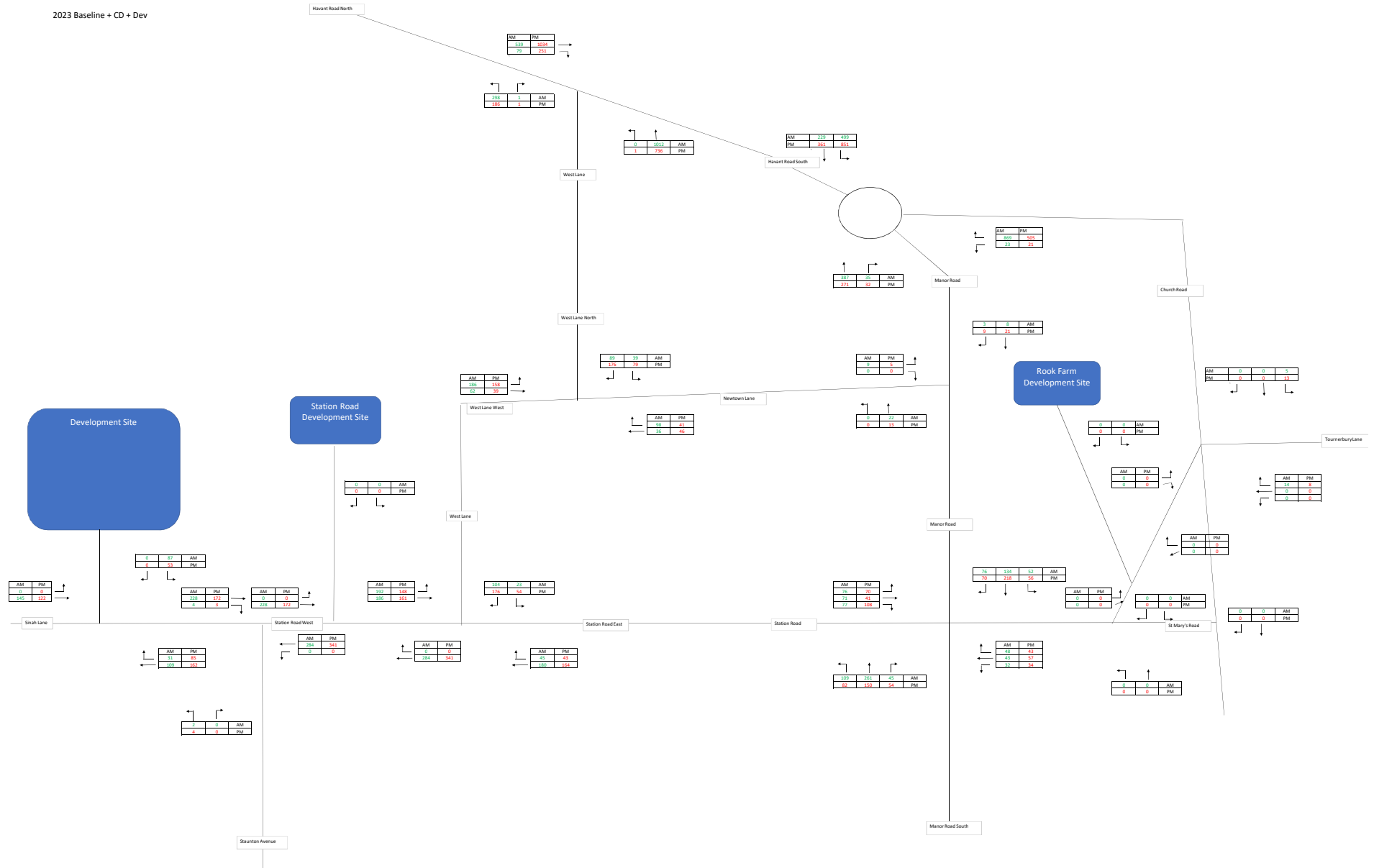


Development Trips

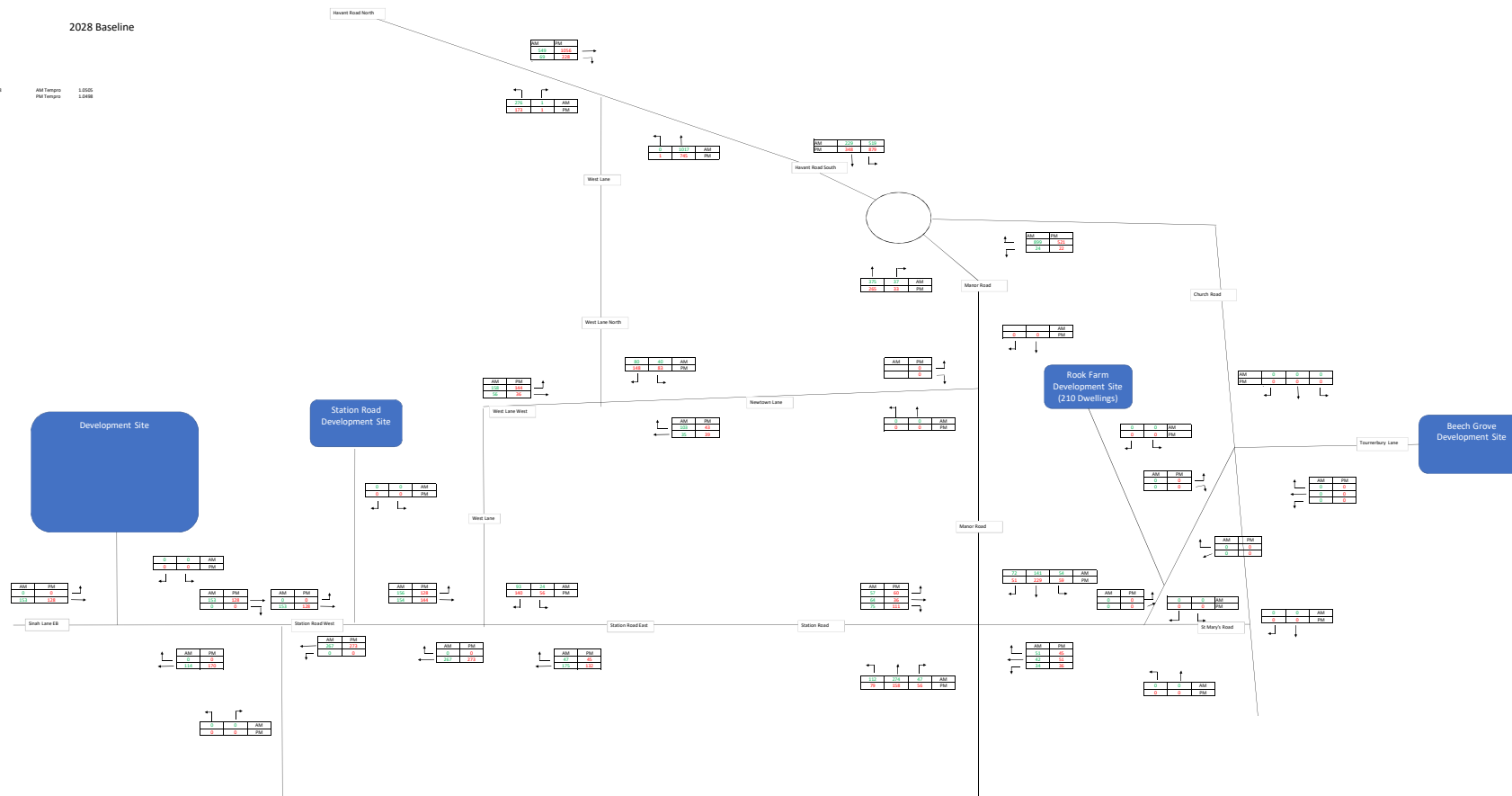
	Arrivals	Departures	Total
AM	0.182	0.442	
PM	0.437	0.27	5,943

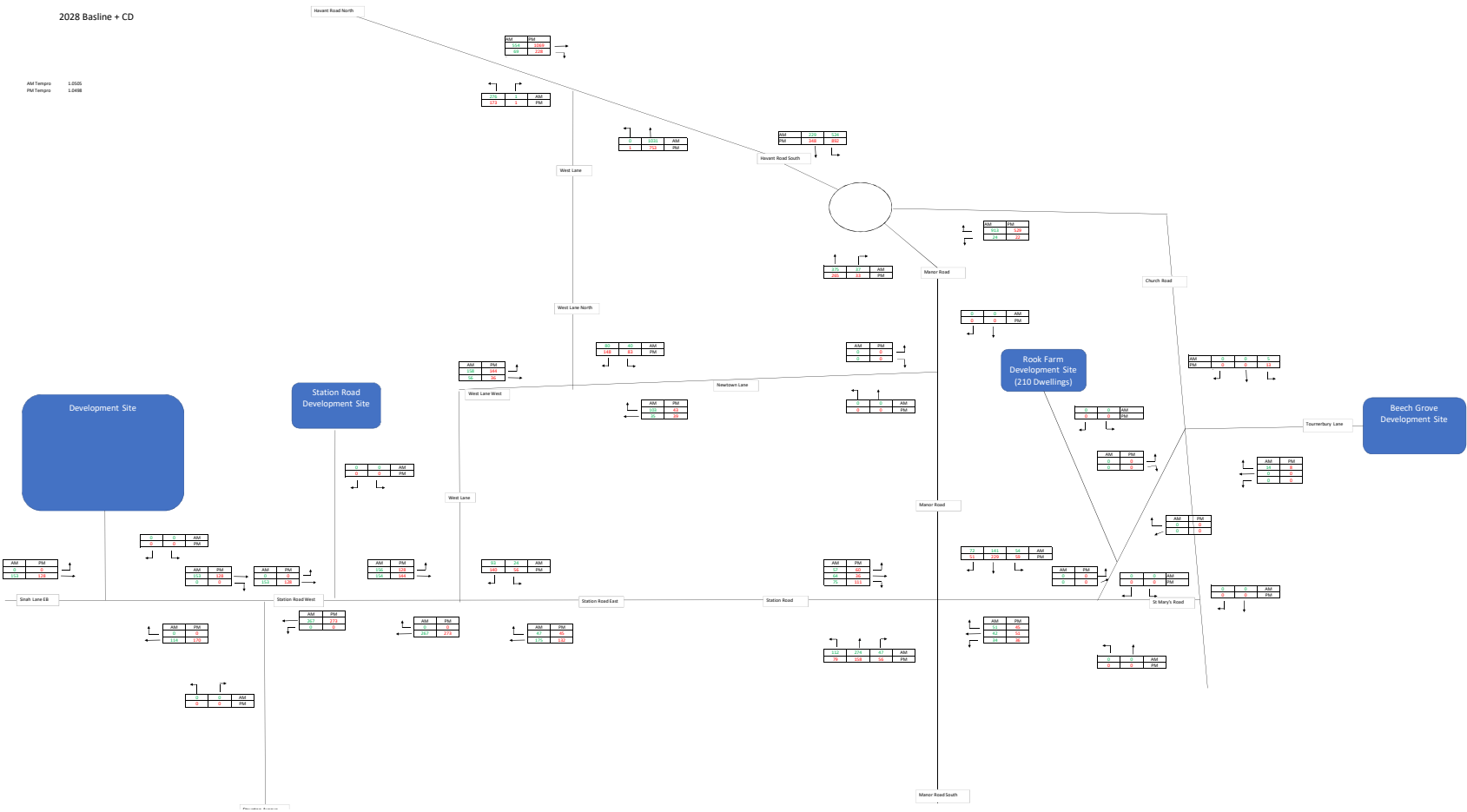
	195 Arrivals	Departures	Total
AM	31	81	
PM	85	51	1,158





