

Appendix N

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

Path: C:\Users\Preel\Desktop

Report generation date: 15/05/2018 12:02:53

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- »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	10.95	0.24	B	0.8	14.31	0.45	B
Stream C-AB	0.2	8.63	0.19	A	0.1	7.46	0.08	A
Existing Configuration - 2023 Baseline								
Stream B-AC	0.4	11.43	0.27	B	0.9	15.44	0.49	C
Stream C-AB	0.3	8.85	0.20	A	0.1	7.54	0.08	A
Existing Configuration - 2023 Baseline + CD								
Stream B-AC	0.4	11.43	0.27	B	0.9	15.44	0.49	C
Stream C-AB	0.3	8.85	0.20	A	0.1	7.54	0.08	A
Existing Configuration - 2023 Baseline + CD + Dev								
Stream B-AC	0.4	12.35	0.31	B	1.3	19.19	0.58	C
Stream C-AB	0.3	9.04	0.21	A	0.1	7.55	0.09	A
Existing Configuration - 2028 Future Year								
Stream B-AC	0.4	11.66	0.28	B	1.0	16.07	0.50	C
Stream C-AB	0.3	8.95	0.21	A	0.1	7.56	0.09	A
Existing Configuration - 2028 Future Year + Development								
Stream B-AC	0.5	12.55	0.31	B	1.4	20.01	0.59	C
Stream C-AB	0.3	9.14	0.22	A	0.1	7.57	0.09	A
Existing Configuration - 2036 Future Year								
Stream B-AC	0.4	12.10	0.30	B	1.2	17.43	0.54	C
Stream C-AB	0.3	9.16	0.23	A	0.1	7.63	0.09	A
Existing Configuration - 2036 Future Year + Development								
Stream B-AC	0.5	13.06	0.33	B	1.7	22.16	0.63	C
Stream C-AB	0.3	9.37	0.23	A	0.1	7.64	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	West Lane/ Newtown Road	T-Junction	Two-way	4.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	West Lane EB		Major
B	West Lane SB		Minor
C	Newtown Road		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 - Newtown Road	6.00			25.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - West Lane SB	One lane	3.00	20	20

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	494	0.090	0.227	0.143	0.325
1	B-C	637	0.098	0.247	-	-
1	C-B	588	0.228	0.228	-	-

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 - West Lane EB		✓	188	100.000
B - West Lane SB		✓	106	100.000
C - Newtown Road		✓	120	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	139	49
	B - West Lane SB	70	0	36
	C - Newtown Road	30	90	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	10.95	0.3	B
C-AB	0.19	8.63	0.2	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	106	435	0.244	105	0.3	10.864	B
C-AB	96	513	0.186	95	0.2	8.587	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	435	0.244	106	0.3	10.953	B
C-AB	96	513	0.186	96	0.2	8.626	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	435	0.244	106	0.3	10.953	B
C-AB	96	513	0.186	96	0.2	8.626	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	435	0.244	106	0.3	10.953	B
C-AB	96	513	0.186	96	0.2	8.626	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	435	0.244	106	0.3	10.953	B
C-AB	96	513	0.186	96	0.2	8.625	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	106	435	0.244	106	0.3	10.953	B
C-AB	96	513	0.186	96	0.2	8.626	A
C-A	24			24			
A-B	139			139			
A-C	49			49			

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	West Lane/ Newtown Road	T-Junction	Two-way	7.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
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 - West Lane EB		✓	158	100.000
B - West Lane SB		✓	204	100.000
C - Newtown Road		✓	73	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	127	31
	B - West Lane SB	131	0	73
	C - Newtown Road	35	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.45	14.31	0.8	B
C-AB	0.08	7.46	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	204	456	0.448	201	0.8	13.968	B
C-AB	41	523	0.078	40	0.1	7.451	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	456	0.448	204	0.8	14.301	B
C-AB	41	523	0.078	41	0.1	7.460	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	456	0.448	204	0.8	14.307	B
C-AB	41	523	0.078	41	0.1	7.460	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	456	0.448	204	0.8	14.307	B
C-AB	41	523	0.078	41	0.1	7.463	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	456	0.448	204	0.8	14.310	B
C-AB	41	523	0.078	41	0.1	7.463	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	204	456	0.448	204	0.8	14.310	B
C-AB	41	523	0.078	41	0.1	7.463	A
C-A	32			32			
A-B	127			127			
A-C	31			31			

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	West Lane/ Newtown Road	T-Junction	Two-way	4.98	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)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West Lane EB		✓	204	100.000
B - West Lane SB		✓	115	100.000
C - Newtown Road		✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	151	53
	B - West Lane SB	76	0	39
	C - Newtown Road	33	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	11.43	0.4	B
C-AB	0.20	8.85	0.3	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	430	0.267	114	0.4	11.317	B
C-AB	105	512	0.205	104	0.3	8.805	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.852	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.852	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.853	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.853	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.851	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	West Lane/ Newtown Road	T-Junction	Two-way	7.95	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 - West Lane EB		✓	171	100.000
B - West Lane SB		✓	220	100.000
C - Newtown Road		✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	137	34
	B - West Lane SB	141	0	79
	C - Newtown Road	37	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.49	15.44	0.9	C
C-AB	0.08	7.54	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	220	453	0.485	216	0.9	14.983	B
C-AB	44	522	0.085	44	0.1	7.527	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.429	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.437	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.440	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.442	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.442	C
C-AB	44	522	0.085	44	0.1	7.540	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

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	West Lane/ Newtown Road	T-Junction	Two-way	4.98	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 - West Lane EB		✓	204	100.000
B - West Lane SB		✓	115	100.000
C - Newtown Road		✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	151	53
	B - West Lane SB	76	0	39
	C - Newtown Road	33	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	11.43	0.4	B
C-AB	0.20	8.85	0.3	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	430	0.267	114	0.4	11.317	B
C-AB	105	512	0.205	104	0.3	8.805	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.852	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.852	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.853	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.853	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	430	0.267	115	0.4	11.427	B
C-AB	105	512	0.205	105	0.3	8.851	A
C-A	26			26			
A-B	151			151			
A-C	53			53			

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	West Lane/ Newtown Road	T-Junction	Two-way	7.95	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 - West Lane EB		✓	171	100.000
B - West Lane SB		✓	220	100.000
C - Newtown Road		✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	137	34
	B - West Lane SB	141	0	79
	C - Newtown Road	37	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.49	15.44	0.9	C
C-AB	0.08	7.54	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	220	453	0.485	216	0.9	14.983	B
C-AB	44	522	0.085	44	0.1	7.527	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.429	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.437	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.440	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.442	C
C-AB	44	522	0.085	44	0.1	7.537	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	220	453	0.486	220	0.9	15.442	C
C-AB	44	522	0.085	44	0.1	7.540	A
C-A	34			34			
A-B	137			137			
A-C	34			34			

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	West Lane/ Newtown Road	T-Junction	Two-way	4.97	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)
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 - West Lane EB		✓	248	100.000
B - West Lane SB		✓	128	100.000
C - Newtown Road		✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	186	62
	B - West Lane SB	89	0	39
	C - Newtown Road	36	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	12.35	0.4	B
C-AB	0.21	9.04	0.3	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	128	420	0.305	126	0.4	12.202	B
C-AB	106	504	0.209	104	0.3	8.991	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	419	0.305	128	0.4	12.351	B
C-AB	106	504	0.210	106	0.3	9.041	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	419	0.305	128	0.4	12.354	B
C-AB	106	504	0.210	106	0.3	9.040	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	419	0.305	128	0.4	12.354	B
C-AB	106	504	0.210	106	0.3	9.042	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	419	0.305	128	0.4	12.354	B
C-AB	106	504	0.210	106	0.3	9.040	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	128	419	0.305	128	0.4	12.354	B
C-AB	106	504	0.210	106	0.3	9.042	A
C-A	28			28			
A-B	186			186			
A-C	62			62			

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	West Lane/ Newtown Road	T-Junction	Two-way	9.71	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)
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 - West Lane EB		✓	197	100.000
B - West Lane SB		✓	255	100.000
C - Newtown Road		✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	158	39
	B - West Lane SB	176	0	79
	C - Newtown Road	46	41	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.58	19.19	1.3	C
C-AB	0.09	7.55	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	255	443	0.576	250	1.3	18.226	C
C-AB	45	522	0.086	45	0.1	7.537	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	255	442	0.576	255	1.3	19.153	C
C-AB	45	522	0.086	45	0.1	7.542	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	255	442	0.576	255	1.3	19.176	C
C-AB	45	522	0.086	45	0.1	7.545	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	255	442	0.576	255	1.3	19.185	C
C-AB	45	522	0.086	45	0.1	7.543	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	255	442	0.576	255	1.3	19.189	C
C-AB	45	522	0.086	45	0.1	7.543	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	255	442	0.576	255	1.3	19.191	C
C-AB	45	522	0.086	45	0.1	7.545	A
C-A	42			42			
A-B	158			158			
A-C	39			39			

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	West Lane/ Newtown Road	T-Junction	Two-way	5.07	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)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West Lane EB		✓	211	100.000
B - West Lane SB		✓	119	100.000
C - Newtown Road		✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	156	55
	B - West Lane SB	79	0	40
	C - Newtown Road	34	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.28	11.66	0.4	B
C-AB	0.21	8.95	0.3	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	119	428	0.278	117	0.4	11.540	B
C-AB	108	511	0.212	107	0.3	8.897	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	428	0.278	119	0.4	11.660	B
C-AB	108	511	0.212	108	0.3	8.947	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	428	0.278	119	0.4	11.660	B
C-AB	108	511	0.212	108	0.3	8.947	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	428	0.278	119	0.4	11.661	B
C-AB	108	511	0.212	108	0.3	8.946	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	428	0.278	119	0.4	11.661	B
C-AB	108	511	0.212	108	0.3	8.946	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	119	428	0.278	119	0.4	11.661	B
C-AB	108	511	0.212	108	0.3	8.946	A
C-A	27			27			
A-B	156			156			
A-C	55			55			

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	West Lane/ Newtown Road	T-Junction	Two-way	8.25	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)
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 - West Lane EB		✓	177	100.000
B - West Lane SB		✓	228	100.000
C - Newtown Road		✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	142	35
	B - West Lane SB	146	0	82
	C - Newtown Road	39	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	16.07	1.0	C
C-AB	0.09	7.56	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	228	452	0.504	224	1.0	15.538	C
C-AB	45	522	0.087	45	0.1	7.539	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	228	452	0.504	228	1.0	16.052	C
C-AB	45	522	0.087	45	0.1	7.556	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	228	452	0.504	228	1.0	16.063	C
C-AB	45	522	0.087	45	0.1	7.559	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	228	452	0.504	228	1.0	16.067	C
C-AB	45	522	0.087	45	0.1	7.559	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	228	452	0.504	228	1.0	16.068	C
C-AB	45	522	0.087	45	0.1	7.556	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	228	452	0.504	228	1.0	16.070	C
C-AB	45	522	0.087	45	0.1	7.556	A
C-A	36			36			
A-B	142			142			
A-C	35			35			

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	West Lane/ Newtown Road	T-Junction	Two-way	5.05	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 - West Lane EB		✓	254	100.000
B - West Lane SB		✓	131	100.000
C - Newtown Road		✓	138	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
	From			
	A - West Lane EB	0	191	63
	B - West Lane SB	91	0	40
	C - Newtown Road	37	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
	From			
	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	12.55	0.5	B
C-AB	0.22	9.14	0.3	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	418	0.313	129	0.4	12.388	B
C-AB	109	503	0.217	108	0.3	9.083	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	418	0.314	131	0.5	12.548	B
C-AB	109	503	0.217	109	0.3	9.136	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	418	0.314	131	0.5	12.551	B
C-AB	109	503	0.217	109	0.3	9.134	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	418	0.314	131	0.5	12.551	B
C-AB	109	503	0.217	109	0.3	9.134	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	418	0.314	131	0.5	12.551	B
C-AB	109	503	0.217	109	0.3	9.136	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	418	0.314	131	0.5	12.551	B
C-AB	109	503	0.217	109	0.3	9.134	A
C-A	29			29			
A-B	191			191			
A-C	63			63			

