



Persimmon Homes (South Coast)

Land to the East of Castle Avenue

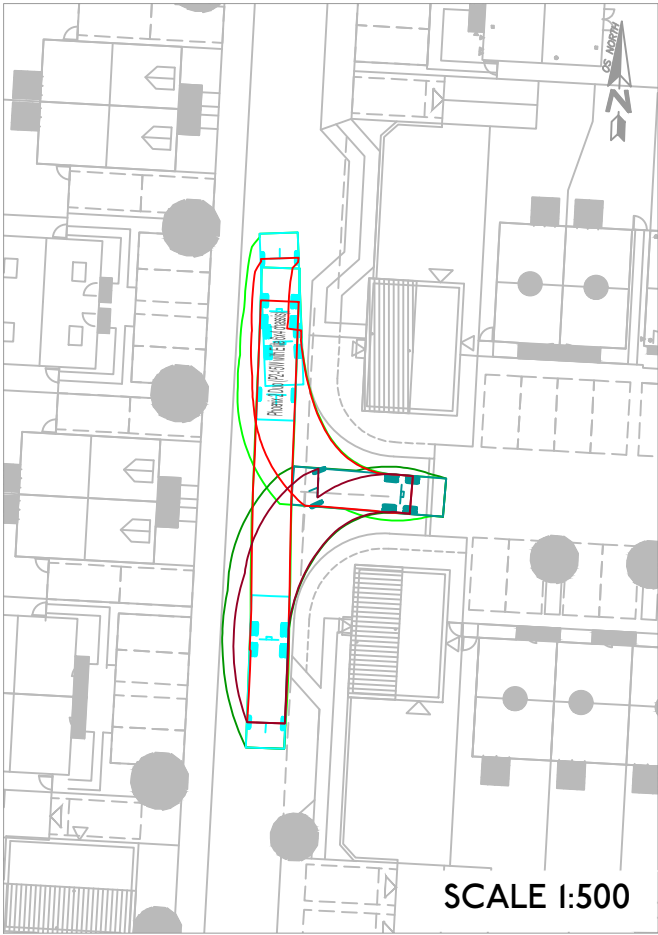
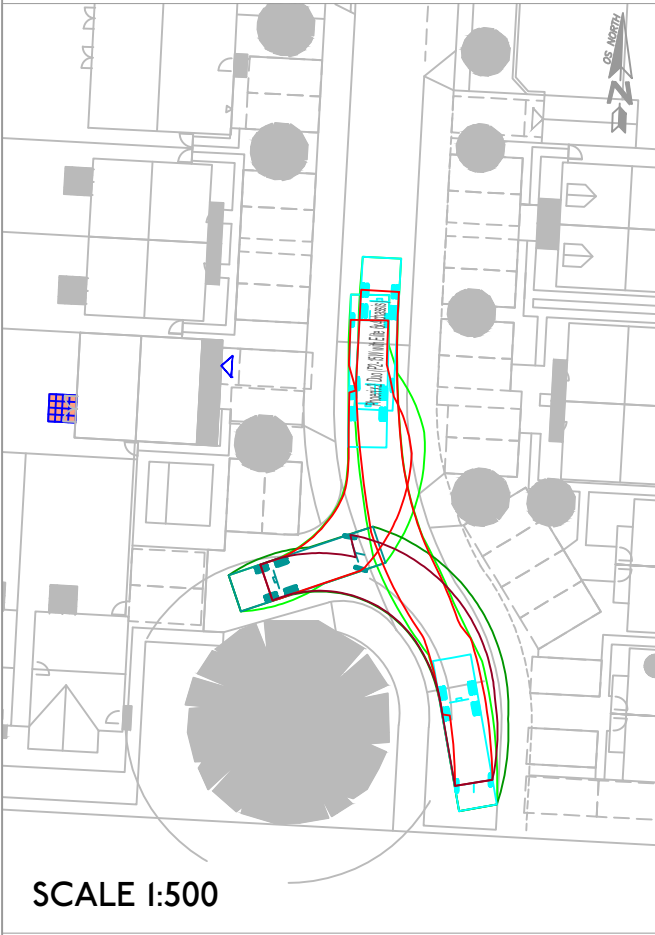
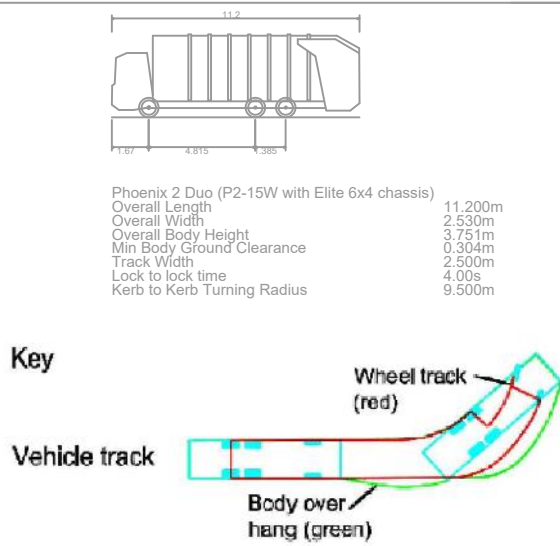
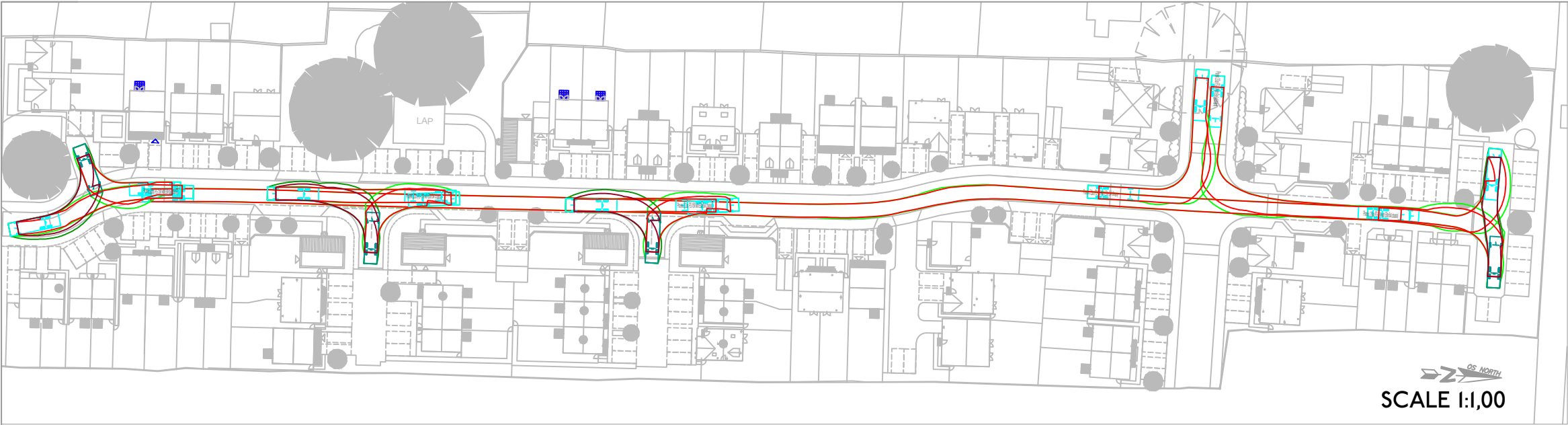
Transport Assessment