2023-2028	AM Tempo	1.0505
	PM Tempo	1.0498

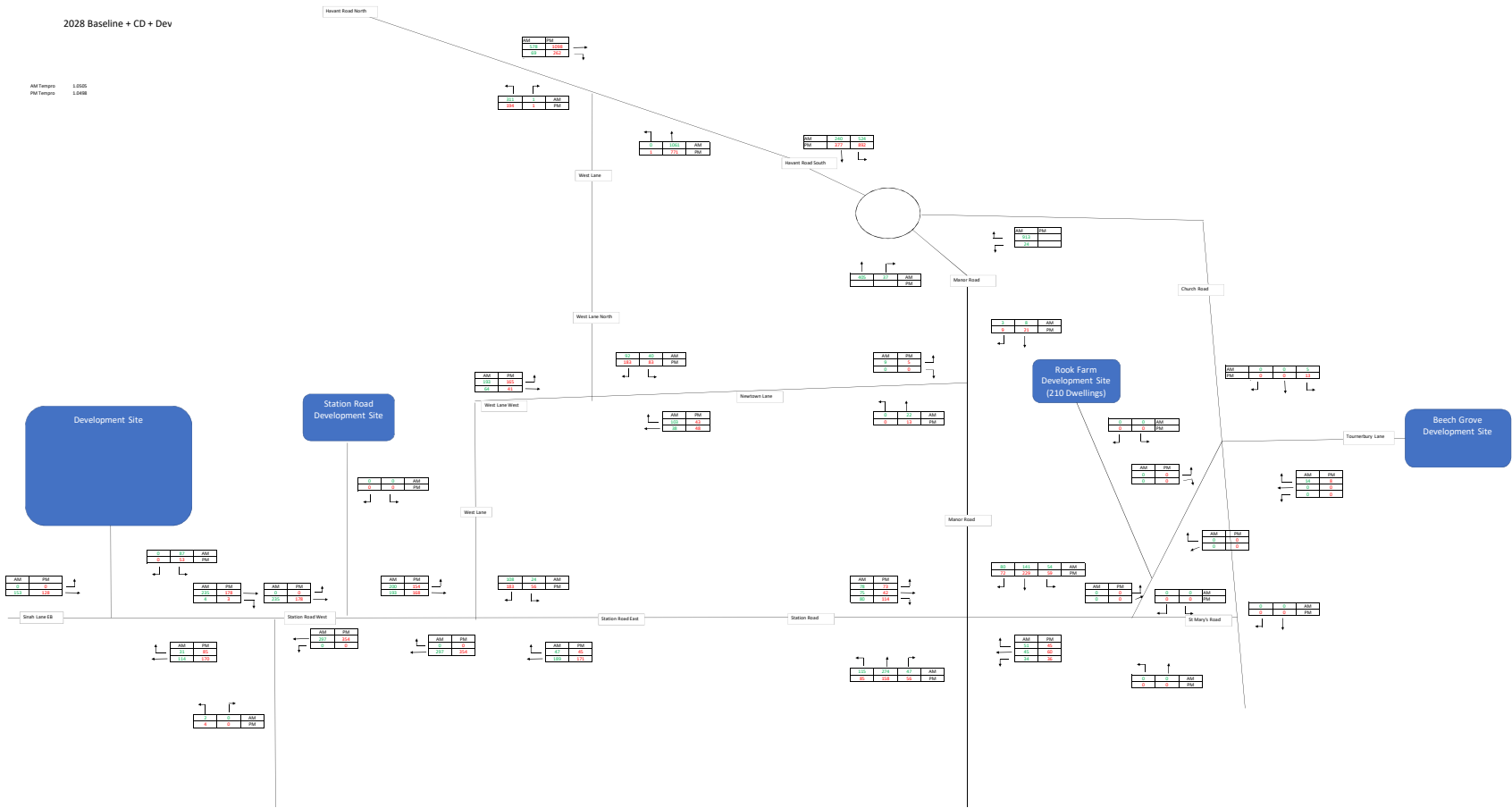




2028 Baseline + CD + Dev

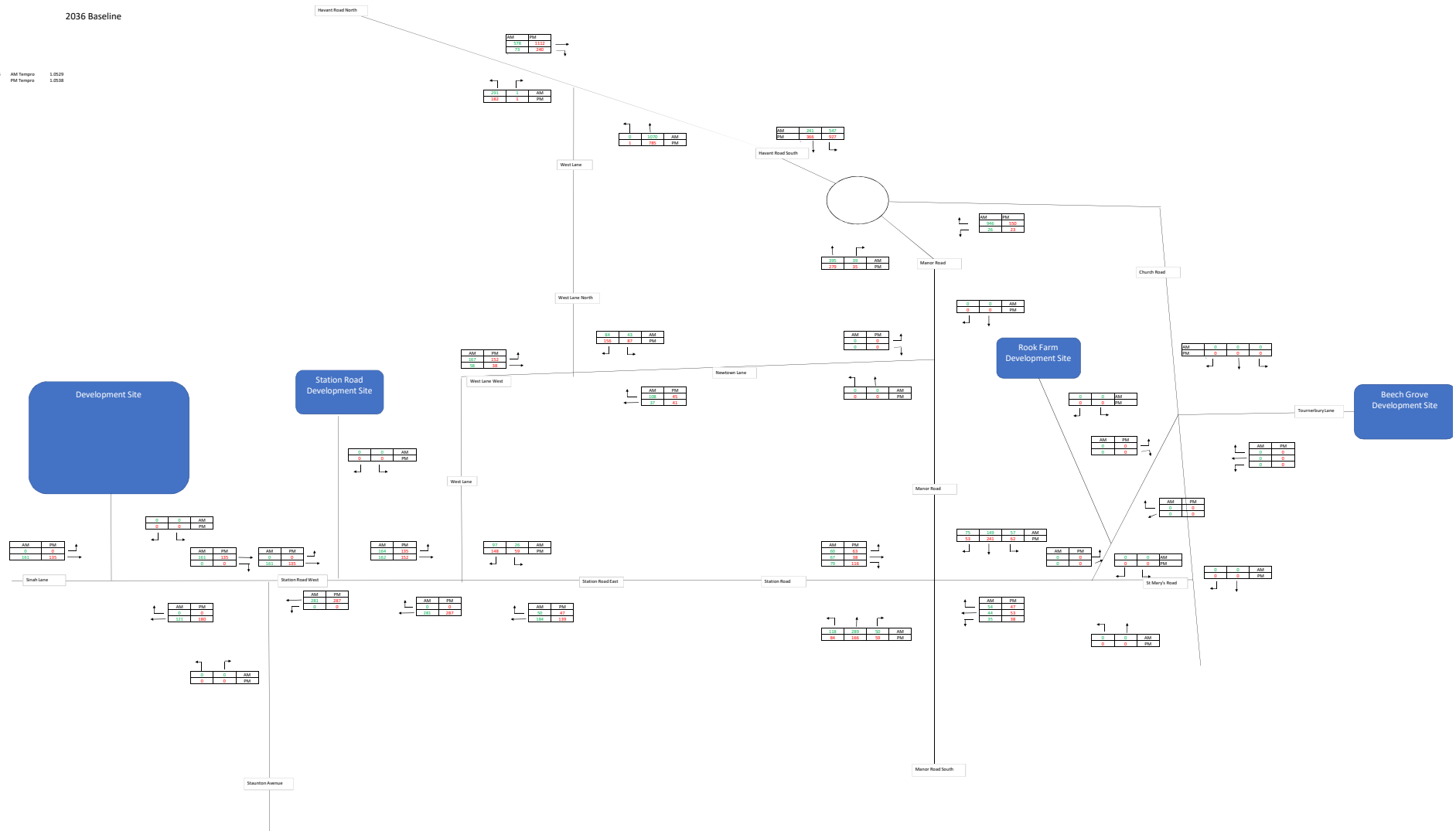
2023-2028
AM Tonnage
PM Tonnage

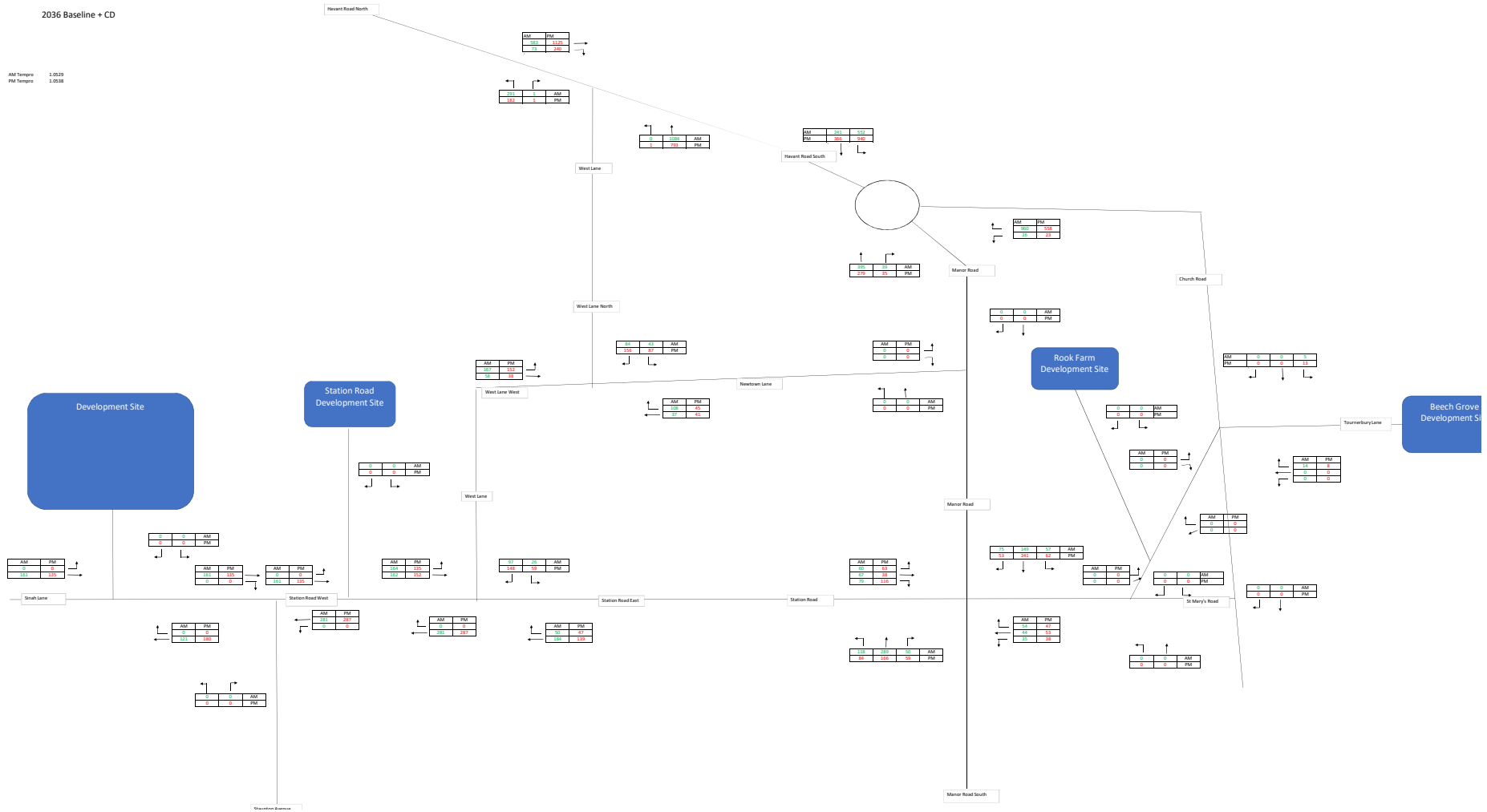
1.0125
1.0488



2036 Baseline

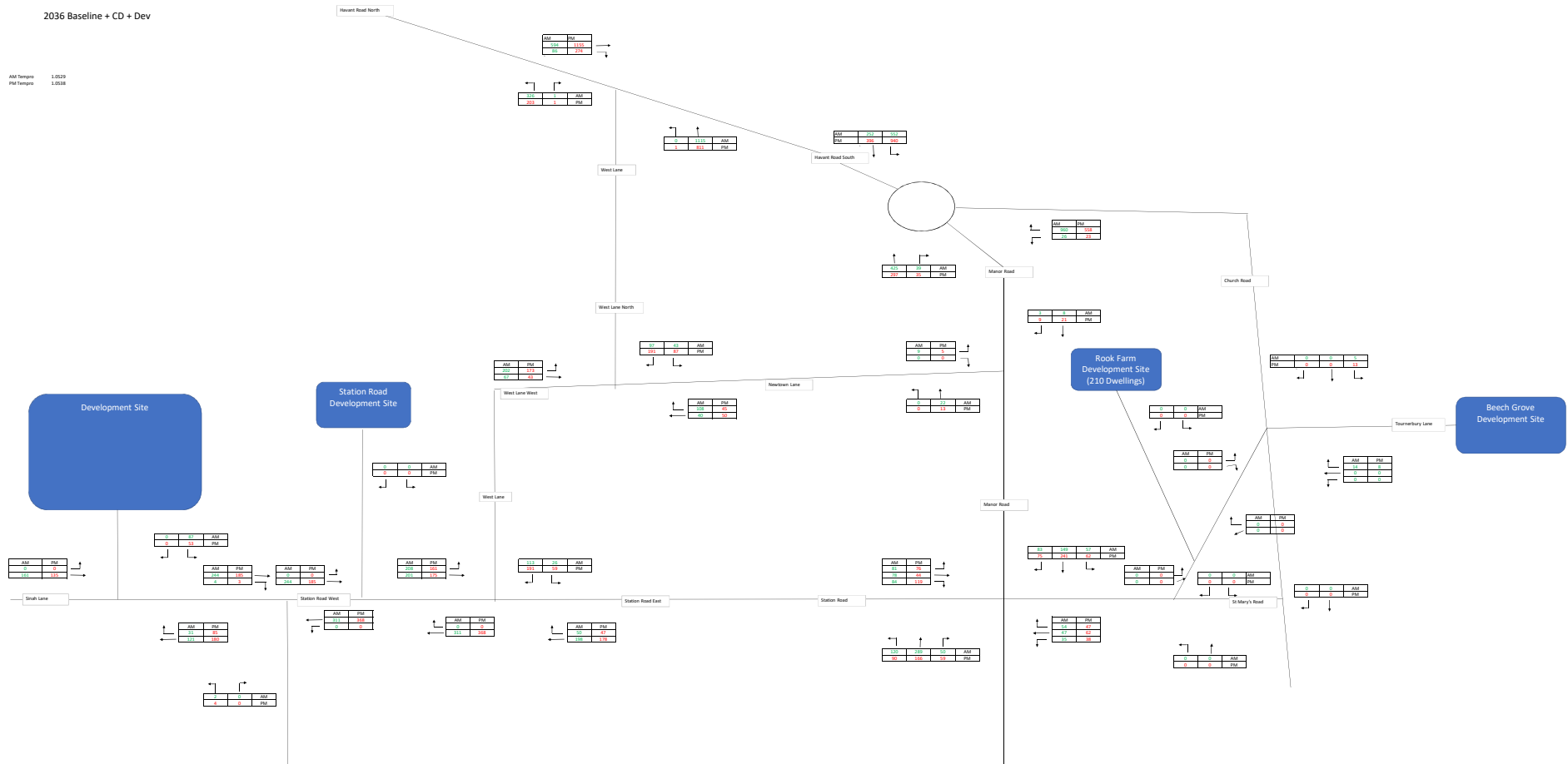
2028 - 2036	AM Tempo	1.0529
	PM Tempo	1.0538





2036 Baseline + CD + Dev

2028 - 2036
AM Temp
PM Temp



Appendix J

West Lane

TIME	Left to Station Road (East)				Right to Station Road (West)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	2	0	0	2	14	0	0	14
0715 - 0730	5	0	0	5	14	0	0	14
0730 - 0745	9	0	0	9	13	0	0	13
0745 - 0800	5	0	0	5	20	0	0	20
Hourly Total	21	0	0	21	61	0	0	61
0800 - 0815	5	0	0	5	16	0	0	16
0815 - 0830	5	0	0	5	19	0	0	19
0830 - 0845	2	0	0	2	23	1	0	24
0845 - 0900	9	0	0	9	21	0	0	21
Hourly Total	21	0	0	21	79	1	0	80
0900 - 0915	7	0	0	7	16	0	0	16
0915 - 0930	3	0	0	3	19	0	0	19
0930 - 0945	4	0	0	4	21	1	0	22
0945 - 1000	4	0	0	4	20	0	0	20
Hourly Total	18	0	0	18	76	1	0	77

Session Total	60	0	0	60	216	2	0	218
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1600 - 1615	7	0	0	7	35	0	0	35
1615 - 1630	12	0	0	12	34	0	0	34
1630 - 1645	12	0	0	12	36	0	0	36
1645 - 1700	15	0	0	15	27	0	0	27
Hourly Total	46	0	0	46	132	0	0	132
1700 - 1715	14	0	0	14	30	0	0	30
1715 - 1730	8	0	0	8	29	0	0	29
1730 - 1745	8	0	0	8	31	0	0	31
1745 - 1800	11	0	0	11	29	0	0	29
Hourly Total	41	0	0	41	119	0	0	119
1800 - 1815	11	0	0	11	41	0	0	41
1815 - 1830	12	0	0	12	33	0	0	33
1830 - 1845	11	0	0	11	26	0	0	26
1845 - 1900	10	0	0	10	26	0	0	26
Hourly Total	44	0	0	44	126	0	0	126

Session Total	131	0	0	131	377	0	0	377
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Station Road East

TIME	Ahead to Station Road (West)				Right to West Lane			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	16	0	0	16	5	0	0	5