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	West Lane/ Newtown Road	T-Junction	Two-way	10.09	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
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 - West Lane EB		✓	203	100.000
B - West Lane SB		✓	262	100.000
C - Newtown Road		✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	163	40
	B - West Lane SB	180	0	82
	C - Newtown Road	47	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	20.01	1.4	C
C-AB	0.09	7.57	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	262	442	0.593	256	1.4	18.900	C
C-AB	46	522	0.088	46	0.1	7.558	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	262	442	0.593	262	1.4	19.962	C
C-AB	46	522	0.089	46	0.1	7.571	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	262	442	0.593	262	1.4	19.991	C
C-AB	46	522	0.089	46	0.1	7.575	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	262	442	0.593	262	1.4	20.001	C
C-AB	46	522	0.089	46	0.1	7.575	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	262	442	0.593	262	1.4	20.005	C
C-AB	46	522	0.089	46	0.1	7.572	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	262	442	0.593	262	1.4	20.009	C
C-AB	46	522	0.089	46	0.1	7.575	A
C-A	43			43			
A-B	163			163			
A-C	40			40			

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	West Lane/ Newtown Road	T-Junction	Two-way	5.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - West Lane EB		✓	224	100.000
B - West Lane SB		✓	126	100.000
C - Newtown Road		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	166	58
	B - West Lane SB	84	0	42
	C - Newtown Road	36	108	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	12.10	0.4	B
C-AB	0.23	9.16	0.3	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	126	424	0.297	124	0.4	11.956	B
C-AB	116	509	0.228	115	0.3	9.107	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	424	0.298	126	0.4	12.097	B
C-AB	116	509	0.228	116	0.3	9.162	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	424	0.298	126	0.4	12.099	B
C-AB	116	509	0.228	116	0.3	9.163	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	424	0.298	126	0.4	12.099	B
C-AB	116	509	0.228	116	0.3	9.163	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	424	0.298	126	0.4	12.099	B
C-AB	116	509	0.228	116	0.3	9.165	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	126	424	0.298	126	0.4	12.099	B
C-AB	116	509	0.228	116	0.3	9.163	A
C-A	28			28			
A-B	166			166			
A-C	58			58			

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	West Lane/ Newtown Road	T-Junction	Two-way	8.92	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 - West Lane EB		✓	188	100.000
B - West Lane SB		✓	243	100.000
C - Newtown Road		✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	151	37
	B - West Lane SB	156	0	87
	C - Newtown Road	41	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	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	17.43	1.2	C
C-AB	0.09	7.63	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	243	450	0.541	238	1.1	16.723	C
C-AB	49	521	0.094	48	0.1	7.615	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	243	449	0.541	243	1.2	17.408	C
C-AB	49	521	0.094	49	0.1	7.631	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	243	449	0.541	243	1.2	17.424	C
C-AB	49	521	0.094	49	0.1	7.631	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	243	449	0.541	243	1.2	17.426	C
C-AB	49	521	0.094	49	0.1	7.629	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	243	449	0.541	243	1.2	17.431	C
C-AB	49	521	0.094	49	0.1	7.629	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	243	449	0.541	243	1.2	17.432	C
C-AB	49	521	0.094	49	0.1	7.632	A
C-A	37			37			
A-B	151			151			
A-C	37			37			

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	West Lane/ Newtown Road	T-Junction	Two-way	5.25	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)
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 - West Lane EB		✓	268	100.000
B - West Lane SB		✓	138	100.000
C - Newtown Road		✓	147	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	201	67
	B - West Lane SB	96	0	42
	C - Newtown Road	39	108	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	13.06	0.5	B
C-AB	0.23	9.37	0.3	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	414	0.333	136	0.5	12.867	B
C-AB	117	502	0.233	116	0.3	9.307	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	414	0.334	138	0.5	13.059	B
C-AB	117	502	0.234	117	0.3	9.369	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	414	0.334	138	0.5	13.061	B
C-AB	117	502	0.234	117	0.3	9.369	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	414	0.334	138	0.5	13.061	B
C-AB	117	502	0.234	117	0.3	9.368	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	414	0.334	138	0.5	13.061	B
C-AB	117	502	0.234	117	0.3	9.369	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	414	0.334	138	0.5	13.061	B
C-AB	117	502	0.234	117	0.3	9.370	A
C-A	30			30			
A-B	201			201			
A-C	67			67			

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	West Lane/ Newtown Road	T-Junction	Two-way	11.11	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
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 - West Lane EB		✓	215	100.000
B - West Lane SB		✓	277	100.000
C - Newtown Road		✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	0	172	43
	B - West Lane SB	190	0	87
	C - Newtown Road	50	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Lane EB	B - West Lane SB	C - Newtown Road
From	A - West Lane EB	10	10	10
	B - West Lane SB	10	10	10
	C - Newtown Road	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.63	22.16	1.7	C
C-AB	0.10	7.64	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	277	439	0.630	271	1.6	20.629	C
C-AB	50	521	0.096	49	0.1	7.625	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	439	0.631	277	1.7	22.087	C
C-AB	50	521	0.096	50	0.1	7.642	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	439	0.631	277	1.7	22.135	C
C-AB	50	521	0.096	50	0.1	7.642	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	439	0.631	277	1.7	22.153	C
C-AB	50	521	0.096	50	0.1	7.642	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	439	0.631	277	1.7	22.161	C
C-AB	50	521	0.096	50	0.1	7.639	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	439	0.631	277	1.7	22.164	C
C-AB	50	521	0.096	50	0.1	7.639	A
C-A	45			45			
A-B	172			172			
A-C	43			43			

Appendix O

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: West Lane Havant Road Flat (40-10).j9

Path: C:\Users\Cad PC\Desktop

Report generation date: 19/06/2018 09:03:29

-
- »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 Baseline + CD, AM
 - »Existing Configuration - 2028 Baseline + CD, PM
 - »Existing Configuration - 2028 Baseline + CD + Development, AM
 - »Existing Configuration - 2028 Baseline + CD + Development, PM
 - »Existing Configuration - 2036 Future Year, AM
 - »Existing Configuration - 2036 Future Year , PM
 - »Existing Configuration - 2036 Future Year + CD, AM
 - »Existing Configuration - 2036 Future Year + CD, 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	2.4	35.72	0.71	E	0.6	15.07	0.39	C
Stream C-AB	0.3	9.84	0.18	A	2.3	8.29	0.51	A
Existing Configuration - 2023 Baseline								
Stream B-AC	3.9	55.35	0.81	F	0.8	16.84	0.44	C
Stream C-AB	0.3	10.03	0.20	B	3.2	8.68	0.56	A
Existing Configuration - 2023 Baseline + CD								
Stream B-AC	4.1	58.04	0.81	F	0.8	17.01	0.44	C
Stream C-AB	0.3	10.07	0.20	B	3.3	8.67	0.57	A
Existing Configuration - 2023 Baseline + CD + Dev								
Stream B-AC	10.3	130.90	0.93	F	0.9	18.49	0.49	C
Stream C-AB	0.5	10.21	0.25	B	5.5	10.51	0.66	B
Existing Configuration - 2028 Future Year								
Stream B-AC	6.2	84.32	0.87	F	0.9	18.46	0.47	C
Stream C-AB	0.4	10.14	0.22	B	4.1	9.13	0.60	A
Existing Configuration - 2028 Baseline + CD								
Stream B-AC	6.6	90.26	0.88	F	0.9	18.68	0.47	C
Stream C-AB	0.4	10.18	0.22	B	4.2	9.13	0.61	A
Existing Configuration - 2028 Baseline + CD + Development								
Stream B-AC	22.9	275.84	1.01	F	1.1	20.12	0.52	C
Stream C-AB	0.4	10.20	0.22	B	7.3	11.63	0.70	B
Existing Configuration - 2036 Future Year								
Stream B-AC	13.0	169.37	0.96	F	1.0	20.76	0.51	C
Stream C-AB	0.5	10.24	0.24	B	5.5	9.89	0.65	A
Existing Configuration - 2036 Future Year + CD								
Stream B-AC	14.5	187.53	0.97	F	1.1	21.10	0.52	C
Stream C-AB	0.5	10.28	0.24	B	5.7	9.91	0.65	A
Existing Configuration - 2036 Future Year + Development								
Stream B-AC	52.4	609.11	1.10	F	1.2	22.35	0.56	C
Stream C-AB	0.7	10.44	0.29	B	10.3	13.99	0.75	B

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

File summary

File Description

Title	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 Baseline + CD	AM	FLAT	07:45	09:15	90	15
D12	2028 Baseline + CD	PM	FLAT	16:45	18:15	90	15
D13	2028 Baseline + CD + Development	AM	FLAT	07:45	09:15	90	15
D14	2028 Baseline + CD + Development	PM	FLAT	16:45	18:15	90	15
D15	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D16	2036 Future Year	PM	FLAT	16:45	18:15	90	15
D17	2036 Future Year + CD	AM	FLAT	07:45	09:15	90	15
D18	2036 Future Year + CD	PM	FLAT	16:45	18:15	90	15
D19	2036 Future Year + Development	AM	FLAT	07:45	09:15	90	15
D20	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	West Lane/ Havant Road	T-Junction	Two-way	5.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Havant Road WB		Major
B	West Lane		Minor
C	Havant Road EB		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 - Havant Road EB	7.00			40.0	✓	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	2.50	85	10

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	484	0.084	0.213	0.134	0.305
1	B-C	599	0.088	0.222	-	-
1	C-B	597	0.221	0.221	-	-

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 - Havant Road WB		✓	894	100.000
B - West Lane		✓	244	100.000
C - Havant Road EB		✓	544	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	894
	B - West Lane	1	0	243
	C - Havant Road EB	483	61	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.71	35.72	2.4	E
C-AB	0.18	9.84	0.3	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	244	344	0.709	235	2.2	31.005	D
C-AB	79	445	0.177	78	0.3	9.783	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	344	0.709	244	2.3	35.270	E
C-AB	79	445	0.177	79	0.3	9.840	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	344	0.709	244	2.3	35.535	E
C-AB	79	445	0.177	79	0.3	9.841	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	344	0.709	244	2.4	35.635	E
C-AB	79	445	0.177	79	0.3	9.841	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	344	0.709	244	2.4	35.690	E
C-AB	79	445	0.177	79	0.3	9.840	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	244	344	0.709	244	2.4	35.723	E
C-AB	79	445	0.177	79	0.3	9.840	A
C-A	465			465			
A-B	0			0			
A-C	894			894			

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	West Lane/ Havant Road	T-Junction	Two-way	3.13	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 - Havant Road WB		✓	658	100.000
B - West Lane		✓	153	100.000
C - Havant Road EB		✓	1132	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	657
	B - West Lane	1	0	152
	C - Havant Road EB	931	201	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	15.07	0.6	C
C-AB	0.51	8.29	2.3	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	153	392	0.390	151	0.6	14.760	B
C-AB	455	898	0.506	446	2.2	7.970	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	392	0.390	153	0.6	15.064	C
C-AB	455	898	0.506	454	2.2	8.276	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	392	0.390	153	0.6	15.067	C
C-AB	455	898	0.506	454	2.3	8.287	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	392	0.390	153	0.6	15.071	C
C-AB	455	898	0.506	455	2.3	8.289	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	392	0.390	153	0.6	15.071	C
C-AB	455	898	0.506	455	2.3	8.293	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	153	392	0.390	153	0.6	15.071	C
C-AB	455	898	0.506	455	2.3	8.292	A
C-A	677			677			
A-B	1			1			
A-C	657			657			

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	West Lane/ Havant Road	T-Junction	Two-way	8.52	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)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Havant Road WB		✓	968	100.000
B - West Lane		✓	264	100.000
C - Havant Road EB		✓	589	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Havant Road WB	B - West Lane	C - Havant Road EB
	A - Havant Road WB	0	0	968
	B - West Lane	1	0	263
	C - Havant Road EB	523	66	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.81	55.35	3.9	F
C-AB	0.20	10.03	0.3	B
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	264	328	0.805	251	3.3	41.724	E
C-AB	90	450	0.201	89	0.3	9.953	A
C-A	499			499			
A-B	0			0			
A-C	968			968			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	328	0.805	263	3.6	52.771	F
C-AB	90	450	0.201	90	0.3	10.025	B
C-A	499			499			
A-B	0			0			
A-C	968			968			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	328	0.805	263	3.8	54.173	F
C-AB	90	450	0.201	90	0.3	10.026	B
C-A	499			499			
A-B	0			0			
A-C	968			968			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	328	0.805	264	3.8	54.784	F
C-AB	90	450	0.201	90	0.3	10.025	B
C-A	499			499			
A-B	0			0			
A-C	968			968			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	328	0.805	264	3.9	55.129	F
C-AB	90	450	0.201	90	0.3	10.027	B
C-A	499			499			
A-B	0			0			
A-C	968			968			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	328	0.805	264	3.9	55.349	F
C-AB	90	450	0.201	90	0.3	10.027	B
C-A	499			499			
A-B	0			0			
A-C	968			968			