0715 - 0730	18	0	1	19	8	0	0	8
0730 - 0745	28	0	0	28	7	0	0	7
0745 - 0800	29	0	0	29	7	0	0	7
Hourly Total	91	0	1	92	27	0	0	27
0800 - 0815	19	0	0	19	8	0	0	8
0815 - 0830	31	0	1	32	10	0	0	10
0830 - 0845	27	0	1	28	11	0	0	11
0845 - 0900	41	0	0	41	11	0	0	11
Hourly Total	118	0	2	120	40	0	0	40
0900 - 0915	41	0	1	42	9	0	0	9
0915 - 0930	39	0	1	40	10	0	0	10
0930 - 0945	31	1	0	32	7	0	0	7
0945 - 1000	28	0	0	28	6	0	0	6
Hourly Total	139	1	2	142	32	0	0	32

Session Total	348	1	5	354	99	0	0	99
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1600 - 1615	19	0	2	21	7	0	0	7
1615 - 1630	23	0	1	24	9	0	0	9
1630 - 1645	27	0	0	27	11	0	0	11
1645 - 1700	28	0	1	29	11	0	0	11
Hourly Total	97	0	4	101	38	0	0	38
1700 - 1715	27	0	0	27	10	0	0	10
1715 - 1730	31	0	1	32	7	0	0	7
1730 - 1745	20	0	0	20	6	0	0	6
1745 - 1800	18	0	0	18	8	0	0	8
Hourly Total	96	0	1	97	31	0	0	31
1800 - 1815	22	0	0	22	9	0	0	9
1815 - 1830	21	0	0	21	13	0	0	13
1830 - 1845	17	0	0	17	7	0	0	7
1845 - 1900	17	0	0	17	6	0	0	6
Hourly Total	77	0	0	77	35	0	0	35

Session Total	270	0	5	275	104	0	0	104
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Station Road West

TIME	Left to West Lane				Ahead to Station Road (East)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	32	0	0	32	17	0	0	17
0715 - 0730	41	0	0	41	18	0	0	18
0730 - 0745	36	0	0	36	22	0	1	23
0745 - 0800	44	0	0	44	23	0	1	24
Hourly Total	153	0	0	153	80	0	2	82
0800 - 0815	42	0	0	42	33	0	0	33
0815 - 0830	27	0	0	27	30	0	0	30
0830 - 0845	31	0	0	31	37	0	1	38
0845 - 0900	33	1	0	34	33	0	0	33
Hourly Total	133	1	0	134	133	0	1	134
0900 - 0915	37	0	0	37	31	1	0	32
0915 - 0930	33	0	0	33	28	1	1	30
0930 - 0945	46	0	0	46	20	0	1	21
0945 - 1000	39	0	0	39	21	0	0	21
Hourly Total	155	0	0	155	100	2	2	104

Session Total	441	1	0	442	313	2	5	320
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1600 - 1615	19	0	0	19	21	0	0	21
1615 - 1630	21	0	0	21	25	0	1	26
1630 - 1645	29	0	0	29	31	0	0	31
1645 - 1700	25	0	0	25	32	0	1	33
Hourly Total	94	0	0	94	109	0	2	111
1700 - 1715	25	0	0	25	29	0	0	29
1715 - 1730	32	0	0	32	31	0	1	32
1730 - 1745	22	0	0	22	35	0	1	36
1745 - 1800	21	0	0	21	27	0	0	27
Hourly Total	100	0	0	100	122	0	2	124
1800 - 1815	21	0	0	21	27	0	1	28
1815 - 1830	17	0	0	17	26	0	0	26
1830 - 1845	18	0	0	18	22	0	0	22
1845 - 1900	20	0	0	20	21	0	0	21
Hourly Total	76	0	0	76	96	0	1	97

Session Total	270	0	0	270	327	0	5	332
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86
105
116
129123
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118110
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101
100

West Lane North

TIME	Left to Newtown Lane				Right to West Lane (West)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	2	0	0	2	15	0	0	15
0715 - 0730	4	0	0	4	16	0	0	16
0730 - 0745	3	0	0	3	15	0	0	15
0745 - 0800	3	0	0	3	14	0	0	14
Hourly Total	12	0	0	12	60	0	0	60
0800 - 0815	9	0	0	9	14	0	0	14
0815 - 0830	9	0	0	9	16	0	0	16
0830 - 0845	7	0	0	7	19	1	0	20
0845 - 0900	10	0	0	10	19	0	0	19
Hourly Total	35	0	0	35	68	1	0	69
0900 - 0915	7	0	0	7	21	0	0	21
0915 - 0930	3	0	0	3	19	0	0	19
0930 - 0945	2	0	0	2	22	1	0	23
0945 - 1000	3	0	0	3	15	0	0	15
Hourly Total	15	0	0	15	77	1	0	78

Session Total	62	0	0	62	205	2	0	207
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1600 - 1615	8	0	0	8	37	0	0	37
1615 - 1630	9	0	0	9	39	0	0	39
1630 - 1645	13	0	0	13	43	0	0	43
1645 - 1700	11	0	0	11	36	0	0	36
Hourly Total	41	0	0	41	155	0	0	155
1700 - 1715	12	0	0	12	39	0	0	39
1715 - 1730	20	0	0	20	27	0	0	27
1730 - 1745	19	0	0	19	29	0	0	29
1745 - 1800	21	0	0	21	34	0	0	34
Hourly Total	72	0	0	72	129	0	0	129
1800 - 1815	11	0	0	11	35	0	0	35
1815 - 1830	14	0	0	14	37	0	0	37
1830 - 1845	10	0	0	10	31	0	0	31
1845 - 1900	6	0	0	6	26	0	0	26
Hourly Total	41	0	0	41	129	0	0	129

Session Total	154	0	0	154	413	0	0	413
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Newtown Lane

TIME	Ahead to West Lane (West)				Right to West Lane (North)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	5	0	0	5	14	0	0	14
0715 - 0730	6	0	0	6	18	0	0	18
0730 - 0745	5	0	0	5	21	0	0	21
0745 - 0800	4	0	0	4	18	0	0	18
Hourly Total	20	0	0	20	71	0	0	71
0800 - 0815	7	0	0	7	23	0	0	23
0815 - 0830	11	0	0	11	25	0	0	25
0830 - 0845	5	0	0	5	19	0	0	19
0845 - 0900	7	0	0	7	22	0	0	22
Hourly Total	30	0	0	30	89	0	0	89
0900 - 0915	4	0	0	4	16	0	0	16
0915 - 0930	5	0	0	5	14	0	0	14
0930 - 0945	3	0	0	3	11	0	0	11
0945 - 1000	6	0	0	6	16	0	0	16
Hourly Total	18	0	0	18	57	0	0	57

Session Total	68	0	0	68	217	0	0	217
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1600 - 1615	6	0	0	6	11	0	0	11
1615 - 1630	4	0	0	4	9	0	0	9
1630 - 1645	7	0	0	7	11	0	0	11
1645 - 1700	7	0	0	7	8	0	0	8
Hourly Total	24	0	0	24	39	0	0	39
1700 - 1715	9	0	0	9	5	0	0	5
1715 - 1730	9	0	0	9	10	0	0	10
1730 - 1745	9	0	0	9	11	0	0	11
1745 - 1800	7	0	0	7	11	0	0	11
Hourly Total	34	0	0	34	37	0	0	37
1800 - 1815	7	0	0	7	10	0	0	10
1815 - 1830	10	0	0	10	9	0	0	9
1830 - 1845	8	0	0	8	9	0	0	9
1845 - 1900	8	0	0	8	7	0	0	7
Hourly Total	33	0	0	33	35	0	0	35

Session Total	91	0	0	91	111	0	0	111
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West Lane West

TIME	Left to West Lane (North)				Ahead to Newtown Lane			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	30	0	0	30	6	0	0	6
0715 - 0730	39	0	0	39	6	0	0	6
0730 - 0745	37	0	0	37	11	0	0	11
0745 - 0800	40	0	0	40	7	0	0	7
Hourly Total	146	0	0	146	30	0	0	30
0800 - 0815	39	0	0	39	13	0	0	13
0815 - 0830	25	0	0	25	11	0	0	11
0830 - 0845	31	0	0	31	15	0	0	15
0845 - 0900	42	0	0	42	9	0	0	9
Hourly Total	137	0	0	137	48	0	0	48
0900 - 0915	41	0	0	41	5	1	0	6
0915 - 0930	45	0	0	45	6	0	0	6
0930 - 0945	41	0	0	41	7	0	0	7
0945 - 1000	39	0	0	39	6	0	0	6
Hourly Total	166	0	0	166	24	1	0	25

Session Total	449	0	0	449	102	1	0	103
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1600 - 1615	25	0	0	25	5	0	0	5
1615 - 1630	24	0	0	24	2	0	0	2
1630 - 1645	25	0	0	25	5	0	0	5
1645 - 1700	29	0	0	29	7	0	0	7
Hourly Total	103	0	0	103	19	0	0	19
1700 - 1715	33	0	0	33	5	0	0	5
1715 - 1730	36	0	0	36	12	0	0	12
1730 - 1745	25	0	0	25	5	0	0	5
1745 - 1800	31	0	0	31	9	0	0	9
Hourly Total	125	0	0	125	31	0	0	31
1800 - 1815	21	0	0	21	7	0	0	7
1815 - 1830	19	0	0	19	4	0	0	4
1830 - 1845	21	0	0	21	7	0	0	7
1845 - 1900	17	0	0	17	5	0	0	5
Hourly Total	78	0	0	78	23	0	0	23

Session Total	306	0	0	306	73	0	0	73
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89
92
86105
97
97
10995
92
87
8592
87
104
98103
114
98
11391
93
86
69

Havant Road North

TIME	Ahead to A3023 Havant Road (South)				Right to West Lane			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	106	3	1	110	12	0	0	12
0715 - 0730	123	1	0	124	14	0	0	14
0730 - 0745	114	3	0	117	13	0	0	13
0745 - 0800	125	2	0	127	16	0	0	16
Hourly Total	468	9	1	478	55	0	0	55
0800 - 0815	105	1	1	107	17	0	0	17
0815 - 0830	128	0	0	128	23	0	0	23
0830 - 0845	151	3	1	155	23	0	0	23
0845 - 0900	145	1	2	148	24	1	0	25
Hourly Total	529	5	4	538	87	1	0	88
0900 - 0915	123	2	1	126	25	0	0	25
0915 - 0930	116	1	0	117	25	0	0	25
0930 - 0945	109	1	0	110	17	0	0	17
0945 - 1000	112	2	2	116	21	0	0	21
Hourly Total	460	6	3	469	88	0	0	88

Session Total	1457	20	8	1485	230	1	0	231
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1600 - 1615	190	1	1	192	41	0	0	41
1615 - 1630	228	0	2	230	49	0	0	49
1630 - 1645	215	2	2	219	51	0	0	51
1645 - 1700	226	0	0	226	49	0	0	49
Hourly Total	859	3	5	867	190	0	0	190
1700 - 1715	227	0	0	227	55	0	0	55
1715 - 1730	245	0	0	245	43	0	0	43
1730 - 1745	235	0	2	237	49	0	0	49
1745 - 1800	202	0	1	203	50	0	0	50
Hourly Total	909	0	3	912	197	0	0	197
1800 - 1815	213	0	1	214	51	0	0	51
1815 - 1830	201	1	1	203	44	0	0	44
1830 - 1845	189	1	0	190	41	0	0	41
1845 - 1900	183	0	0	183	29	0	0	29
Hourly Total	786	2	2	790	165	0	0	165

Session Total	2554	5	10	2569	552	0	0	552
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Havant Road South

TIME	Left to West Lane				Ahead to A3023 Havant Road (North)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	0	0	0	0	181	1	0	182
0715 - 0730	0	0	0	0	193	0	0	193
0730 - 0745	0	0	0	0	253	2	1	256
0745 - 0800	0	0	0	0	212	0	1	213
Hourly Total	0	0	0	0	839	3	2	844
0800 - 0815	0	0	0	0	215	0	2	217
0815 - 0830	0	0	0	0	171	0	1	172
0830 - 0845	0	0	0	0	165	1	1	167
0845 - 0900	1	0	0	1	167	1	0	168
Hourly Total	1	0	0	1	718	2	4	724
0900 - 0915	0	0	0	0	167	2	0	169
0915 - 0930	1	0	0	1	141	1	0	142
0930 - 0945	0	0	0	0	143	0	1	144
0945 - 1000	0	0	0	0	141	2	0	143
Hourly Total	1	0	0	1	592	5	1	598

Session Total	2	0	0	2	2149	10	7	2166
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1600 - 1615	0	0	0	0	123	0	1	124
1615 - 1630	0	0	0	0	130	0	0	130
1630 - 1645	1	0	0	1	173	0	1	174
1645 - 1700	0	0	0	0	162	0	1	163
Hourly Total	1	0	0	1	588	0	3	591
1700 - 1715	0	0	0	0	161	0	1	162
1715 - 1730	0	0	0	0	148	0	0	148
1730 - 1745	0	0	0	0	143	0	0	143
1745 - 1800	0	0	0	0	125	0	0	125
Hourly Total	0	0	0	0	577	0	1	578
1800 - 1815	1	0	0	1	121	0	0	121
1815 - 1830	0	0	0	0	109	0	0	109
1830 - 1845	0	0	0	0	112	0	1	113
1845 - 1900	0	0	0	0	110	0	0	110
Hourly Total	1	0	0	1	452	0	1	453

Session Total	2	0	0	2	1617	0	5	1622
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West Lane