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	West Lane/ Havant Road	T-Junction	Two-way	3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Havant Road WB		✓	710	100.000
B - West Lane		✓	165	100.000
C - Havant Road EB		✓	1222	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	709
	B - West Lane	1	0	164
	C - Havant Road EB	1005	217	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.44	16.84	0.8	C
C-AB	0.56	8.68	3.2	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	165	379	0.435	162	0.7	16.375	C
C-AB	552	981	0.563	540	3.0	8.196	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	379	0.436	165	0.8	16.824	C
C-AB	552	981	0.563	552	3.1	8.652	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	379	0.436	165	0.8	16.833	C
C-AB	552	981	0.563	552	3.2	8.673	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	379	0.436	165	0.8	16.835	C
C-AB	552	981	0.563	552	3.2	8.680	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	379	0.436	165	0.8	16.837	C
C-AB	552	981	0.563	552	3.2	8.684	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	379	0.436	165	0.8	16.838	C
C-AB	552	981	0.563	552	3.2	8.684	A
C-A	670			670			
A-B	1			1			
A-C	709			709			

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	West Lane/ Havant Road	T-Junction	Two-way	8.83	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 - Havant Road WB		✓	982	100.000
B - West Lane		✓	264	100.000
C - Havant Road EB		✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	982
	B - West Lane	1	0	263
	C - Havant Road EB	528	66	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.81	58.04	4.1	F
C-AB	0.20	10.07	0.3	B
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	264	325	0.813	251	3.4	42.982	E
C-AB	91	449	0.203	90	0.3	9.994	A
C-A	503			503			
A-B	0			0			
A-C	982			982			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	325	0.813	262	3.8	55.013	F
C-AB	91	449	0.203	91	0.3	10.070	B
C-A	503			503			
A-B	0			0			
A-C	982			982			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	325	0.813	263	3.9	56.648	F
C-AB	91	449	0.203	91	0.3	10.071	B
C-A	503			503			
A-B	0			0			
A-C	982			982			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	325	0.813	264	4.0	57.369	F
C-AB	91	449	0.203	91	0.3	10.071	B
C-A	503			503			
A-B	0			0			
A-C	982			982			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	325	0.813	264	4.1	57.777	F
C-AB	91	449	0.203	91	0.3	10.072	B
C-A	503			503			
A-B	0			0			
A-C	982			982			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	264	325	0.813	264	4.1	58.039	F
C-AB	91	449	0.203	91	0.3	10.072	B
C-A	503			503			
A-B	0			0			
A-C	982			982			

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	West Lane/ Havant Road	T-Junction	Two-way	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Havant Road WB		✓	718	100.000
B - West Lane		✓	165	100.000
C - Havant Road EB		✓	1235	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	717
	B - West Lane	1	0	164
	C - Havant Road EB	1018	217	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.44	17.01	0.8	C
C-AB	0.57	8.67	3.3	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	165	377	0.438	162	0.8	16.528	C
C-AB	559	990	0.565	547	3.1	8.171	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	377	0.438	165	0.8	16.992	C
C-AB	559	990	0.565	559	3.2	8.639	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	377	0.438	165	0.8	17.002	C
C-AB	559	990	0.565	559	3.3	8.659	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	377	0.438	165	0.8	17.004	C
C-AB	559	990	0.565	559	3.3	8.664	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	377	0.438	165	0.8	17.005	C
C-AB	559	990	0.565	559	3.3	8.668	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	165	377	0.438	165	0.8	17.008	C
C-AB	559	990	0.565	559	3.3	8.670	A
C-A	676			676			
A-B	1			1			
A-C	717			717			

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	West Lane/ Havant Road	T-Junction	Two-way	20.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
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 - Havant Road WB		✓	1013	100.000
B - West Lane		✓	298	100.000
C - Havant Road EB		✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1013
	B - West Lane	0	0	298
	C - Havant Road EB	539	79	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.93	130.90	10.3	F
C-AB	0.25	10.21	0.5	B
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	298	320	0.933	274	6.0	62.329	F
C-AB	117	470	0.248	115	0.5	10.104	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	320	0.933	291	7.7	99.627	F
C-AB	117	470	0.248	117	0.5	10.208	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	320	0.933	294	8.7	112.489	F
C-AB	117	470	0.248	117	0.5	10.208	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	320	0.933	295	9.4	120.643	F
C-AB	117	470	0.248	117	0.5	10.211	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	320	0.933	296	9.9	126.468	F
C-AB	117	470	0.248	117	0.5	10.209	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	298	320	0.933	296	10.3	130.901	F
C-AB	117	470	0.248	117	0.5	10.210	B
C-A	501			501			
A-B	0			0			
A-C	1013			1013			

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	West Lane/ Havant Road	T-Junction	Two-way	4.98	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 - Havant Road WB		✓	738	100.000
B - West Lane		✓	186	100.000
C - Havant Road EB		✓	1285	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	737
	B - West Lane	0	0	186
	C - Havant Road EB	1034	251	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.49	18.49	0.9	C
C-AB	0.66	10.51	5.5	B
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	186	381	0.489	182	0.9	17.837	C
C-AB	721	1090	0.661	701	5.0	9.382	A
C-A	564			564			
A-B	1			1			
A-C	737			737			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	381	0.489	186	0.9	18.468	C
C-AB	721	1090	0.661	719	5.3	10.402	B
C-A	564			564			
A-B	1			1			
A-C	737			737			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	381	0.489	186	0.9	18.481	C
C-AB	721	1090	0.661	720	5.4	10.465	B
C-A	564			564			
A-B	1			1			
A-C	737			737			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	381	0.489	186	0.9	18.486	C
C-AB	721	1090	0.661	720	5.4	10.488	B
C-A	564			564			
A-B	1			1			
A-C	737			737			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	381	0.489	186	0.9	18.488	C
C-AB	721	1090	0.661	720	5.5	10.498	B
C-A	564			564			
A-B	1			1			
A-C	737			737			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	186	381	0.489	186	0.9	18.490	C
C-AB	721	1090	0.661	720	5.5	10.506	B
C-A	564			564			
A-B	1			1			
A-C	737			737			

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	West Lane/ Havant Road	T-Junction	Two-way	12.74	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
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)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Havant Road WB		✓	1017	100.000
B - West Lane		✓	277	100.000
C - Havant Road EB		✓	618	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From				
	A - Havant Road WB	0	0	1017
	B - West Lane	1	0	276
	C - Havant Road EB	549	69	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.87	84.32	6.2	F
C-AB	0.22	10.14	0.4	B
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	277	317	0.874	259	4.5	52.336	F
C-AB	99	455	0.217	97	0.4	10.052	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	317	0.874	274	5.3	74.328	F
C-AB	99	455	0.217	99	0.4	10.134	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	317	0.874	275	5.7	79.188	F
C-AB	99	455	0.217	99	0.4	10.136	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	317	0.874	276	5.9	81.698	F
C-AB	99	455	0.217	99	0.4	10.138	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	317	0.874	276	6.1	83.258	F
C-AB	99	455	0.217	99	0.4	10.139	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	317	0.874	277	6.2	84.322	F
C-AB	99	455	0.217	99	0.4	10.137	B
C-A	519			519			
A-B	0			0			
A-C	1017			1017			

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	West Lane/ Havant Road	T-Junction	Two-way	4.07	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 - Havant Road WB		✓	746	100.000
B - West Lane		✓	174	100.000
C - Havant Road EB		✓	1284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	745
	B - West Lane	1	0	173
	C - Havant Road EB	1056	228	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	10	10	10
	B - West Lane	10	10	10
	C - Havant Road EB	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	18.46	0.9	C
C-AB	0.60	9.13	4.1	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	370	0.471	171	0.9	17.808	C
C-AB	631	1045	0.604	615	3.8	8.453	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

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	369	0.472	174	0.9	18.434	C
C-AB	631	1045	0.604	630	4.0	9.074	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

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	369	0.472	174	0.9	18.449	C
C-AB	631	1045	0.604	630	4.1	9.107	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

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	369	0.472	174	0.9	18.453	C
C-AB	631	1045	0.604	631	4.1	9.117	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

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	369	0.472	174	0.9	18.456	C
C-AB	631	1045	0.604	631	4.1	9.124	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

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	369	0.472	174	0.9	18.458	C
C-AB	631	1045	0.604	631	4.1	9.127	A
C-A	653			653			
A-B	1			1			
A-C	745			745			

Existing Configuration - 2028 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	West Lane/ Havant Road	T-Junction	Two-way	13.47	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2028 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 - Havant Road WB		✓	1031	100.000
B - West Lane		✓	277	100.000
C - Havant Road EB		✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1031
	B - West Lane	1	0	276
	C - Havant Road EB	554	69	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.88	90.26	6.6	F
C-AB	0.22	10.18	0.4	B
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	277	314	0.883	258	4.7	54.118	F
C-AB	100	454	0.219	98	0.4	10.091	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	314	0.883	273	5.6	78.216	F
C-AB	100	454	0.219	100	0.4	10.179	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	314	0.883	275	6.0	83.946	F
C-AB	100	454	0.219	100	0.4	10.178	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	314	0.883	276	6.3	86.992	F
C-AB	100	454	0.219	100	0.4	10.179	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	314	0.883	276	6.5	88.921	F
C-AB	100	454	0.219	100	0.4	10.179	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	277	314	0.883	276	6.6	90.258	F
C-AB	100	454	0.219	100	0.4	10.180	B
C-A	523			523			
A-B	0			0			
A-C	1031			1031			

Existing Configuration - 2028 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	West Lane/ Havant Road	T-Junction	Two-way	4.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2028 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 - Havant Road WB		✓	754	100.000
B - West Lane		✓	174	100.000
C - Havant Road EB		✓	1297	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	753
	B - West Lane	1	0	173
	C - Havant Road EB	1069	228	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	10	10	10
	B - West Lane	10	10	10
	C - Havant Road EB	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	18.68	0.9	C
C-AB	0.61	9.13	4.2	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	174	367	0.474	171	0.9	18.003	C
C-AB	639	1054	0.606	624	3.9	8.435	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

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	367	0.474	174	0.9	18.653	C
C-AB	639	1054	0.606	639	4.1	9.073	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

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	367	0.475	174	0.9	18.669	C
C-AB	639	1054	0.606	639	4.2	9.103	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

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	367	0.475	174	0.9	18.675	C
C-AB	639	1054	0.606	639	4.2	9.117	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

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	367	0.475	174	0.9	18.677	C
C-AB	639	1054	0.606	639	4.2	9.123	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

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	367	0.475	174	0.9	18.680	C
C-AB	639	1054	0.606	639	4.2	9.126	A
C-A	658			658			
A-B	1			1			
A-C	753			753			

Existing Configuration - 2028 Baseline + CD + 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	West Lane/ Havant Road	T-Junction	Two-way	42.99	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D13	2028 Baseline + CD + 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 - Havant Road WB		✓	1062	100.000
B - West Lane		✓	311	100.000
C - Havant Road EB		✓	647	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1062
	B - West Lane	0	0	311
	C - Havant Road EB	578	69	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.01	275.84	22.9	F
C-AB	0.22	10.20	0.4	B
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	311	309	1.008	277	8.6	80.402	F
C-AB	102	456	0.224	101	0.4	10.105	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	311	309	1.008	295	12.6	150.493	F
C-AB	102	456	0.224	102	0.4	10.196	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	311	309	1.008	299	15.7	189.367	F
C-AB	102	456	0.224	102	0.4	10.200	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	311	309	1.008	300	18.3	221.537	F
C-AB	102	456	0.224	102	0.4	10.201	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	311	309	1.008	301	20.7	249.952	F
C-AB	102	456	0.224	102	0.4	10.199	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	311	309	1.008	302	22.9	275.842	F
C-AB	102	456	0.224	102	0.4	10.201	B
C-A	545			545			
A-B	0			0			
A-C	1062			1062			

Existing Configuration - 2028 Baseline + CD + 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	West Lane/ Havant Road	T-Junction	Two-way	5.80	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	2028 Baseline + CD + 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 - Havant Road WB		✓	773	100.000
B - West Lane		✓	194	100.000
C - Havant Road EB		✓	1360	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	772
	B - West Lane	0	0	194
	C - Havant Road EB	1098	262	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	20.12	1.1	C
C-AB	0.70	11.63	7.3	B
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	373	0.520	190	1.0	19.267	C
C-AB	825	1171	0.705	799	6.5	9.905	A
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	373	0.520	194	1.1	20.086	C
C-AB	825	1171	0.705	823	7.0	11.424	B
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	373	0.520	194	1.1	20.104	C
C-AB	825	1171	0.705	824	7.1	11.543	B
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	373	0.520	194	1.1	20.112	C
C-AB	825	1171	0.705	825	7.2	11.590	B
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	373	0.520	194	1.1	20.114	C
C-AB	825	1171	0.705	825	7.3	11.612	B
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	373	0.520	194	1.1	20.116	C
C-AB	825	1171	0.705	825	7.3	11.627	B
C-A	535			535			
A-B	1			1			
A-C	772			772			

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	West Lane/ Havant Road	T-Junction	Two-way	25.13	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D15	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 - Havant Road WB		✓	1070	100.000
B - West Lane		✓	292	100.000
C - Havant Road EB		✓	651	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1070
	B - West Lane	1	0	291
	C - Havant Road EB	578	73	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.96	169.37	13.0	F
C-AB	0.24	10.24	0.5	B
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	292	305	0.957	265	6.7	69.247	F
C-AB	110	463	0.239	109	0.5	10.138	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	305	0.957	283	8.9	116.812	F
C-AB	110	463	0.239	110	0.5	10.241	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	305	0.957	286	10.4	136.463	F
C-AB	110	463	0.239	110	0.5	10.243	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	305	0.957	288	11.5	150.201	F
C-AB	110	463	0.239	110	0.5	10.244	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	305	0.957	289	12.3	160.791	F
C-AB	110	463	0.239	110	0.5	10.242	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	305	0.957	289	13.0	169.367	F
C-AB	110	463	0.239	110	0.5	10.245	B
C-A	541			541			
A-B	0			0			
A-C	1070			1070			

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	West Lane/ Havant Road	T-Junction	Two-way	4.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D16	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 - Havant Road WB		✓	786	100.000
B - West Lane		✓	183	100.000
C - Havant Road EB		✓	1352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	785
	B - West Lane	1	0	182
	C - Havant Road EB	1112	240	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.51	20.76	1.0	C
C-AB	0.65	9.89	5.5	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	183	358	0.512	179	1.0	19.729	C
C-AB	729	1121	0.651	709	5.1	8.870	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	356	0.513	183	1.0	20.705	C
C-AB	729	1121	0.651	728	5.3	9.789	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	356	0.513	183	1.0	20.736	C
C-AB	729	1121	0.651	729	5.4	9.846	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	356	0.513	183	1.0	20.747	C
C-AB	729	1121	0.651	729	5.5	9.868	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	356	0.513	183	1.0	20.752	C
C-AB	729	1121	0.651	729	5.5	9.879	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	356	0.514	183	1.0	20.755	C
C-AB	729	1121	0.651	729	5.5	9.886	A
C-A	623			623			
A-B	1			1			
A-C	785			785			

Existing Configuration - 2036 Future Year + 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	West Lane/ Havant Road	T-Junction	Two-way	27.51	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D17	2036 Future Year + 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 - Havant Road WB		✓	1084	100.000
B - West Lane		✓	292	100.000
C - Havant Road EB		✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1084
	B - West Lane	1	0	291
	C - Havant Road EB	583	73	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.97	187.53	14.5	F
C-AB	0.24	10.28	0.5	B
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	292	302	0.967	264	7.0	71.855	F
C-AB	112	463	0.241	110	0.5	10.176	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	302	0.967	282	9.5	123.802	F
C-AB	112	463	0.241	111	0.5	10.281	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	302	0.967	285	11.2	146.720	F
C-AB	112	463	0.241	112	0.5	10.281	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	302	0.967	287	12.5	163.352	F
C-AB	112	463	0.241	112	0.5	10.284	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	302	0.967	288	13.6	176.558	F
C-AB	112	463	0.241	112	0.5	10.285	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	292	302	0.967	288	14.5	187.534	F
C-AB	112	463	0.241	112	0.5	10.283	B
C-A	544			544			
A-B	0			0			
A-C	1084			1084			

Existing Configuration - 2036 Future Year + 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	West Lane/ Havant Road	T-Junction	Two-way	4.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D18	2036 Future Year + 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 - Havant Road WB		✓	794	100.000
B - West Lane		✓	183	100.000
C - Havant Road EB		✓	1365	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	793
	B - West Lane	1	0	182
	C - Havant Road EB	1125	240	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.52	21.10	1.1	C
C-AB	0.65	9.91	5.7	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	183	355	0.516	179	1.0	20.025	C
C-AB	740	1132	0.654	719	5.2	8.863	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	354	0.517	183	1.0	21.046	C
C-AB	740	1132	0.654	739	5.5	9.810	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	354	0.518	183	1.1	21.078	C
C-AB	740	1132	0.654	739	5.6	9.868	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	354	0.518	183	1.1	21.102	C
C-AB	740	1132	0.654	739	5.6	9.889	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	354	0.518	183	1.1	21.102	C
C-AB	740	1132	0.654	740	5.7	9.900	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	183	354	0.518	183	1.1	21.104	C
C-AB	740	1132	0.654	740	5.7	9.909	A
C-A	625			625			
A-B	1			1			
A-C	793			793			

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	West Lane/ Havant Road	T-Junction	Two-way	94.28	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D19	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 - Havant Road WB		✓	1116	100.000
B - West Lane		✓	326	100.000
C - Havant Road EB		✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	0	1116
	B - West Lane	0	0	326
	C - Havant Road EB	594	86	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.10	609.11	52.4	F
C-AB	0.29	10.44	0.7	B
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	326	297	1.099	275	12.7	107.468	F
C-AB	142	489	0.291	140	0.6	10.283	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	297	1.099	292	21.3	234.502	F
C-AB	142	489	0.291	142	0.7	10.429	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	297	1.099	294	29.3	331.839	F
C-AB	142	489	0.291	142	0.7	10.436	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	297	1.099	295	37.1	425.589	F
C-AB	142	489	0.291	142	0.7	10.435	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	297	1.099	295	44.8	517.779	F
C-AB	142	489	0.291	142	0.7	10.436	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	326	297	1.099	296	52.4	609.107	F
C-AB	142	489	0.291	142	0.7	10.439	B
C-A	538			538			
A-B	0			0			
A-C	1116			1116			

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	West Lane/ Havant Road	T-Junction	Two-way	7.29	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)
D20	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 - Havant Road WB		✓	813	100.000
B - West Lane		✓	203	100.000
C - Havant Road EB		✓	1429	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Havant Road WB	B - West Lane	C - Havant Road EB
From	A - Havant Road WB	0	1	812
	B - West Lane	0	0	203
	C - Havant Road EB	1155	274	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.56	22.35	1.2	C
C-AB	0.75	13.99	10.3	B
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	203	364	0.558	198	1.2	21.161	C
C-AB	949	1257	0.755	914	8.8	10.890	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	364	0.558	203	1.2	22.294	C
C-AB	949	1257	0.755	946	9.6	13.481	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	364	0.558	203	1.2	22.325	C
C-AB	949	1257	0.755	948	10.0	13.769	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	364	0.558	203	1.2	22.336	C
C-AB	949	1257	0.755	949	10.1	13.887	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	364	0.558	203	1.2	22.350	C
C-AB	949	1257	0.755	949	10.2	13.950	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	203	364	0.558	203	1.2	22.344	C
C-AB	949	1257	0.755	949	10.3	13.986	B
C-A	480			480			
A-B	1			1			
A-C	812			812			

Appendix P

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
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Filename: Station Road Manor Road St Mary Road Flat.j9

Path: C:\Users\Cad PC\Desktop

Report generation date: 19/06/2018 08:37:21

- »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 Baseline, AM
- »Existing Configuration - 2028 Baseline, PM
- »Existing Configuration - 2028 Baseline + CD, AM
- »Existing Configuration - 2028 Baseline + CD, PM
- »Existing Configuration - 2028 + CD + Development, AM
- »Existing Configuration - 2028 + CD + Development, PM
- »Existing Configuration - 2036 Baseline, AM
- »Existing Configuration - 2036 Baseline, PM
- »Existing Configuration - 2036 Baseline + CD, AM
- »Existing Configuration - 2036 Baseline + CD, PM
- »Existing Configuration - 2036 Baseline + CD + Development, AM
- »Existing Configuration - 2036 Baseline + CD + 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-ACD	0.6	13.35	0.39	B	0.6	12.50	0.39	B
Stream A-BC	0.6	6.21	0.23	A	0.3	6.26	0.16	A
Stream A-D	0.1	6.47	0.26	A	0.1	6.61	0.21	A
Stream D-A	0.1	7.74	0.06	A	0.1	8.20	0.07	A
Stream D-BC	0.3	13.67	0.24	B	0.3	14.18	0.25	B
Stream C-ABD	0.2	7.13	0.15	A	0.2	5.95	0.11	A
Existing Configuration - 2023 Baseline								
Stream B-ACD	0.8	14.84	0.44	B	0.7	13.66	0.43	B
Stream A-BC	0.6	6.38	0.25	A	0.4	6.39	0.17	A
Stream A-D	0.1	6.68	0.28	A	0.1	6.82	0.23	A
Stream D-A	0.1	7.92	0.07	A	0.1	8.44	0.07	A
Stream D-BC	0.4	14.52	0.26	B	0.4	15.12	0.28	C
Stream C-ABD	0.3	7.24	0.17	A	0.2	5.93	0.12	A

Existing Configuration - 2023 Baseline + CD								
Stream B-ACD	0.8	14.84	0.44	B	0.7	13.66	0.43	B
Stream A-BC	0.6	6.38	0.25	A	0.4	6.39	0.17	A
Stream A-D	0.1	6.68	0.28	A	0.1	6.82	0.23	A
Stream D-A	0.1	7.92	0.07	A	0.1	8.44	0.07	A
Stream D-BC	0.4	14.52	0.26	B	0.4	15.12	0.28	C
Stream C-ABD	0.3	7.24	0.17	A	0.2	5.93	0.12	A
Existing Configuration - 2023 Baseline + CD + Dev								
Stream B-ACD	1.1	17.12	0.52	C	0.9	15.25	0.48	C
Stream A-BC	0.6	6.39	0.26	A	0.4	6.50	0.18	A
Stream A-D	0.1	6.70	0.28	A	0.1	6.93	0.23	A
Stream D-A	0.1	7.98	0.07	A	0.1	8.54	0.07	A
Stream D-BC	0.4	14.84	0.27	B	0.4	15.87	0.31	C
Stream C-ABD	0.3	7.44	0.19	A	0.3	6.35	0.17	A
Existing Configuration - 2028 Baseline								
Stream B-ACD	0.9	15.94	0.46	C	0.8	14.66	0.46	B
Stream A-BC	0.7	6.48	0.27	A	0.4	6.56	0.19	A
Stream A-D	0.1	6.82	0.30	A	0.1	7.03	0.24	A
Stream D-A	0.1	8.05	0.07	A	0.1	8.62	0.08	A
Stream D-BC	0.4	15.19	0.28	C	0.4	15.89	0.30	C
Stream C-ABD	0.3	7.34	0.18	A	0.2	5.94	0.13	A
Existing Configuration - 2028 Baseline + CD								
Stream B-ACD	0.9	15.94	0.46	C	0.8	14.66	0.46	B
Stream A-BC	0.7	6.48	0.27	A	0.4	6.56	0.19	A
Stream A-D	0.1	6.82	0.30	A	0.1	7.03	0.24	A
Stream D-A	0.1	8.05	0.07	A	0.1	8.62	0.08	A
Stream D-BC	0.4	15.19	0.28	C	0.4	15.89	0.30	C
Stream C-ABD	0.3	7.34	0.18	A	0.2	5.94	0.13	A
Existing Configuration - 2028 + CD + Development								
Stream B-ACD	1.2	18.71	0.55	C	1.0	16.40	0.51	C
Stream A-BC	0.7	6.51	0.27	A	0.4	6.58	0.19	A
Stream A-D	0.1	6.85	0.30	A	0.1	7.06	0.24	A
Stream D-A	0.1	8.11	0.07	A	0.1	8.72	0.08	A
Stream D-BC	0.4	15.56	0.29	C	0.5	16.72	0.33	C
Stream C-ABD	0.4	7.55	0.20	A	0.4	6.35	0.18	A
Existing Configuration - 2036 Baseline								
Stream B-ACD	1.0	17.39	0.50	C	0.9	15.72	0.49	C
Stream A-BC	0.7	6.63	0.28	A	0.4	6.67	0.20	A
Stream A-D	0.1	7.01	0.31	A	0.1	7.20	0.25	A
Stream D-A	0.1	8.18	0.07	A	0.1	8.80	0.08	A
Stream D-BC	0.4	16.01	0.30	C	0.5	16.71	0.32	C
Stream C-ABD	0.3	7.42	0.19	A	0.3	5.93	0.13	A
Existing Configuration - 2036 Baseline + CD								
Stream B-ACD	1.0	17.39	0.50	C	0.9	15.72	0.49	C
Stream A-BC	0.7	6.63	0.28	A	0.4	6.67	0.20	A
Stream A-D	0.1	7.01	0.31	A	0.1	7.20	0.25	A
Stream D-A	0.1	8.18	0.07	A	0.1	8.80	0.08	A
Stream D-BC	0.4	16.01	0.30	C	0.5	16.71	0.32	C
Stream C-ABD	0.3	7.42	0.19	A	0.3	5.93	0.13	A
Existing Configuration - 2036 Baseline + CD + Development								
Stream B-ACD	1.4	20.75	0.58	C	1.2	17.79	0.54	C
Stream A-BC	0.7	6.65	0.28	A	0.4	6.68	0.20	A
Stream A-D	0.1	7.04	0.31	A	0.1	7.23	0.26	A
Stream D-A	0.1	8.25	0.07	A	0.1	8.91	0.09	A
Stream D-BC	0.5	16.42	0.32	C	0.5	17.63	0.35	C
Stream C-ABD	0.4	7.63	0.21	A	0.4	6.38	0.19	A