TIME	Left to A3023 Havant Road (North)				Right to A3023 Havant Road (South)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	39	0	0	39	0	0	0	0
0715 - 0730	52	0	0	52	0	0	0	0
0730 - 0745	65	0	0	65	0	0	0	0
0745 - 0800	59	0	0	59	1	0	0	1
Hourly Total	215	0	0	215	1	0	0	1
0800 - 0815	63	0	0	63	0	0	0	0
0815 - 0830	48	0	0	48	0	0	0	0
0830 - 0845	51	0	0	51	0	0	0	0
0845 - 0900	51	0	0	51	0	0	0	0
Hourly Total	213	0	0	213	0	0	0	0
0900 - 0915	57	0	0	57	1	0	0	1
0915 - 0930	65	0	0	65	0	0	0	0
0930 - 0945	52	0	0	52	0	0	0	0
0945 - 1000	58	0	0	58	0	0	0	0
Hourly Total	232	0	0	232	1	0	0	1

Session Total	660	0	0	660	2	0	0	2
---------------	-----	---	---	-----	---	---	---	---

1600 - 1615	28	0	0	28	0	0	0	0
1615 - 1630	37	0	0	37	0	0	0	0
1630 - 1645	33	0	0	33	1	0	0	1
1645 - 1700	32	0	0	32	0	0	0	0
Hourly Total	130	0	0	130	1	0	0	1
1700 - 1715	43	0	0	43	0	0	0	0
1715 - 1730	42	0	0	42	0	0	0	0
1730 - 1745	37	0	0	37	0	0	0	0
1745 - 1800	41	0	0	41	1	0	0	1
Hourly Total	163	0	0	163	1	0	0	1
1800 - 1815	37	0	0	37	0	0	0	0
1815 - 1830	23	0	0	23	0	0	0	0
1830 - 1845	28	0	0	28	0	0	0	0
1845 - 1900	26	0	0	26	0	0	0	0
Hourly Total	114	0	0	114	0	0	0	0

Session Total	407	0	0	407	2	0	0	2
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343
383
451
416

404
371
396
393

385
446
479
470
487
478
466
420
424
379
372
348

Manor Road North

TIME	Left to St. Mary's Road				Ahead to A303 Manor Road South				Right to Station Road			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700-0715	2	0	0	2	17	0	0	17	10	0	0	10
0715-0730	7	0	0	7	12	0	0	12	8	0	0	8
0730-0745	6	0	0	6	18	0	0	18	13	0	0	13
0745-0800	8	0	0	8	21	0	0	21	11	0	0	11
Hourly Total	25	0	0	25	66	0	0	66	42	0	0	42
0800-0815	9	0	0	9	14	0	0	14	11	0	0	11
0815-0830	14	0	0	14	22	0	0	22	17	0	0	17
0830-0845	13	0	0	13	25	0	0	25	19	0	0	19
0845-0900	13	0	0	13	26	0	0	26	18	0	0	18
Hourly Total	43	0	0	43	99	0	0	99	75	0	0	75
0900-0915	9	0	0	9	48	0	0	48	13	0	0	13
0915-0930	7	0	0	7	41	0	0	41	10	0	0	10
0930-0945	7	0	0	7	37	0	0	38	10	0	0	10
0945-1000	5	0	0	5	36	0	0	36	11	0	0	11
Hourly Total	28	0	0	28	159	0	0	160	44	0	0	44
Season Total	83	0	0	83	326	0	0	328	141	0	0	142
1600-1615	8	0	0	8	39	0	0	39	10	0	0	10
1615-1630	11	0	0	11	31	0	0	32	15	0	0	15
1630-1645	15	0	0	15	44	0	0	44	11	0	0	11
1645-1700	10	0	0	10	47	0	0	47	11	0	0	11
Hourly Total	43	0	0	43	161	0	0	162	45	0	0	45
1700-1715	8	0	0	8	52	0	0	52	13	0	0	13
1715-1730	10	0	0	10	55	0	0	56	9	0	0	9
1730-1745	10	0	0	10	59	0	0	59	12	0	0	12
1745-1800	5	0	0	5	43	0	0	43	8	0	0	8
Hourly Total	38	0	0	38	159	0	0	160	42	0	0	42
1800-1815	12	0	0	12	55	0	0	55	1	0	0	1
1815-1830	7	0	0	7	33	0	0	33	8	0	0	8
1830-1845	8	0	0	8	28	0	0	28	8	0	0	8
1845-1900	8	0	0	8	23	0	0	23	8	0	0	8
Hourly Total	35	0	0	35	139	0	0	139	31	0	0	31
Season Total	127	0	0	127	485	0	0	486	119	0	0	120

St Mary's Road

TIME	Left to A303 Manor Road South				Ahead to Station Road				Right to A303 Manor Road North			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700-0715	4	0	0	4	3	0	0	3	8	0	0	8
0715-0730	5	0	0	5	5	0	0	5	11	0	0	11
0730-0745	6	0	0	6	6	0	0	6	13	0	0	13
0745-0800	8	0	0	8	9	0	0	9	11	0	0	11
Hourly Total	23	0	0	23	23	0	0	23	43	0	0	43
0800-0815	9	0	0	9	7	0	0	7	11	0	0	11
0815-0830	8	0	0	8	7	0	0	7	11	0	0	11
0830-0845	7	0	0	7	9	0	0	9	13	0	0	13
0845-0900	7	0	0	7	7	0	0	7	13	0	0	13
Hourly Total	31	0	0	31	28	0	0	28	48	0	0	48
0900-0915	7	0	0	7	13	0	0	13	11	0	0	11
0915-0930	7	0	0	7	8	0	0	8	7	0	0	7
0930-0945	11	0	0	11	8	0	0	8	12	0	0	12
0945-1000	8	0	0	8	8	0	0	8	7	0	0	7
Hourly Total	33	0	0	33	35	0	0	35	37	0	0	37
Season Total	86	0	0	86	83	0	0	83	128	0	0	128
1600-1615	8	0	0	8	8	0	0	8	6	0	0	6
1615-1630	13	0	0	13	6	0	0	6	8	0	0	8
1630-1645	10	0	0	10	10	0	0	10	10	0	0	10
1645-1700	9	0	0	9	8	0	0	8	10	0	0	10
Hourly Total	38	0	0	38	32	0	0	32	31	0	0	31
1700-1715	5	0	0	5	13	0	0	13	12	0	0	12
1715-1730	9	0	0	9	13	0	0	13	12	0	0	12
1730-1745	6	0	0	6	12	0	0	12	8	0	0	8
1745-1800	8	0	0	8	10	0	0	10	8	0	0	8
Hourly Total	26	0	0	26	48	0	0	48	37	0	0	37
1800-1815	10	0	0	10	8	0	0	8	10	0	0	10
1815-1830	6	0	0	6	9	0	0	9	6	0	0	6
1830-1845	4	0	0	4	7	0	0	7	5	0	0	5
1845-1900	4	0	0	4	5	0	0	5	5	0	0	5
Hourly Total	24	0	0	24	29	0	0	29	25	0	0	25
Season Total	90	0	0	90	103	0	0	103	97	0	0	97

Manor Road South

TIME	Left to Station Road				Ahead to A303 Manor Road North				Right to St. Mary's Road			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700-0715	13	0	0	13	42	0	0	42	3	0	0	3
0715-0730	12	0	0	12	41	0	0	41	6	0	0	6
0730-0745	16	0	0	16	49	0	0	49	9	0	0	9
0745-0800	21	0	0	21	58	1	0	59	11	0	0	11
Hourly Total	62	0	0	62	190	1	0	191	29	0	0	29
0800-0815	13	0	0	13	55	1	0	56	9	0	0	9
0815-0830	21	0	0	21	55	1	0	56	12	0	0	12
0830-0845	19	0	0	19	63	1	0	64	15	0	0	15
0845-0900	26	0	0	26	68	1	0	69	6	0	0	6
Hourly Total	79	0	0	79	240	3	0	243	49	0	0	49
0900-0915	31	0	0	31	61	0	0	61	5	0	0	5
0915-0930	22	0	0	22	43	0	0	43	5	0	0	5
0930-0945	22	0	0	22	31	1	0	32	6	0	0	6
0945-1000	17	0	0	17	27	0	0	27	3	0	0	3
Hourly Total	89	0	0	89	182	1	0	183	19	0	0	19
Season Total	240	0	0	240	582	4	0	586	87	0	0	87
1600-1615	11	0	0	11	30	0	0	30	9	0	0	9
1615-1630	13	0	0	13	20	0	0	20	5	0	0	5
1630-1645	16	0	0	16	26	1	0	26	10	0	0	10
1645-1700	21	0	0	21	34	1	0	34	13	0	0	13
Hourly Total	61	0	0	61	110	1	0	111	37	0	0	37
1700-1715	5	0	0	5	13	0	0	13	6	0	0	6
1715-1730	14	0	0	14	41	0	0	41	15	0	0	15
1730-1745	16	0	0	16	47	0	0	47	12	0	0	12
1745-1800	14	0	0	14	42	0	0	42	8	0	0	8
Hourly Total	50	0	0	50	159	0	0	159	47	0	0	47
1800-1815	13	0	0	13	36	0	0	36	7	0	0	7
1815-1830	11	0	0	11	27	0	0	27	7	0	0	7
1830-1845	8	0	0	8	23	0	0	23	8	0	0	8
1845-1900	13	0	0	13	25	0	0	25	4	0	0	4
Hourly Total	45	0	0	45	113	0	0	113	26	0	0	26
Season Total	162	0	0	162	394	1	0	395	110	0	0	110

Station Road

TIME	Left to A303 Manor Road North				Ahead to St. Mary's Road				Right to A303 Manor Road South			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700-0715	5	0	0	5	9	0	0	9	7	0	0	7
0715-0730	5	0	0	5	8	0	0	8	9	0	0	9
0730-0745	9	0	0	9	12	0	0	12	7	0	0	7
0745-0800	8	0	1	9	12	0	0	12	11	0	0	11
Hourly Total	26	0	1	27	39	0	0	39	39	0	0	39
0800-0815	11	0	0	11	17	0	0	17	11	0	0	11
0815-0830	12	0	0	12	19	0	0	19	12	0	0	12
0830-0845	17	0	0	17	19	0	0	19	13	0	0	13
0845-0900	11	0	0	11	15	0	0	15	18	0	0	18
Hourly Total	61	0	0	61	80	0	0	80	64	0	0	64
0900-0915	7	0	1	8	9	0	0	9	21	1	0	22
0915-0930	11	0	0	11	12	0	0	12	11	0	0	11
0930-0945	7	0	1	8	8	0	0	8	15	1	0	16
0945-1000	8	0	0	8	6	0	0	6	14	0	0	14
Hourly Total	31	0	2	33	35	0	0	35	61	2	0	63
Season Total	172	0	3	177	234	0	0	234	164	2	0	166
1000-1015	11	0	0	11	6	0	0	6	13	0	0	13
1015-1030	14	0	0	14	7	0	0	7	10	0	0	10
1030-1045	13	0	0	13	7	0	0	7	22	0	0	22
1045-1100	10	0	0	10	14	0	0	14	10	0	0	10
Hourly Total	47	0	0	47	32	0	0	32	55	0	0	55
1100-1115	12	0	0	12	13	0	0	13	6	0	0	6
1115-1130	9	0	0	9	6	0	0	6	26	1	0	27
1130-1145	9	0	0	9	10	0	0	10	12	0	0	12
1145-1200	6	0	0	6	11	0	0	11	20	1	0	21
Hourly Total	47	0	0	47	49	0	0	49	64	2	0	66
1200-1215	12	0	0	12	8	0	0	8	20	0	0	20
1215-1230	11	0	0	11	7	0	0	7	17	0	0	17
1230-1245	10	0	0	10	7	0	0	7	17	0	0	17
1245-1300	10	0	0	10	7	0	0	7	17	0	0	17
Hourly Total	57	0	0	57	39	0	0	39	58	0	0	58
Season Total	225	0	0	225	240	0	0	240	240	0	0	240

Appendix K

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☐ Region
☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.0168

2016 – 2017 AM

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☐ Region
☒ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.0157

2016 – 2017 PM

Data selections

Select dataset version: 70

Result type

- ☒ Trip ends by time period
- ☐ Trip ends by car availability
- ☐ Car ownership data
- ☐ Planning data

Set area definition...