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

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

File summary

File Description

Title	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 Baseline	AM	FLAT	07:45	09:15	90	15
D10	2028 Baseline	PM	FLAT	16:45	18:15	90	15
D11	2028 Baseline + CD	AM	FLAT	07:45	09:15	90	15
D12	2028 Baseline + CD	PM	FLAT	16:45	18:15	90	15
D13-1	2028 + CD + Development	AM	FLAT	07:45	09:15	90	15
D14-1	2028 + CD + Development	PM	FLAT	16:45	18:15	90	15
D15	2036 Baseline	AM	FLAT	07:45	09:15	90	15
D16	2036 Baseline	PM	FLAT	16:45	18:15	90	15
D17	2036 Baseline + CD	AM	FLAT	07:45	09:15	90	15
D18	2036 Baseline + CD	PM	FLAT	16:45	18:15	90	15
D19	2036 Baseline + CD + Development	AM	FLAT	07:45	09:15	90	15
D20	2036 Baseline + CD + 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

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manor Road NB		Major
B	Station Road		Minor
C	Manor Road SB		Major
D	St Marys Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Manor Road NB	6.90		✓	2.60	95.0		-
C - Manor Road SB	6.30				100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Station Road	One lane	4.37			76	60
D - St Marys Road	Two lanes		2.75	2.75	46	51

Zebra Crossings

Arm	Space between crossing and junction entry (Right / All) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
A - Manor Road NB	8.00	5.00		Distance	6.00	4.29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	656	-	-	-	0.244	0.244	0.244	-	0.244	-	-
1	B-AD	605	0.109	0.275	-	-	-	0.173	0.393	0.173	0.109	0.275
1	B-C	752	0.114	0.288	-	-	-	-	-	-	0.114	0.288
1	C-B	632	0.242	0.242	-	-	-	-	-	-	0.242	0.242
1	D-A	640	-	-	-	0.238	0.094	0.238	-	0.094	-	-
1	D-BC	505	0.140	0.140	0.319	0.223	0.088	0.223	-	0.088	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Manor Road NB		✓	382	100.000
B - Station Road		✓	172	100.000
C - Manor Road SB		✓	235	100.000
D - St Marys Road		✓	111	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
	A - Manor Road NB	0	99	241	42
	B - Station Road	66	0	50	56
	C - Manor Road SB	124	63	0	48
	D - St Marys Road	29	37	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.39	13.35	0.6	B
A-BC	0.23	6.21	0.6	A
A-D	0.26	6.47	0.1	A
D-A	0.06	7.74	0.1	A
D-BC	0.24	13.67	0.3	B
C-ABD	0.15	7.13	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		443	0.389	170	0.6	13.068	B
A-BC	340	0.00	1451	0.234	338	0.5	6.190	A
A-D	42	0.00	160	0.263	42	0.1	6.438	A
D-A	29		495	0.059	29	0.1	7.713	A
D-BC	82		346	0.237	81	0.3	13.512	B
C-ABD	89		595	0.149	88	0.2	7.094	A
C-D	41				41			
C-A	106				106			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		442	0.390	172	0.6	13.348	B
A-BC	340	0.00	1450	0.234	340	0.6	6.214	A
A-D	42	0.00	160	0.263	42	0.1	6.470	A
D-A	29		494	0.059	29	0.1	7.735	A
D-BC	82		345	0.237	82	0.3	13.666	B
C-ABD	89		594	0.150	89	0.2	7.130	A
C-D	41				41			
C-A	105				105			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		442	0.390	172	0.6	13.351	B
A-BC	340	0.00	1450	0.234	340	0.6	6.214	A
A-D	42	0.00	160	0.263	42	0.1	6.470	A
D-A	29		494	0.059	29	0.1	7.735	A
D-BC	82		345	0.237	82	0.3	13.669	B
C-ABD	89		594	0.150	89	0.2	7.131	A
C-D	41				41			
C-A	105				105			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		442	0.390	172	0.6	13.353	B
A-BC	340	0.00	1450	0.234	340	0.6	6.214	A
A-D	42	0.00	160	0.263	42	0.1	6.470	A
D-A	29		494	0.059	29	0.1	7.735	A
D-BC	82		345	0.237	82	0.3	13.670	B
C-ABD	89		594	0.150	89	0.2	7.133	A
C-D	41				41			
C-A	105				105			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		442	0.390	172	0.6	13.354	B
A-BC	340	0.00	1450	0.234	340	0.6	6.214	A
A-D	42	0.00	160	0.263	42	0.1	6.470	A
D-A	29		494	0.059	29	0.1	7.735	A
D-BC	82		345	0.237	82	0.3	13.670	B
C-ABD	89		594	0.150	89	0.2	7.131	A
C-D	41				41			
C-A	105				105			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	172		442	0.390	172	0.6	13.354	B
A-BC	340	0.00	1450	0.234	340	0.6	6.214	A
A-D	42	0.00	160	0.263	42	0.1	6.470	A
D-A	29		494	0.059	29	0.1	7.735	A
D-BC	82		345	0.237	82	0.3	13.670	B
C-ABD	89		594	0.150	89	0.2	7.131	A
C-D	41				41			
C-A	105				105			

Existing Configuration - 2018 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	6.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Manor Road NB		✓	259	100.000
B - Station Road		✓	181	100.000
C - Manor Road SB		✓	298	100.000
D - St Marys Road		✓	116	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
	A - Manor Road NB	0	70	139	50
	B - Station Road	97	0	53	31
	C - Manor Road SB	202	45	0	51
	D - St Marys Road	31	45	40	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.39	12.50	0.6	B
A-BC	0.16	6.26	0.3	A
A-D	0.21	6.61	0.1	A
D-A	0.07	8.20	0.1	A
D-BC	0.25	14.18	0.3	B
C-ABD	0.11	5.95	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		470	0.385	179	0.6	12.265	B
A-BC	209	0.00	1305	0.160	208	0.3	6.243	A
A-D	50	0.00	239	0.209	50	0.1	6.588	A
D-A	31		471	0.066	31	0.1	8.170	A
D-BC	85		340	0.250	84	0.3	14.001	B
C-ABD	72		679	0.106	71	0.2	5.925	A
C-D	46				46			
C-A	181				181			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		469	0.386	181	0.6	12.495	B
A-BC	209	0.00	1305	0.160	209	0.3	6.259	A
A-D	50	0.00	239	0.209	50	0.1	6.615	A
D-A	31		470	0.066	31	0.1	8.197	A
D-BC	85		339	0.251	85	0.3	14.177	B
C-ABD	72		678	0.106	72	0.2	5.944	A
C-D	46				46			
C-A	180				180			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		469	0.386	181	0.6	12.498	B
A-BC	209	0.00	1305	0.160	209	0.3	6.259	A
A-D	50	0.00	239	0.209	50	0.1	6.615	A
D-A	31		470	0.066	31	0.1	8.197	A
D-BC	85		339	0.251	85	0.3	14.180	B
C-ABD	72		678	0.106	72	0.2	5.946	A
C-D	46				46			
C-A	180				180			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		469	0.386	181	0.6	12.500	B
A-BC	209	0.00	1305	0.160	209	0.3	6.259	A
A-D	50	0.00	239	0.209	50	0.1	6.615	A
D-A	31		470	0.066	31	0.1	8.197	A
D-BC	85		339	0.251	85	0.3	14.181	B
C-ABD	72		678	0.106	72	0.2	5.946	A
C-D	46				46			
C-A	180				180			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		469	0.386	181	0.6	12.500	B
A-BC	209	0.00	1305	0.160	209	0.3	6.259	A
A-D	50	0.00	239	0.209	50	0.1	6.615	A
D-A	31		470	0.066	31	0.1	8.197	A
D-BC	85		339	0.251	85	0.3	14.181	B
C-ABD	72		678	0.106	72	0.2	5.944	A
C-D	46				46			
C-A	180				180			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	181		469	0.386	181	0.6	12.500	B
A-BC	209	0.00	1305	0.160	209	0.3	6.259	A
A-D	50	0.00	239	0.209	50	0.1	6.615	A
D-A	31		470	0.066	31	0.1	8.197	A
D-BC	85		339	0.251	85	0.3	14.181	B
C-ABD	72		678	0.106	72	0.2	5.944	A
C-D	46				46			
C-A	180				180			

Existing Configuration - 2023 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.87	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)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Manor Road NB		✓	413	100.000
B - Station Road		✓	187	100.000
C - Manor Road SB		✓	254	100.000
D - St Marys Road		✓	120	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From				
A - Manor Road NB	0	107	261	45
B - Station Road	72	0	54	61
C - Manor Road SB	134	68	0	52
D - St Marys Road	32	40	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.44	14.84	0.8	B
A-BC	0.25	6.38	0.6	A
A-D	0.28	6.68	0.1	A
D-A	0.07	7.92	0.1	A
D-BC	0.26	14.52	0.4	B
C-ABD	0.17	7.24	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		431	0.434	184	0.7	14.424	B
A-BC	368	0.00	1449	0.254	366	0.6	6.346	A
A-D	45	0.00	159	0.283	45	0.1	6.638	A
D-A	32		488	0.066	32	0.1	7.890	A
D-BC	88		337	0.261	87	0.3	14.311	B
C-ABD	99		597	0.165	98	0.3	7.197	A
C-D	43				43			
C-A	112				112			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.822	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.514	B
C-ABD	99		597	0.166	99	0.3	7.240	A
C-D	43				43			
C-A	112				112			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.836	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.243	A
C-D	43				43			
C-A	112				112			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.836	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.241	A
C-D	43				43			
C-A	112				112			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.839	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.243	A
C-D	43				43			
C-A	112				112			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.839	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.241	A
C-D	43				43			
C-A	112				112			

Existing Configuration - 2023 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.18	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 - Manor Road NB		✓	280	100.000
B - Station Road		✓	196	100.000
C - Manor Road SB		✓	322	100.000
D - St Marys Road		✓	125	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From A - Manor Road NB	0	76	150	54
From B - Station Road	105	0	57	34
From C - Manor Road SB	218	48	0	56
From D - St Marys Road	34	48	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.43	13.66	0.7	B
A-BC	0.17	6.39	0.4	A
A-D	0.23	6.82	0.1	A
D-A	0.07	8.44	0.1	A
D-BC	0.28	15.12	0.4	C
C-ABD	0.12	5.93	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		460	0.426	193	0.7	13.336	B
A-BC	226	0.00	1300	0.174	225	0.4	6.367	A
A-D	54	0.00	238	0.227	54	0.1	6.789	A
D-A	34		462	0.074	34	0.1	8.402	A
D-BC	91		330	0.276	90	0.4	14.894	B
C-ABD	80		688	0.116	79	0.2	5.903	A
C-D	50				50			
C-A	193				193			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.656	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.120	C
C-ABD	80		688	0.116	80	0.2	5.926	A
C-D	49				49			
C-A	192				192			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.662	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.662	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.665	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.665	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.929	A
C-D	49				49			
C-A	192				192			

Existing Configuration - 2023 Baseline + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.87	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 - Manor Road NB		✓	413	100.000
B - Station Road		✓	187	100.000
C - Manor Road SB		✓	254	100.000
D - St Marys Road		✓	120	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	107	261	45
	B - Station Road	72	0	54	61
	C - Manor Road SB	134	68	0	52
	D - St Marys Road	32	40	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.44	14.84	0.8	B
A-BC	0.25	6.38	0.6	A
A-D	0.28	6.68	0.1	A
D-A	0.07	7.92	0.1	A
D-BC	0.26	14.52	0.4	B
C-ABD	0.17	7.24	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		431	0.434	184	0.7	14.424	B
A-BC	368	0.00	1449	0.254	366	0.6	6.346	A
A-D	45	0.00	159	0.283	45	0.1	6.638	A
D-A	32		488	0.066	32	0.1	7.890	A
D-BC	88		337	0.261	87	0.3	14.311	B
C-ABD	99		597	0.165	98	0.3	7.197	A
C-D	43				43			
C-A	112				112			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.822	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.514	B
C-ABD	99		597	0.166	99	0.3	7.240	A
C-D	43				43			
C-A	112				112			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.836	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.243	A
C-D	43				43			
C-A	112				112			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.836	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.241	A
C-D	43				43			
C-A	112				112			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.839	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.243	A
C-D	43				43			
C-A	112				112			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	187		430	0.435	187	0.8	14.839	B
A-BC	368	0.00	1448	0.254	368	0.6	6.375	A
A-D	45	0.00	159	0.283	45	0.1	6.676	A
D-A	32		487	0.066	32	0.1	7.917	A
D-BC	88		336	0.262	88	0.4	14.517	B
C-ABD	99		597	0.166	99	0.3	7.241	A
C-D	43				43			
C-A	112				112			

Existing Configuration - 2023 Baseline + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.18	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 - Manor Road NB		✓	280	100.000
B - Station Road		✓	196	100.000
C - Manor Road SB		✓	322	100.000
D - St Marys Road		✓	125	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	76	150	54
	B - Station Road	105	0	57	34
	C - Manor Road SB	218	48	0	56
	D - St Marys Road	34	48	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.43	13.66	0.7	B
A-BC	0.17	6.39	0.4	A
A-D	0.23	6.82	0.1	A
D-A	0.07	8.44	0.1	A
D-BC	0.28	15.12	0.4	C
C-ABD	0.12	5.93	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		460	0.426	193	0.7	13.336	B
A-BC	226	0.00	1300	0.174	225	0.4	6.367	A
A-D	54	0.00	238	0.227	54	0.1	6.789	A
D-A	34		462	0.074	34	0.1	8.402	A
D-BC	91		330	0.276	90	0.4	14.894	B
C-ABD	80		688	0.116	79	0.2	5.903	A
C-D	50				50			
C-A	193				193			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.656	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.120	C
C-ABD	80		688	0.116	80	0.2	5.926	A
C-D	49				49			
C-A	192				192			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.662	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.662	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.665	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.927	A
C-D	49				49			
C-A	192				192			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		459	0.427	196	0.7	13.665	B
A-BC	226	0.00	1299	0.174	226	0.4	6.387	A
A-D	54	0.00	238	0.226	54	0.1	6.823	A
D-A	34		461	0.074	34	0.1	8.435	A
D-BC	91		329	0.277	91	0.4	15.124	C
C-ABD	80		688	0.116	80	0.2	5.929	A
C-D	49				49			
C-A	192				192			

Existing Configuration - 2023 Baseline + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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 - Manor Road NB		✓	415	100.000
B - Station Road		✓	224	100.000
C - Manor Road SB		✓	262	100.000
D - St Marys Road		✓	123	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	109	261	45
	B - Station Road	77	0	76	71
	C - Manor Road SB	134	76	0	52
	D - St Marys Road	32	43	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.52	17.12	1.1	C
A-BC	0.26	6.39	0.6	A
A-D	0.28	6.70	0.1	A
D-A	0.07	7.98	0.1	A
D-BC	0.27	14.84	0.4	B
C-ABD	0.19	7.44	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		436	0.514	220	1.0	16.408	C
A-BC	370	0.00	1448	0.255	368	0.6	6.364	A
A-D	45	0.00	158	0.285	45	0.1	6.663	A
D-A	32		484	0.066	32	0.1	7.949	A
D-BC	91		335	0.272	90	0.4	14.610	B
C-ABD	110		596	0.185	109	0.3	7.380	A
C-D	42				42			
C-A	109				109			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		434	0.516	224	1.0	17.090	C
A-BC	370	0.00	1448	0.256	370	0.6	6.393	A
A-D	45	0.00	158	0.285	45	0.1	6.702	A
D-A	32		483	0.066	32	0.1	7.979	A
D-BC	91		334	0.273	91	0.4	14.835	B
C-ABD	111		596	0.186	111	0.3	7.433	A
C-D	42				42			
C-A	109				109			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		434	0.516	224	1.1	17.112	C
A-BC	370	0.00	1448	0.256	370	0.6	6.393	A
A-D	45	0.00	158	0.285	45	0.1	6.703	A
D-A	32		483	0.066	32	0.1	7.979	A
D-BC	91		334	0.273	91	0.4	14.839	B
C-ABD	111		596	0.186	111	0.3	7.436	A
C-D	42				42			
C-A	109				109			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		434	0.516	224	1.1	17.110	C
A-BC	370	0.00	1448	0.256	370	0.6	6.393	A
A-D	45	0.00	158	0.285	45	0.1	6.703	A
D-A	32		483	0.066	32	0.1	7.979	A
D-BC	91		334	0.273	91	0.4	14.839	B
C-ABD	111		596	0.186	111	0.3	7.436	A
C-D	42				42			
C-A	109				109			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		434	0.516	224	1.1	17.116	C
A-BC	370	0.00	1448	0.256	370	0.6	6.393	A
A-D	45	0.00	158	0.285	45	0.1	6.703	A
D-A	32		483	0.066	32	0.1	7.980	A
D-BC	91		334	0.273	91	0.4	14.839	B
C-ABD	111		596	0.186	111	0.3	7.433	A
C-D	42				42			
C-A	109				109			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	224		434	0.516	224	1.1	17.113	C
A-BC	370	0.00	1448	0.256	370	0.6	6.393	A
A-D	45	0.00	158	0.285	45	0.1	6.703	A
D-A	32		483	0.066	32	0.1	7.980	A
D-BC	91		334	0.273	91	0.4	14.840	B
C-ABD	111		596	0.186	111	0.3	7.436	A
C-D	42				42			
C-A	109				109			

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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.98	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 - Manor Road NB		✓	286	100.000
B - Station Road		✓	219	100.000
C - Manor Road SB		✓	344	100.000
D - St Marys Road		✓	134	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	82	150	54
	B - Station Road	108	0	70	41
	C - Manor Road SB	218	70	0	56
	D - St Marys Road	34	57	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.48	15.25	0.9	C
A-BC	0.18	6.50	0.4	A
A-D	0.23	6.93	0.1	A
D-A	0.07	8.54	0.1	A
D-BC	0.31	15.87	0.4	C
C-ABD	0.17	6.35	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		456	0.480	215	0.9	14.761	B
A-BC	232	30.00	1285	0.181	230	0.4	6.480	A
A-D	54	30.00	232	0.232	54	0.1	6.897	A
D-A	34		457	0.074	34	0.1	8.499	A
D-BC	100		328	0.305	98	0.4	15.582	C
C-ABD	117		685	0.170	115	0.3	6.310	A
C-D	46				46			
C-A	181				181			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		455	0.481	219	0.9	15.238	C
A-BC	232	30.00	1284	0.181	232	0.4	6.500	A
A-D	54	30.00	233	0.232	54	0.1	6.932	A
D-A	34		456	0.075	34	0.1	8.537	A
D-BC	100		327	0.306	100	0.4	15.867	C
C-ABD	117		685	0.171	117	0.3	6.347	A
C-D	46				46			
C-A	180				180			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		455	0.481	219	0.9	15.248	C
A-BC	232	30.00	1284	0.181	232	0.4	6.500	A
A-D	54	30.00	233	0.232	54	0.1	6.932	A
D-A	34		456	0.075	34	0.1	8.537	A
D-BC	100		327	0.306	100	0.4	15.870	C
C-ABD	117		685	0.171	117	0.3	6.350	A
C-D	46				46			
C-A	180				180			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		455	0.481	219	0.9	15.251	C
A-BC	232	30.00	1284	0.181	232	0.4	6.500	A
A-D	54	30.00	233	0.232	54	0.1	6.932	A
D-A	34		456	0.075	34	0.1	8.537	A
D-BC	100		327	0.306	100	0.4	15.873	C
C-ABD	117		685	0.171	117	0.3	6.350	A
C-D	46				46			
C-A	180				180			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		455	0.481	219	0.9	15.251	C
A-BC	232	30.00	1284	0.181	232	0.4	6.500	A
A-D	54	30.00	233	0.232	54	0.1	6.932	A
D-A	34		456	0.075	34	0.1	8.537	A
D-BC	100		327	0.306	100	0.4	15.873	C
C-ABD	117		685	0.171	117	0.3	6.348	A
C-D	46				46			
C-A	180				180			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	219		455	0.481	219	0.9	15.251	C
A-BC	232	30.00	1284	0.181	232	0.4	6.500	A
A-D	54	30.00	233	0.232	54	0.1	6.932	A
D-A	34		456	0.075	34	0.1	8.537	A
D-BC	100		327	0.306	100	0.4	15.875	C
C-ABD	117		685	0.171	117	0.3	6.348	A
C-D	46				46			
C-A	180				180			

Existing Configuration - 2028 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2028 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 - Manor Road NB		✓	433	100.000
B - Station Road		✓	196	100.000
C - Manor Road SB		✓	267	100.000
D - St Marys Road		✓	127	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From A - Manor Road NB	0	112	274	47
From B - Station Road	75	0	57	64
From C - Manor Road SB	141	72	0	54
From D - St Marys Road	34	42	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.46	15.94	0.9	C
A-BC	0.27	6.48	0.7	A
A-D	0.30	6.82	0.1	A
D-A	0.07	8.05	0.1	A
D-BC	0.28	15.19	0.4	C
C-ABD	0.18	7.34	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		423	0.463	193	0.8	15.417	C
A-BC	386	0.00	1447	0.267	383	0.7	6.453	A
A-D	47	0.00	159	0.296	47	0.1	6.774	A
D-A	34		482	0.070	34	0.1	8.017	A
D-BC	93		331	0.281	91	0.4	14.939	B
C-ABD	107		599	0.178	106	0.3	7.289	A
C-D	44				44			
C-A	116				116			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.930	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.047	A
D-BC	93		330	0.282	93	0.4	15.182	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.939	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.942	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.944	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.339	A
C-D	44				44			
C-A	116				116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.943	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.339	A
C-D	44				44			
C-A	116				116			

Existing Configuration - 2028 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.56	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 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 - Manor Road NB		✓	293	100.000
B - Station Road		✓	207	100.000
C - Manor Road SB		✓	339	100.000
D - St Marys Road		✓	132	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From				
A - Manor Road NB	0	79	158	56
B - Station Road	111	0	60	36
C - Manor Road SB	229	51	0	59
D - St Marys Road	36	51	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.46	14.66	0.8	B
A-BC	0.19	6.56	0.4	A
A-D	0.24	7.03	0.1	A
D-A	0.08	8.62	0.1	A
D-BC	0.30	15.89	0.4	C
C-ABD	0.13	5.94	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.456	204	0.8	14.239	B
A-BC	237	30.00	1280	0.185	235	0.4	6.540	A
A-D	56	30.00	234	0.239	56	0.1	6.993	A
D-A	36		455	0.079	36	0.1	8.576	A
D-BC	96		323	0.297	94	0.4	15.612	C
C-ABD	87		695	0.125	86	0.2	5.911	A
C-D	52				52			
C-A	200				200			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.647	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.884	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.653	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.892	C
C-ABD	88		695	0.126	88	0.2	5.938	A
C-D	52				52			
C-A	200				200			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.656	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.892	C
C-ABD	88		695	0.126	88	0.2	5.939	A
C-D	52				52			
C-A	200				200			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.656	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		322	0.298	96	0.4	15.893	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.659	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		322	0.298	96	0.4	15.893	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