Enter base year: 2017

Enter future year: 2023

Trip end selections

Trip end by time period selections

Reset Selections

Select data type

- ☒ Growth factors
- ☐ Future year minus base year
- ☐ Base year data
- ☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description

Level

Authority

Results

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban

☐ Rural

☒ All

4: Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5: Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.1009

2017 – 2023 AM

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

- ☐ Production/Attraction
- ☒ Origin/Destination

Reset Selections

Select data type

- ☒ Growth factors
- ☐ Future year minus base year
- ☐ Base year data
- ☐ Future year data

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver Combined Modes

Area Description

Level

Authority

Results

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban

☐ Rural

☒ All

4: Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5: Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.0965

2017 – 2023 PM

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.0464

2028 – 2036 AM

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

☒ Havant

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Authority	Havant	1.0473

2028 – 2036 PM

Appendix L

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2018			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Sinah Lane Site Access.j9

Path: C:\Users\Pree\Desktop

Report generation date: 15/05/2018 11:42:41

- »Existing Configuration - 2023 Baseline + CD + Dev, AM
- »Existing Configuration - 2023 Baseline + CD + Dev, PM
- »Existing Configuration - 2028 Future Year + Development, AM
- »Existing Configuration - 2028 Future Year + Development, PM
- »Existing Configuration - 2036 Future Year + Development, AM
- »Existing Configuration - 2036 Future Year + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2023 Baseline + CD + Dev								
Stream B-AC	0.2	7.65	0.16	A	0.1	7.06	0.09	A
Stream C-AB	0.1	7.10	0.06	A	0.2	7.56	0.16	A
Existing Configuration - 2028 Future Year + Development								
Stream B-AC	0.2	7.67	0.16	A	0.1	7.07	0.09	A
Stream C-AB	0.1	7.11	0.06	A	0.2	7.56	0.16	A
Existing Configuration - 2036 Future Year + Development								
Stream B-AC	0.2	7.71	0.16	A	0.1	7.10	0.09	A
Stream C-AB	0.1	7.14	0.06	A	0.2	7.57	0.16	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	Sinah Lane
Location	Hayling Island
Site number	
Date	15/05/2018
Version	
Status	(new file)
Identifier	
Client	Barratt Homes
Jobnumber	041.0031
Enumerator	Shannon
Description	195 Units

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	2023 Baseline + CD + Dev	AM	FLAT	07:45	09:15	90	15
D2	2023 Baseline + CD + Dev	PM	FLAT	16:45	18:15	90	15
D5	2028 Future Year + Development	AM	FLAT	07:45	09:15	90	15
D6	2028 Future Year + Development	PM	FLAT	16:45	18:15	90	15
D9	2036 Future Year + Development	AM	FLAT	07:45	09:15	90	15
D10	2036 Future Year + Development	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2023 Baseline + CD + Dev, 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Sinah Lane EB		Major
B	Site Access		Minor
C	Sinah Lane WB		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 - Sinah Lane WB	6.75			80.0	✓	1.00

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 - Site Access	One lane	3.00	45	45

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	514	0.091	0.229	0.144	0.327
1	B-C	652	0.097	0.244	-	-
1	C-B	620	0.232	0.232	-	-

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	2023 Baseline + CD + Dev	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 - Sinah Lane EB		✓	145	100.000
B - Site Access		✓	87	100.000
C - Sinah Lane WB		✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	145
	B - Site Access	0	0	87
	C - Sinah Lane WB	109	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	7.65	0.2	A
C-AB	0.06	7.10	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	87	558	0.156	86	0.2	7.629	A
C-AB	31	538	0.058	31	0.1	7.094	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	558	0.156	87	0.2	7.650	A
C-AB	31	538	0.058	31	0.1	7.100	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	558	0.156	87	0.2	7.650	A
C-AB	31	538	0.058	31	0.1	7.100	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	558	0.156	87	0.2	7.650	A
C-AB	31	538	0.058	31	0.1	7.100	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	558	0.156	87	0.2	7.650	A
C-AB	31	538	0.058	31	0.1	7.100	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	558	0.156	87	0.2	7.650	A
C-AB	31	538	0.058	31	0.1	7.100	A
C-A	109			109			
A-B	0			0			
A-C	145			145			

Existing Configuration - 2023 Baseline + CD + Dev, 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.50	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	2023 Baseline + CD + Dev	PM	FLAT	16:45	18:15	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 - Sinah Lane EB		✓	122	100.000
B - Site Access		✓	53	100.000
C - Sinah Lane WB		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	122
	B - Site Access	0	0	53
	C - Sinah Lane WB	162	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	7.06	0.1	A
C-AB	0.16	7.56	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.044	A
C-AB	90	566	0.159	89	0.2	7.539	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.055	A
C-AB	90	566	0.159	90	0.2	7.564	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.055	A
C-AB	90	566	0.159	90	0.2	7.564	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.055	A
C-AB	90	566	0.159	90	0.2	7.564	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.055	A
C-AB	90	566	0.159	90	0.2	7.564	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	563	0.094	53	0.1	7.055	A
C-AB	90	566	0.159	90	0.2	7.564	A
C-A	157			157			
A-B	0			0			
A-C	122			122			

Existing Configuration - 2028 Future Year + 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.34	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 period length (min)	Time segment length (min)
D5	2028 Future Year + 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 - Sinah Lane EB		✓	150	100.000
B - Site Access		✓	87	100.000
C - Sinah Lane WB		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	150
	B - Site Access	0	0	87
	C - Sinah Lane WB	113	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	7.67	0.2	A
C-AB	0.06	7.11	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	87	556	0.156	86	0.2	7.649	A
C-AB	32	538	0.059	31	0.1	7.106	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	556	0.156	87	0.2	7.670	A
C-AB	32	538	0.059	32	0.1	7.115	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	556	0.156	87	0.2	7.670	A
C-AB	32	538	0.059	32	0.1	7.112	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	556	0.156	87	0.2	7.670	A
C-AB	32	538	0.059	32	0.1	7.115	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	556	0.156	87	0.2	7.670	A
C-AB	32	538	0.059	32	0.1	7.115	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	556	0.156	87	0.2	7.670	A
C-AB	32	538	0.059	32	0.1	7.112	A
C-A	112			112			
A-B	0			0			
A-C	150			150			

Existing Configuration - 2028 Future Year + 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.44	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	2028 Future Year + Development	PM	FLAT	16:45	18:15	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 - Sinah Lane EB		✓	126	100.000
B - Site Access		✓	53	100.000
C - Sinah Lane WB		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	126
	B - Site Access	0	0	53
	C - Sinah Lane WB	168	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	7.07	0.1	A
C-AB	0.16	7.56	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.058	A
C-AB	90	566	0.159	89	0.2	7.538	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.069	A
C-AB	90	566	0.159	90	0.2	7.560	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.069	A
C-AB	90	566	0.159	90	0.2	7.560	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.069	A
C-AB	90	566	0.159	90	0.2	7.560	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.069	A
C-AB	90	566	0.159	90	0.2	7.560	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	562	0.094	53	0.1	7.069	A
C-AB	90	566	0.159	90	0.2	7.563	A
C-A	163			163			
A-B	0			0			
A-C	126			126			

Existing Configuration - 2036 Future Year + 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.25	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	2036 Future Year + 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 - Sinah Lane EB		✓	160	100.000
B - Site Access		✓	87	100.000
C - Sinah Lane WB		✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	160
	B - Site Access	0	0	87
	C - Sinah Lane WB	120	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	7.71	0.2	A
C-AB	0.06	7.14	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	87	554	0.157	86	0.2	7.699	A
C-AB	32	536	0.059	31	0.1	7.132	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	554	0.157	87	0.2	7.710	A
C-AB	32	536	0.059	32	0.1	7.137	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	554	0.157	87	0.2	7.710	A
C-AB	32	536	0.059	32	0.1	7.137	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	554	0.157	87	0.2	7.710	A
C-AB	32	536	0.059	32	0.1	7.137	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	554	0.157	87	0.2	7.710	A
C-AB	32	536	0.059	32	0.1	7.137	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	87	554	0.157	87	0.2	7.710	A
C-AB	32	536	0.059	32	0.1	7.137	A
C-A	119			119			
A-B	0			0			
A-C	160			160			

Existing Configuration - 2036 Future Year + 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	Sinah Lane/ Site Access	T-Junction	Two-way	2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2036 Future Year + Development	PM	FLAT	16:45	18:15	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 - Sinah Lane EB		✓	134	100.000
B - Site Access		✓	53	100.000
C - Sinah Lane WB		✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	0	0	134
	B - Site Access	0	0	53
	C - Sinah Lane WB	178	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Sinah Lane EB	B - Site Access	C - Sinah Lane WB
From	A - Sinah Lane EB	10	10	10
	B - Site Access	10	10	10
	C - Sinah Lane WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	7.10	0.1	A
C-AB	0.16	7.57	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.085	A
C-AB	90	566	0.160	90	0.2	7.552	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.096	A
C-AB	90	566	0.160	90	0.2	7.564	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.096	A
C-AB	90	566	0.160	90	0.2	7.567	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.096	A
C-AB	90	566	0.160	90	0.2	7.567	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.096	A
C-AB	90	566	0.160	90	0.2	7.564	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	560	0.095	53	0.1	7.096	A
C-AB	90	566	0.160	90	0.2	7.567	A
C-A	173			173			
A-B	0			0			
A-C	134			134			