Existing Configuration - 2028 Baseline + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2028 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 - Manor Road NB		✓	433	100.000
B - Station Road		✓	196	100.000
C - Manor Road SB		✓	267	100.000
D - St Marys Road		✓	127	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	112	274	47
	B - Station Road	75	0	57	64
	C - Manor Road SB	141	72	0	54
	D - St Marys Road	34	42	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.46	15.94	0.9	C
A-BC	0.27	6.48	0.7	A
A-D	0.30	6.82	0.1	A
D-A	0.07	8.05	0.1	A
D-BC	0.28	15.19	0.4	C
C-ABD	0.18	7.34	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		423	0.463	193	0.8	15.417	C
A-BC	386	0.00	1447	0.267	383	0.7	6.453	A
A-D	47	0.00	159	0.296	47	0.1	6.774	A
D-A	34		482	0.070	34	0.1	8.017	A
D-BC	93		331	0.281	91	0.4	14.939	B
C-ABD	107		599	0.178	106	0.3	7.289	A
C-D	44				44			
C-A	116				116			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.930	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.047	A
D-BC	93		330	0.282	93	0.4	15.182	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.939	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A

A-B	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.942	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.341	A
C-D	44				44			
C-A	116				116			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.944	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.339	A
C-D	44				44			
C-A	116				116			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	196		422	0.465	196	0.9	15.943	C
A-BC	386	0.00	1447	0.267	386	0.7	6.484	A
A-D	47	0.00	159	0.296	47	0.1	6.815	A
D-A	34		481	0.071	34	0.1	8.048	A
D-BC	93		330	0.282	93	0.4	15.186	C
C-ABD	107		598	0.179	107	0.3	7.339	A
C-D	44				44			
C-A	116				116			

Existing Configuration - 2028 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.56	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 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 - Manor Road NB		✓	293	100.000
B - Station Road		✓	207	100.000
C - Manor Road SB		✓	339	100.000
D - St Marys Road		✓	132	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	79	158	56
	B - Station Road	111	0	60	36
	C - Manor Road SB	229	51	0	59
	D - St Marys Road	36	51	45	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.46	14.66	0.8	B
A-BC	0.19	6.56	0.4	A
A-D	0.24	7.03	0.1	A
D-A	0.08	8.62	0.1	A
D-BC	0.30	15.89	0.4	C
C-ABD	0.13	5.94	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.456	204	0.8	14.239	B
A-BC	237	30.00	1280	0.185	235	0.4	6.540	A
A-D	56	30.00	234	0.239	56	0.1	6.993	A
D-A	36		455	0.079	36	0.1	8.576	A
D-BC	96		323	0.297	94	0.4	15.612	C
C-ABD	87		695	0.125	86	0.2	5.911	A
C-D	52				52			
C-A	200				200			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.647	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.884	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.653	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.892	C
C-ABD	88		695	0.126	88	0.2	5.938	A
C-D	52				52			
C-A	200				200			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.656	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		323	0.298	96	0.4	15.892	C
C-ABD	88		695	0.126	88	0.2	5.939	A
C-D	52				52			
C-A	200				200			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.656	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		322	0.298	96	0.4	15.893	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	207		453	0.457	207	0.8	14.659	B
A-BC	237	30.00	1279	0.185	237	0.4	6.562	A
A-D	56	30.00	234	0.239	56	0.1	7.031	A
D-A	36		454	0.079	36	0.1	8.615	A
D-BC	96		322	0.298	96	0.4	15.893	C
C-ABD	88		695	0.126	88	0.2	5.936	A
C-D	52				52			
C-A	200				200			

Existing Configuration - 2028 + CD + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	9.20	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)
D13-1	2028 + CD + 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 - Manor Road NB		✓	436	100.000
B - Station Road		✓	233	100.000
C - Manor Road SB		✓	275	100.000
D - St Marys Road		✓	130	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	115	274	47
	B - Station Road	80	0	78	75
	C - Manor Road SB	141	80	0	54
	D - St Marys Road	34	45	51	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.55	18.71	1.2	C
A-B-C	0.27	6.51	0.7	A
A-D	0.30	6.85	0.1	A
D-A	0.07	8.11	0.1	A
D-BC	0.29	15.56	0.4	C
C-ABD	0.20	7.55	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		427	0.546	228	1.2	17.776	C
A-B-C	389	0.00	1447	0.269	386	0.7	6.474	A
A-D	47	0.00	158	0.298	47	0.1	6.803	A
D-A	34		479	0.071	34	0.1	8.081	A
D-BC	96		328	0.292	94	0.4	15.279	C
C-ABD	119		598	0.199	117	0.3	7.485	A
C-D	43				43			
C-A	113				113			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		425	0.548	233	1.2	18.674	C
A-BC	389	0.00	1447	0.269	389	0.7	6.507	A
A-D	47	0.00	158	0.298	47	0.1	6.849	A
D-A	34		478	0.071	34	0.1	8.114	A
D-BC	96		327	0.293	96	0.4	15.553	C
C-ABD	119		597	0.200	119	0.4	7.547	A
C-D	43				43			
C-A	113				113			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		425	0.548	233	1.2	18.697	C
A-BC	389	0.00	1447	0.269	389	0.7	6.507	A
A-D	47	0.00	158	0.298	47	0.1	6.849	A
D-A	34		478	0.071	34	0.1	8.115	A
D-BC	96		327	0.293	96	0.4	15.556	C
C-ABD	119		597	0.200	119	0.4	7.544	A
C-D	43				43			
C-A	113				113			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		425	0.548	233	1.2	18.705	C
A-BC	389	0.00	1447	0.269	389	0.7	6.507	A
A-D	47	0.00	158	0.298	47	0.1	6.849	A
D-A	34		478	0.071	34	0.1	8.115	A
D-BC	96		327	0.293	96	0.4	15.555	C
C-ABD	119		597	0.200	119	0.4	7.547	A
C-D	43				43			
C-A	113				113			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		425	0.548	233	1.2	18.708	C
A-BC	389	0.00	1447	0.269	389	0.7	6.507	A
A-D	47	0.00	158	0.298	47	0.1	6.849	A
D-A	34		478	0.071	34	0.1	8.115	A
D-BC	96		327	0.293	96	0.4	15.557	C
C-ABD	119		597	0.200	119	0.4	7.547	A
C-D	43				43			
C-A	113				113			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	233		425	0.548	233	1.2	18.710	C
A-BC	389	0.00	1447	0.269	389	0.7	6.507	A
A-D	47	0.00	158	0.298	47	0.1	6.849	A
D-A	34		478	0.071	34	0.1	8.115	A
D-BC	96		327	0.293	96	0.4	15.557	C
C-ABD	119		597	0.200	119	0.4	7.548	A
C-D	43				43			
C-A	113				113			

Existing Configuration - 2028 + CD + 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.36	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)
D14-1	2028 + CD + 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 - Manor Road NB		✓	299	100.000
B - Station Road		✓	229	100.000
C - Manor Road SB		✓	360	100.000
D - St Marys Road		✓	141	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	85	158	56
	B - Station Road	114	0	73	42
	C - Manor Road SB	229	72	0	59
	D - St Marys Road	36	60	45	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.51	16.40	1.0	C
A-BC	0.19	6.58	0.4	A
A-D	0.24	7.06	0.1	A
D-A	0.08	8.72	0.1	A
D-BC	0.33	16.72	0.5	C
C-ABD	0.18	6.35	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		450	0.509	225	1.0	15.769	C
A-BC	243	30.00	1284	0.189	241	0.4	6.555	A
A-D	56	30.00	231	0.243	56	0.1	7.019	A
D-A	36		450	0.080	36	0.1	8.676	A
D-BC	105		321	0.327	103	0.5	16.361	C
C-ABD	123		692	0.178	122	0.3	6.311	A
C-D	48				48			
C-A	188				188			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		448	0.511	229	1.0	16.379	C
A-BC	243	30.00	1283	0.189	243	0.4	6.578	A
A-D	56	30.00	231	0.243	56	0.1	7.058	A
D-A	36		449	0.080	36	0.1	8.720	A
D-BC	105		320	0.328	105	0.5	16.707	C
C-ABD	124		692	0.179	124	0.3	6.353	A
C-D	48				48			
C-A	188				188			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		448	0.511	229	1.0	16.391	C
A-BC	243	30.00	1283	0.189	243	0.4	6.578	A
A-D	56	30.00	231	0.243	56	0.1	7.059	A
D-A	36		449	0.080	36	0.1	8.721	A
D-BC	105		320	0.328	105	0.5	16.713	C
C-ABD	124		692	0.179	124	0.3	6.354	A
C-D	48				48			
C-A	188				188			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		448	0.511	229	1.0	16.396	C
A-BC	243	30.00	1283	0.189	243	0.4	6.578	A
A-D	56	30.00	231	0.243	56	0.1	7.059	A
D-A	36		449	0.080	36	0.1	8.721	A
D-BC	105		320	0.328	105	0.5	16.715	C
C-ABD	124		692	0.179	124	0.3	6.354	A
C-D	48				48			
C-A	188				188			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		448	0.511	229	1.0	16.398	C
A-BC	243	30.00	1283	0.189	243	0.4	6.578	A
A-D	56	30.00	231	0.243	56	0.1	7.059	A
D-A	36		449	0.080	36	0.1	8.721	A
D-BC	105		320	0.328	105	0.5	16.715	C
C-ABD	124		692	0.179	124	0.4	6.351	A
C-D	48				48			
C-A	188				188			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	229		448	0.511	229	1.0	16.399	C
A-BC	243	30.00	1283	0.189	243	0.4	6.578	A
A-D	56	30.00	231	0.243	56	0.1	7.059	A
D-A	36		449	0.080	36	0.1	8.721	A
D-BC	105		320	0.328	105	0.5	16.715	C
C-ABD	124		692	0.179	124	0.4	6.351	A
C-D	48				48			
C-A	188				188			

Existing Configuration - 2036 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D15	2036 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 - Manor Road NB		✓	457	100.000
B - Station Road		✓	206	100.000
C - Manor Road SB		✓	281	100.000
D - St Marys Road		✓	133	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From				
A - Manor Road NB	0	118	289	50
B - Station Road	79	0	60	67
C - Manor Road SB	149	75	0	57
D - St Marys Road	35	44	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	17.39	1.0	C
A-BC	0.28	6.63	0.7	A
A-D	0.31	7.01	0.1	A
D-A	0.07	8.18	0.1	A
D-BC	0.30	16.01	0.4	C
C-ABD	0.19	7.42	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		414	0.497	202	1.0	16.686	C
A-BC	407	0.00	1443	0.282	404	0.7	6.595	A
A-D	50	0.00	160	0.312	50	0.1	6.958	A
D-A	35		477	0.073	35	0.1	8.142	A
D-BC	98		324	0.303	96	0.4	15.709	C
C-ABD	114		601	0.190	113	0.3	7.359	A
C-D	46				46			
C-A	121				121			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.365	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.177	A
D-BC	98		323	0.304	98	0.4	16.005	C
C-ABD	115		601	0.191	115	0.3	7.415	A
C-D	46				46			
C-A	120				120			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.380	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.008	C
C-ABD	115		601	0.191	115	0.3	7.418	A
C-D	46				46			
C-A	120				120			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.386	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.011	C
C-ABD	115		601	0.191	115	0.3	7.419	A
C-D	46				46			
C-A	120				120			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.387	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.011	C
C-ABD	115		601	0.191	115	0.3	7.416	A
C-D	46				46			
C-A	120				120			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.389	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.013	C
C-ABD	115		601	0.191	115	0.3	7.416	A
C-D	46				46			
C-A	120				120			