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: Station Road West Lane.j9

Path: C:\Users\Preel\Desktop

Report generation date: 15/05/2018 11:52:25

-
- »Existing Configuration - 2018 Baseline, AM
 - »Existing Configuration - 2018 Baseline, PM
 - »Existing Configuration - 2023 Baseline , AM
 - »Existing Configuration - 2023 Baseline , PM
 - »Existing Configuration - 2023 Baseline + CD, AM
 - »Existing Configuration - 2023 Baseline + CD, PM
 - »Existing Configuration - 2023 Baseline + CD + Dev, AM
 - »Existing Configuration - 2023 Baseline + CD + Dev, PM
 - »Existing Configuration - 2028 Future Year, AM
 - »Existing Configuration - 2028 Future Year, PM
 - »Existing Configuration - 2028 Future Year + Development, AM
 - »Existing Configuration - 2028 Future Year + Development, PM
 - »Existing Configuration - 2036 Future Year, AM
 - »Existing Configuration - 2036 Future Year, PM
 - »Existing Configuration - 2036 Future Year + Development, AM
 - »Existing Configuration - 2036 Future Year + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2018 Baseline								
Stream B-AC	0.3	10.80	0.23	B	0.6	12.76	0.38	B
Stream C-AB	0.1	8.04	0.09	A	0.1	7.96	0.08	A
Existing Configuration - 2023 Baseline								
Stream B-AC	0.3	11.33	0.26	B	0.7	13.71	0.42	B
Stream C-AB	0.1	8.15	0.10	A	0.1	8.05	0.09	A
Existing Configuration - 2023 Baseline + CD								
Stream B-AC	0.3	11.33	0.26	B	0.7	13.71	0.42	B
Stream C-AB	0.1	8.15	0.10	A	0.1	8.05	0.09	A
Existing Configuration - 2023 Baseline + CD + Dev								
Stream B-AC	0.4	12.77	0.31	B	1.1	18.00	0.54	C
Stream C-AB	0.1	8.46	0.10	A	0.1	8.19	0.09	A
Existing Configuration - 2028 Future Year								
Stream B-AC	0.4	11.60	0.27	B	0.8	14.16	0.43	B
Stream C-AB	0.1	8.20	0.10	A	0.1	8.10	0.09	A
Existing Configuration - 2028 Future Year + Development								
Stream B-AC	0.5	13.09	0.32	B	1.2	18.87	0.55	C
Stream C-AB	0.1	8.52	0.10	A	0.1	8.22	0.09	A
Existing Configuration - 2036 Future Year								
Stream B-AC	0.4	12.11	0.29	B	0.9	15.20	0.47	C
Stream C-AB	0.1	8.29	0.11	A	0.1	8.19	0.10	A
Existing Configuration - 2036 Future Year + Development								
Stream B-AC	0.5	13.74	0.35	B	1.4	20.71	0.59	C
Stream C-AB	0.1	8.61	0.11	A	0.1	8.31	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	Sinah Lane
Location	Hayling Island
Site number	
Date	15/05/2018
Version	
Status	(new file)
Identifier	
Client	Barratt Homes
Jobnumber	041.0031
Enumerator	Shannon
Description	195 Units

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	2018 Baseline	AM	FLAT	07:45	09:15	90	15
D2	2018 Baseline	PM	FLAT	16:45	18:15	90	15
D3	2023 Baseline	AM	FLAT	07:45	09:15	90	15
D4	2023 Baseline	PM	FLAT	16:45	18:15	90	15
D5	2023 Baseline + CD	AM	FLAT	07:45	09:15	90	15
D6	2023 Baseline + CD	PM	FLAT	16:45	18:15	90	15
D7	2023 Baseline + CD + Dev	AM	FLAT	07:45	09:15	90	15
D8	2023 Baseline + CD + Dev	PM	FLAT	16:45	18:15	90	15
D9	2028 Future Year	AM	FLAT	07:45	09:15	90	15
D10	2028 Future Year	PM	FLAT	16:45	18:15	90	15
D11	2028 Future Year + Development	AM	FLAT	07:45	09:15	90	15
D12	2028 Future Year + Development	PM	FLAT	16:45	18:15	90	15
D13	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D14	2036 Future Year	PM	FLAT	16:45	18:15	90	15
D15	2036 Future Year + Development	AM	FLAT	07:45	09:15	90	15
D16	2036 Future Year + Development	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

Existing Configuration - 2018 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	Station Road/ West Lane	T-Junction	Two-way	2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Station Road EB		Major
B	West Lane		Minor
C	Station Road WB		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 - Station Road WB	6.50			25.0	✓	1.00

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 - West Lane	One lane	3.00	50	100

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	543	0.097	0.245	0.154	0.350
1	B-C	687	0.103	0.260	-	-
1	C-B	588	0.223	0.223	-	-

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	2018 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 - Station Road EB		✓	272	100.000
B - West Lane		✓	102	100.000
C - Station Road WB		✓	195	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	137	135
	B - West Lane	81	0	21
	C - Station Road WB	153	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	10.80	0.3	B
C-AB	0.09	8.04	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	102	435	0.234	101	0.3	10.725	B
C-AB	43	491	0.089	43	0.1	8.028	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	435	0.234	102	0.3	10.804	B
C-AB	43	491	0.089	43	0.1	8.043	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	435	0.234	102	0.3	10.804	B
C-AB	43	491	0.089	43	0.1	8.043	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	435	0.234	102	0.3	10.804	B
C-AB	43	491	0.089	43	0.1	8.043	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	435	0.234	102	0.3	10.804	B
C-AB	43	491	0.089	43	0.1	8.041	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	102	435	0.234	102	0.3	10.804	B
C-AB	43	491	0.089	43	0.1	8.043	A
C-A	152			152			
A-B	137			137			
A-C	135			135			

Existing Configuration - 2018 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	Station Road/ West Lane	T-Junction	Two-way	4.46	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	2018 Baseline	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	240	100.000
B - West Lane		✓	174	100.000
C - Station Road WB		✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	113	127
	B - West Lane	124	0	50
	C - Station Road WB	117	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.38	12.76	0.6	B
C-AB	0.08	7.96	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	456	0.381	172	0.6	12.551	B
C-AB	41	494	0.083	41	0.1	7.936	A
C-A	116			116			
A-B	113			113			
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	174	456	0.382	174	0.6	12.764	B
C-AB	41	494	0.083	41	0.1	7.954	A
C-A	116			116			
A-B	113			113			
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	174	456	0.382	174	0.6	12.765	B
C-AB	41	494	0.083	41	0.1	7.955	A
C-A	116			116			
A-B	113			113			
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	174	456	0.382	174	0.6	12.765	B
C-AB	41	494	0.083	41	0.1	7.955	A
C-A	116			116			
A-B	113			113			
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	174	456	0.382	174	0.6	12.765	B
C-AB	41	494	0.083	41	0.1	7.954	A
C-A	116			116			
A-B	113			113			
A-C	127			127			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	174	456	0.382	174	0.6	12.765	B
C-AB	41	494	0.083	41	0.1	7.954	A
C-A	116			116			
A-B	113			113			
A-C	127			127			

Existing Configuration - 2023 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	Station Road/ West Lane	T-Junction	Two-way	2.66	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	2023 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)

Am	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road EB		✓	295	100.000
B - West Lane		✓	111	100.000
C - Station Road WB		✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	149	146
	B - West Lane	88	0	23
	C - Station Road WB	166	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	11.33	0.3	B
C-AB	0.10	8.15	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	111	429	0.259	110	0.3	11.232	B
C-AB	47	489	0.096	46	0.1	8.130	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.147	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.147	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

Existing Configuration - 2023 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	Station Road/ West Lane	T-Junction	Two-way	4.76	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)
D4	2023 Baseline	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	259	100.000
B - West Lane		✓	188	100.000
C - Station Road WB		✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	122	137
	B - West Lane	134	0	54
	C - Station Road WB	126	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.42	13.71	0.7	B
C-AB	0.09	8.05	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	451	0.417	185	0.7	13.419	B
C-AB	44	491	0.090	44	0.1	8.040	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.707	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.710	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.053	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

Existing Configuration - 2023 Baseline + CD, 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	Station Road/ West Lane	T-Junction	Two-way	2.66	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	2023 Baseline + CD	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 - Station Road EB		✓	295	100.000
B - West Lane		✓	111	100.000
C - Station Road WB		✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	149	146
	B - West Lane	88	0	23
	C - Station Road WB	166	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.26	11.33	0.3	B
C-AB	0.10	8.15	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	111	429	0.259	110	0.3	11.232	B
C-AB	47	489	0.096	46	0.1	8.130	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.147	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.145	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	111	429	0.259	111	0.3	11.332	B
C-AB	47	489	0.096	47	0.1	8.147	A
C-A	164			164			
A-B	149			149			
A-C	146			146			

Existing Configuration - 2023 Baseline + CD, 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	Station Road/ West Lane	T-Junction	Two-way	4.76	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)
D6	2023 Baseline + CD	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	259	100.000
B - West Lane		✓	188	100.000
C - Station Road WB		✓	169	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	122	137
	B - West Lane	134	0	54
	C - Station Road WB	126	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.42	13.71	0.7	B
C-AB	0.09	8.05	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	451	0.417	185	0.7	13.419	B
C-AB	44	491	0.090	44	0.1	8.040	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.707	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.710	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

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	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.054	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	188	451	0.417	188	0.7	13.713	B
C-AB	44	491	0.090	44	0.1	8.053	A
C-A	125			125			
A-B	122			122			
A-C	137			137			

Existing Configuration - 2023 Baseline + CD + Dev, 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	Station Road/ West Lane	T-Junction	Two-way	2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2023 Baseline + CD + Dev	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 - Station Road EB		✓	378	100.000
B - West Lane		✓	127	100.000
C - Station Road WB		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	192	186
	B - West Lane	104	0	23
	C - Station Road WB	180	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	12.77	0.4	B
C-AB	0.10	8.46	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	127	409	0.310	125	0.4	12.606	B
C-AB	47	473	0.100	47	0.1	8.442	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	409	0.311	127	0.4	12.766	B
C-AB	47	473	0.100	47	0.1	8.459	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	409	0.311	127	0.4	12.768	B
C-AB	47	473	0.100	47	0.1	8.460	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	409	0.311	127	0.4	12.768	B
C-AB	47	473	0.100	47	0.1	8.459	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	409	0.311	127	0.4	12.768	B
C-AB	47	473	0.100	47	0.1	8.460	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	127	409	0.311	127	0.4	12.768	B
C-AB	47	473	0.100	47	0.1	8.459	A
C-A	178			178			
A-B	192			192			
A-C	186			186			

Existing Configuration - 2023 Baseline + CD + Dev, 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	Station Road/ West Lane	T-Junction	Two-way	6.06	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	2023 Baseline + CD + Dev	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	309	100.000
B - West Lane		✓	230	100.000
C - Station Road WB		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	148	161
	B - West Lane	176	0	54
	C - Station Road WB	162	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.54	18.00	1.1	C
C-AB	0.09	8.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	430	0.535	226	1.1	17.264	C
C-AB	45	485	0.092	44	0.1	8.169	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