Existing Configuration - 2036 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.91	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 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 - Manor Road NB		✓	309	100.000
B - Station Road		✓	217	100.000
C - Manor Road SB		✓	356	100.000
D - St Marys Road		✓	138	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From A - Manor Road NB	0	84	166	59
From B - Station Road	116	0	63	38
From C - Manor Road SB	241	53	0	62
From D - St Marys Road	38	53	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	15.72	0.9	C
A-BC	0.20	6.67	0.4	A
A-D	0.25	7.20	0.1	A
D-A	0.08	8.80	0.1	A
D-BC	0.32	16.71	0.5	C
C-ABD	0.13	5.93	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		447	0.485	213	0.9	15.186	C
A-BC	250	30.00	1276	0.196	248	0.4	6.642	A
A-D	59	30.00	234	0.252	59	0.1	7.158	A
D-A	38		449	0.085	38	0.1	8.752	A
D-BC	100		316	0.316	98	0.5	16.373	C
C-ABD	93		702	0.133	92	0.3	5.899	A
C-D	54				54			
C-A	209				209			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.703	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.797	A
D-BC	100		315	0.317	100	0.5	16.704	C
C-ABD	94		702	0.134	94	0.3	5.930	A
C-D	54				54			
C-A	209				209			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.713	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.710	C
C-ABD	94		702	0.134	94	0.3	5.930	A
C-D	54				54			
C-A	209				209			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.716	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.711	C
C-ABD	94		702	0.134	94	0.3	5.931	A
C-D	54				54			
C-A	209				209			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.718	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.712	C
C-ABD	94		702	0.134	94	0.3	5.928	A
C-D	54				54			
C-A	209				209			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.718	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.713	C
C-ABD	94		702	0.134	94	0.3	5.928	A
C-D	54				54			
C-A	209				209			

Existing Configuration - 2036 Baseline + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D17	2036 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 - Manor Road NB		✓	457	100.000
B - Station Road		✓	206	100.000
C - Manor Road SB		✓	281	100.000
D - St Marys Road		✓	133	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	118	289	50
	B - Station Road	79	0	60	67
	C - Manor Road SB	149	75	0	57
	D - St Marys Road	35	44	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	17.39	1.0	C
A-BC	0.28	6.63	0.7	A
A-D	0.31	7.01	0.1	A
D-A	0.07	8.18	0.1	A
D-BC	0.30	16.01	0.4	C
C-ABD	0.19	7.42	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		414	0.497	202	1.0	16.686	C
A-BC	407	0.00	1443	0.282	404	0.7	6.595	A
A-D	50	0.00	160	0.312	50	0.1	6.958	A
D-A	35		477	0.073	35	0.1	8.142	A
D-BC	98		324	0.303	96	0.4	15.709	C
C-ABD	114		601	0.190	113	0.3	7.359	A
C-D	46				46			
C-A	121				121			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.365	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.177	A
D-BC	98		323	0.304	98	0.4	16.005	C
C-ABD	115		601	0.191	115	0.3	7.415	A
C-D	46				46			
C-A	120				120			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.380	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.008	C
C-ABD	115		601	0.191	115	0.3	7.418	A
C-D	46				46			
C-A	120				120			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.386	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.011	C
C-ABD	115		601	0.191	115	0.3	7.419	A
C-D	46				46			
C-A	120				120			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.387	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.011	C
C-ABD	115		601	0.191	115	0.3	7.416	A
C-D	46				46			
C-A	120				120			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	206		413	0.499	206	1.0	17.389	C
A-BC	407	0.00	1442	0.282	407	0.7	6.631	A
A-D	50	0.00	160	0.312	50	0.1	7.006	A
D-A	35		475	0.074	35	0.1	8.178	A
D-BC	98		323	0.304	98	0.4	16.013	C
C-ABD	115		601	0.191	115	0.3	7.416	A
C-D	46				46			
C-A	120				120			

Existing Configuration - 2036 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	7.91	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)
D18	2036 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 - Manor Road NB		✓	309	100.000
B - Station Road		✓	217	100.000
C - Manor Road SB		✓	356	100.000
D - St Marys Road		✓	138	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	84	166	59
	B - Station Road	116	0	63	38
	C - Manor Road SB	241	53	0	62
	D - St Marys Road	38	53	47	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	15.72	0.9	C
A-BC	0.20	6.67	0.4	A
A-D	0.25	7.20	0.1	A
D-A	0.08	8.80	0.1	A
D-BC	0.32	16.71	0.5	C
C-ABD	0.13	5.93	0.3	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		447	0.485	213	0.9	15.186	C
A-BC	250	30.00	1276	0.196	248	0.4	6.642	A
A-D	59	30.00	234	0.252	59	0.1	7.158	A
D-A	38		449	0.085	38	0.1	8.752	A
D-BC	100		316	0.316	98	0.5	16.373	C
C-ABD	93		702	0.133	92	0.3	5.899	A
C-D	54				54			
C-A	209				209			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.703	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.797	A
D-BC	100		315	0.317	100	0.5	16.704	C
C-ABD	94		702	0.134	94	0.3	5.930	A
C-D	54				54			
C-A	209				209			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.713	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.710	C
C-ABD	94		702	0.134	94	0.3	5.930	A
C-D	54				54			
C-A	209				209			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.716	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.711	C
C-ABD	94		702	0.134	94	0.3	5.931	A
C-D	54				54			
C-A	209				209			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.718	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.712	C
C-ABD	94		702	0.134	94	0.3	5.928	A
C-D	54				54			
C-A	209				209			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	217		446	0.487	217	0.9	15.718	C
A-BC	250	30.00	1275	0.196	250	0.4	6.666	A
A-D	59	30.00	234	0.252	59	0.1	7.201	A
D-A	38		447	0.085	38	0.1	8.798	A
D-BC	100		315	0.317	100	0.5	16.713	C
C-ABD	94		702	0.134	94	0.3	5.928	A
C-D	54				54			
C-A	209				209			

Existing Configuration - 2036 Baseline + CD + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	A - Manor Road NB - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Station Road/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	9.79	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)
D19	2036 Baseline + CD + 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 - Manor Road NB		✓	459	100.000
B - Station Road		✓	243	100.000
C - Manor Road SB		✓	289	100.000
D - St Marys Road		✓	136	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	0.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	120	289	50
	B - Station Road	84	0	81	78
	C - Manor Road SB	149	83	0	57
	D - St Marys Road	35	47	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.58	20.75	1.4	C
A-BC	0.28	6.65	0.7	A
A-D	0.31	7.04	0.1	A
D-A	0.07	8.25	0.1	A
D-BC	0.32	16.42	0.5	C
C-ABD	0.21	7.63	0.4	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		418	0.582	238	1.3	19.466	C
A-BC	409	0.00	1442	0.284	406	0.7	6.615	A
A-D	50	0.00	159	0.314	50	0.1	6.988	A
D-A	35		473	0.074	35	0.1	8.208	A
D-BC	101		322	0.314	99	0.4	16.072	C
C-ABD	126		600	0.210	125	0.4	7.560	A
C-D	45				45			
C-A	118				118			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		416	0.584	243	1.4	20.689	C
A-BC	409	0.00	1442	0.284	409	0.7	6.652	A
A-D	50	0.00	159	0.314	50	0.1	7.038	A
D-A	35		471	0.074	35	0.1	8.247	A
D-BC	101		320	0.315	101	0.5	16.405	C
C-ABD	127		600	0.212	127	0.4	7.626	A
C-D	45				45			
C-A	117				117			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		416	0.584	243	1.4	20.725	C
A-BC	409	0.00	1442	0.284	409	0.7	6.652	A
A-D	50	0.00	159	0.314	50	0.1	7.039	A
D-A	35		471	0.074	35	0.1	8.248	A
D-BC	101		320	0.315	101	0.5	16.412	C
C-ABD	127		600	0.212	127	0.4	7.630	A
C-D	45				45			
C-A	117				117			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		416	0.584	243	1.4	20.738	C
A-BC	409	0.00	1442	0.284	409	0.7	6.652	A
A-D	50	0.00	159	0.314	50	0.1	7.039	A
D-A	35		471	0.074	35	0.1	8.248	A
D-BC	101		320	0.315	101	0.5	16.414	C
C-ABD	127		600	0.212	127	0.4	7.627	A
C-D	45				45			
C-A	117				117			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		416	0.584	243	1.4	20.744	C
A-BC	409	0.00	1442	0.284	409	0.7	6.652	A
A-D	50	0.00	159	0.314	50	0.1	7.039	A
D-A	35		471	0.074	35	0.1	8.248	A
D-BC	101		320	0.315	101	0.5	16.414	C
C-ABD	127		600	0.212	127	0.4	7.630	A
C-D	45				45			
C-A	117				117			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	243		416	0.584	243	1.4	20.748	C
A-BC	409	0.00	1442	0.284	409	0.7	6.652	A
A-D	50	0.00	159	0.314	50	0.1	7.039	A
D-A	35		471	0.074	35	0.1	8.248	A
D-BC	101		320	0.315	101	0.5	16.416	C
C-ABD	127		600	0.212	127	0.4	7.628	A
C-D	45				45			
C-A	117				117			

Existing Configuration - 2036 Baseline + CD + 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/Manor Road/ St Marys Road	Right-Left Stagger	Two-way	8.80	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)
D20	2036 Baseline + CD + 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 - Manor Road NB		✓	315	100.000
B - Station Road		✓	239	100.000
C - Manor Road SB		✓	378	100.000
D - St Marys Road		✓	147	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - Manor Road NB	30.00
B - Station Road	
C - Manor Road SB	
D - St Marys Road	

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	0	90	166	59
	B - Station Road	119	0	76	44
	C - Manor Road SB	241	75	0	62
	D - St Marys Road	38	62	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Manor Road NB	B - Station Road	C - Manor Road SB	D - St Marys Road
From	A - Manor Road NB	10	10	10	10
	B - Station Road	10	10	10	10
	C - Manor Road SB	10	10	10	10
	D - St Marys Road	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.54	17.79	1.2	C
A-BC	0.20	6.68	0.4	A
A-D	0.26	7.23	0.1	A
D-A	0.09	8.91	0.1	A
D-BC	0.35	17.63	0.5	C
C-ABD	0.19	6.38	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		443	0.540	234	1.1	16.964	C
A-BC	256	30.00	1280	0.200	254	0.4	6.659	A
A-D	59	30.00	231	0.256	59	0.1	7.186	A
D-A	38		444	0.086	38	0.1	8.858	A
D-BC	109		314	0.347	107	0.5	17.197	C
C-ABD	132		699	0.189	131	0.4	6.330	A
C-D	50				50			
C-A	195				195			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		441	0.542	239	1.2	17.752	C
A-BC	256	30.00	1279	0.200	256	0.4	6.685	A
A-D	59	30.00	231	0.256	59	0.1	7.231	A
D-A	38		442	0.086	38	0.1	8.909	A
D-BC	109		313	0.348	109	0.5	17.616	C
C-ABD	133		699	0.191	133	0.4	6.377	A
C-D	50				50			
C-A	195				195			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		441	0.542	239	1.2	17.775	C
A-BC	256	30.00	1279	0.200	256	0.4	6.685	A
A-D	59	30.00	231	0.256	59	0.1	7.231	A
D-A	38		442	0.086	38	0.1	8.910	A
D-BC	109		313	0.348	109	0.5	17.622	C
C-ABD	133		699	0.191	133	0.4	6.377	A
C-D	50				50			
C-A	195				195			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		441	0.542	239	1.2	17.781	C
A-BC	256	30.00	1279	0.200	256	0.4	6.685	A
A-D	59	30.00	231	0.256	59	0.1	7.231	A
D-A	38		442	0.086	38	0.1	8.910	A
D-BC	109		313	0.348	109	0.5	17.624	C
C-ABD	133		699	0.191	133	0.4	6.375	A
C-D	50				50			
C-A	195				195			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		441	0.542	239	1.2	17.784	C
A-BC	256	30.00	1279	0.200	256	0.4	6.685	A
A-D	59	30.00	231	0.256	59	0.1	7.231	A
D-A	38		442	0.086	38	0.1	8.911	A
D-BC	109		313	0.348	109	0.5	17.626	C
C-ABD	133		699	0.191	133	0.4	6.375	A
C-D	50				50			
C-A	195				195			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-ACD	239		441	0.542	239	1.2	17.789	C
A-BC	256	30.00	1279	0.200	256	0.4	6.685	A
A-D	59	30.00	231	0.256	59	0.1	7.231	A
D-A	38		442	0.086	38	0.1	8.911	A
D-BC	109		313	0.348	109	0.5	17.627	C
C-ABD	133		699	0.191	133	0.4	6.375	A
C-D	50				50			
C-A	195				195			