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	430	0.535	230	1.1	17.979	C
C-AB	45	485	0.092	45	0.1	8.184	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

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	430	0.535	230	1.1	17.993	C
C-AB	45	485	0.092	45	0.1	8.184	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

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	430	0.535	230	1.1	17.998	C
C-AB	45	485	0.092	45	0.1	8.184	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

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	430	0.535	230	1.1	18.002	C
C-AB	45	485	0.092	45	0.1	8.185	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	230	430	0.535	230	1.1	18.003	C
C-AB	45	485	0.092	45	0.1	8.184	A
C-A	160			160			
A-B	148			148			
A-C	161			161			

Existing Configuration - 2028 Future Year, 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	Station Road/ West Lane	T-Junction	Two-way	2.71	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	2028 Future Year	AM	FLAT	07:45	09:15	90	15

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

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Station Road EB		✓	306	100.000
B - West Lane		✓	115	100.000
C - Station Road WB		✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	154	152
	B - West Lane	91	0	24
	C - Station Road WB	172	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.27	11.60	0.4	B
C-AB	0.10	8.20	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	115	426	0.270	114	0.4	11.488	B
C-AB	49	488	0.101	49	0.1	8.186	A
C-A	170			170			
A-B	154			154			
A-C	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-AC	115	425	0.270	115	0.4	11.598	B
C-AB	49	488	0.101	49	0.1	8.202	A
C-A	170			170			
A-B	154			154			
A-C	152			152			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	115	425	0.270	115	0.4	11.598	B
C-AB	49	488	0.101	49	0.1	8.202	A
C-A	170			170			
A-B	154			154			
A-C	152			152			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	115	425	0.270	115	0.4	11.598	B
C-AB	49	488	0.101	49	0.1	8.204	A
C-A	170			170			
A-B	154			154			
A-C	152			152			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	115	425	0.270	115	0.4	11.598	B
C-AB	49	488	0.101	49	0.1	8.202	A
C-A	170			170			
A-B	154			154			
A-C	152			152			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	115	425	0.270	115	0.4	11.598	B
C-AB	49	488	0.101	49	0.1	8.202	A
C-A	170			170			
A-B	154			154			
A-C	152			152			

Existing Configuration - 2028 Future Year, 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	Station Road/ West Lane	T-Junction	Two-way	4.90	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)
D10	2028 Future Year	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	268	100.000
B - West Lane		✓	194	100.000
C - Station Road WB		✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	126	142
	B - West Lane	138	0	56
	C - Station Road WB	130	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.43	14.16	0.8	B
C-AB	0.09	8.10	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	191	0.7	13.840	B
C-AB	45	490	0.093	45	0.1	8.080	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	194	0.8	14.151	B
C-AB	45	490	0.093	45	0.1	8.094	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	194	0.8	14.157	B
C-AB	45	490	0.093	45	0.1	8.094	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	194	0.8	14.157	B
C-AB	45	490	0.093	45	0.1	8.096	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	194	0.8	14.160	B
C-AB	45	490	0.093	45	0.1	8.096	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	194	448	0.433	194	0.8	14.160	B
C-AB	45	490	0.093	45	0.1	8.094	A
C-A	129			129			
A-B	126			126			
A-C	142			142			

Existing Configuration - 2028 Future Year + 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	Station Road/ West Lane	T-Junction	Two-way	2.84	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)
D11	2028 Future Year + 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 - Station Road EB		✓	388	100.000
B - West Lane		✓	131	100.000
C - Station Road WB		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	197	191
	B - West Lane	107	0	24
	C - Station Road WB	186	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	13.09	0.5	B
C-AB	0.10	8.52	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	131	406	0.323	129	0.5	12.913	B
C-AB	50	472	0.105	49	0.1	8.495	A
C-A	183			183			
A-B	197			197			
A-C	191			191			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	131	406	0.323	131	0.5	13.089	B
C-AB	50	472	0.105	50	0.1	8.514	A
C-A	183			183			
A-B	197			197			
A-C	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-AC	131	406	0.323	131	0.5	13.092	B
C-AB	50	472	0.105	50	0.1	8.516	A
C-A	183			183			
A-B	197			197			
A-C	191			191			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	131	406	0.323	131	0.5	13.092	B
C-AB	50	472	0.105	50	0.1	8.516	A
C-A	183			183			
A-B	197			197			
A-C	191			191			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	131	406	0.323	131	0.5	13.092	B
C-AB	50	472	0.105	50	0.1	8.516	A
C-A	183			183			
A-B	197			197			
A-C	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-AC	131	406	0.323	131	0.5	13.092	B
C-AB	50	472	0.105	50	0.1	8.516	A
C-A	183			183			
A-B	197			197			
A-C	191			191			

Existing Configuration - 2028 Future Year + 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	Station Road/ West Lane	T-Junction	Two-way	6.34	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 period length (min)	Time segment length (min)
D12	2028 Future Year + Development	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	317	100.000
B - West Lane		✓	237	100.000
C - Station Road WB		✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	152	165
	B - West Lane	181	0	56
	C - Station Road WB	167	44	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.55	18.87	1.2	C
C-AB	0.09	8.22	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	232	1.2	18.005	C
C-AB	46	484	0.095	45	0.1	8.204	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	237	1.2	18.838	C
C-AB	46	484	0.095	46	0.1	8.221	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	237	1.2	18.856	C
C-AB	46	484	0.095	46	0.1	8.221	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	237	1.2	18.864	C
C-AB	46	484	0.095	46	0.1	8.221	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	237	1.2	18.867	C
C-AB	46	484	0.095	46	0.1	8.221	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	237	428	0.554	237	1.2	18.869	C
C-AB	46	484	0.095	46	0.1	8.221	A
C-A	165			165			
A-B	152			152			
A-C	165			165			

Existing Configuration - 2036 Future Year, 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	Station Road/ West Lane	T-Junction	Two-way	2.82	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)
D13	2036 Future Year	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 - Station Road EB		✓	324	100.000
B - West Lane		✓	122	100.000
C - Station Road WB		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	163	161
	B - West Lane	97	0	25
	C - Station Road WB	183	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.29	12.11	0.4	B
C-AB	0.11	8.29	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	122	419	0.291	120	0.4	11.979	B
C-AB	53	487	0.108	52	0.1	8.271	A
C-A	180			180			
A-B	163			163			
A-C	161			161			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	419	0.291	122	0.4	12.108	B
C-AB	53	487	0.108	53	0.1	8.291	A
C-A	180			180			
A-B	163			163			
A-C	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-AC	122	419	0.291	122	0.4	12.111	B
C-AB	53	487	0.108	53	0.1	8.290	A
C-A	180			180			
A-B	163			163			
A-C	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-AC	122	419	0.291	122	0.4	12.111	B
C-AB	53	487	0.108	53	0.1	8.291	A
C-A	180			180			
A-B	163			163			
A-C	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-AC	122	419	0.291	122	0.4	12.111	B
C-AB	53	487	0.108	53	0.1	8.290	A
C-A	180			180			
A-B	163			163			
A-C	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-AC	122	419	0.291	122	0.4	12.111	B
C-AB	53	487	0.108	53	0.1	8.291	A
C-A	180			180			
A-B	163			163			
A-C	161			161			

Existing Configuration - 2036 Future Year, 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	Station Road/ West Lane	T-Junction	Two-way	5.22	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)
D14	2036 Future Year	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	285	100.000
B - West Lane		✓	206	100.000
C - Station Road WB		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	134	151
	B - West Lane	147	0	59
	C - Station Road WB	139	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.47	15.20	0.9	C
C-AB	0.10	8.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	203	0.8	14.788	B
C-AB	49	488	0.100	48	0.1	8.169	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	206	0.9	15.191	C
C-AB	49	488	0.100	49	0.1	8.186	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	206	0.9	15.197	C
C-AB	49	488	0.100	49	0.1	8.187	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	206	0.9	15.200	C
C-AB	49	488	0.100	49	0.1	8.186	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	206	0.9	15.200	C
C-AB	49	488	0.100	49	0.1	8.186	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	206	443	0.465	206	0.9	15.203	C
C-AB	49	488	0.100	49	0.1	8.187	A
C-A	137			137			
A-B	134			134			
A-C	151			151			

Existing Configuration - 2036 Future Year + 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	Station Road/ West Lane	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)
D15	2036 Future Year + 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 - Station Road EB		✓	407	100.000
B - West Lane		✓	138	100.000
C - Station Road WB		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	207	200
	B - West Lane	113	0	25
	C - Station Road WB	197	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	13.74	0.5	B
C-AB	0.11	8.61	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	138	400	0.345	136	0.5	13.529	B
C-AB	53	471	0.113	53	0.1	8.588	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	400	0.345	138	0.5	13.741	B
C-AB	53	471	0.113	53	0.1	8.611	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	400	0.345	138	0.5	13.744	B
C-AB	53	471	0.113	53	0.1	8.611	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	400	0.345	138	0.5	13.744	B
C-AB	53	471	0.113	53	0.1	8.611	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	400	0.345	138	0.5	13.744	B
C-AB	53	471	0.113	53	0.1	8.609	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	138	400	0.345	138	0.5	13.744	B
C-AB	53	471	0.113	53	0.1	8.611	A
C-A	194			194			
A-B	207			207			
A-C	200			200			

Existing Configuration - 2036 Future Year + 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	Station Road/ West Lane	T-Junction	Two-way	6.91	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)
D16	2036 Future Year + Development	PM	FLAT	16:45	18:15	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 - Station Road EB		✓	334	100.000
B - West Lane		✓	249	100.000
C - Station Road WB		✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	0	160	174
	B - West Lane	190	0	59
	C - Station Road WB	175	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Station Road EB	B - West Lane	C - Station Road WB
From	A - Station Road EB	10	10	10
	B - West Lane	10	10	10
	C - Station Road WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.59	20.71	1.4	C
C-AB	0.10	8.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	244	1.4	19.478	C
C-AB	49	482	0.102	49	0.1	8.293	A
C-A	173			173			
A-B	160			160			
A-C	174			174			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	249	1.4	20.661	C
C-AB	49	482	0.102	49	0.1	8.312	A
C-A	173			173			
A-B	160			160			
A-C	174			174			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	249	1.4	20.691	C
C-AB	49	482	0.102	49	0.1	8.312	A
C-A	173			173			
A-B	160			160			
A-C	174			174			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	249	1.4	20.701	C
C-AB	49	482	0.102	49	0.1	8.310	A
C-A	173			173			
A-B	160			160			
A-C	174			174			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	249	1.4	20.707	C
C-AB	49	482	0.102	49	0.1	8.312	A
C-A	173			173			
A-B	160			160			
A-C	174			174			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	249	423	0.589	249	1.4	20.711	C
C-AB	49	482	0.102	49	0.1	8.310	A
C-A	173			173			
A-B	160			160			
A-C	174			174			