October 2018



APPENDICES

APPENDIX E Swept Path Analysis



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drawing title

Swept Path Analysis
Large Refuse Vehicle

client

Persimmon Homes (South Coast)

job title

Land to the East of Castle Avenue

mode transport planning

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drawing no. J32-2916-001

APPENDIX F 2011 Census Data

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work

oa2011:E00116654

All categories: Method of travel to work	186	
Work mainly at or from home	17	
Underground, metro, light rail, tram	1	1%
Train	12	11%
Bus, minibus or coach	1	1%
Taxi	0	0%
Motorcycle, scooter or moped	0	0%
Driving a car or van	90	79%
Passenger in a car or van	2	2%
Bicycle	5	4%
On foot	3	3%
Other method of travel to work	0	
Not in employment	55	
Total in Emp	114	61%
Car		79%
Sustainable Modes		19%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 13 September 2018]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work All categories: Method of travel to work (2001 specification)

usual residence			AM Arr.	AM Dep	PM Arr.	PM Dep.	Routes	AM PM Total
place of work : 2011 census merged local authority district	E02004775 : Havant 014	%	11	42	33	16		102
Havant	1,390							
E02004775 : Havant 014 Havant TC / Havan	794	57%	2	8	6	3	2	
			1	2	2	1	1	
E02004770 : Havant 009 West Leigh	119	9%	0	1	1	0	1	
			0	1	1	0	2	
E02004774 : Havant 013 Emsworth	110	8%	0	1	1	1	5	
E02006822 : Havant 018 Bedhampton	82	6%	0	1	1	0	4	
E02004764 : Havant 003 Summymead Drive	53	4%	0	1	1	0	4	
E02004766 : Havant 005 Waterloooville	48	3%	0	1	0	0	4	
E02004772 : Havant 011 Purbook	43	3%	0	0	0	0	1	
			0	0	0	0	2	
E02004771 : Havant 010 Purbook Way	27	2%	0	0	0	0	1	
			0	0	0	0	2	
E02004776 : Havant 015 Hayling	26	2%	0	0	0	0	4	
E02004777 : Havant 016 Hayling	20	1%	0	0	0	0	4	
E02004769 : Havant 008 Middle Park Way	16	1%	0	0	0	0	1	
E02004778 : Havant 017 Hayling	16	1%	0	0	0	0	4	
E02004768 : Havant 007 Waterloooville South	14	1%	0	0	0	0	4	
E02004767 : Havant 006 Waterloooville East	11	1%	0	0	0	0	4	
E02006830 : Havant 019 Eagle Avenue	5	0%	0	0	0	0	1	
E02006831 : Havant 020 Cowplain	4	0%	0	0	0	0	1	
E02004765 : Havant 004 Tempest Avenue	2	0%	0	0	0	0	2	
Havant	1,390	41%	5	17	13	7		
Portsmouth	764	22%	3	9	7	4	4	
Chichester	397	12%	1	5	4	2	3	
East Hampshire	167	5%	1	2	2	1	4	
Fareham	129	4%	0	2	1	1	4	
Winchester	108	3%	0	1	1	1	4	
Southampton	53	2%	0	1	1	0	4	
Eastleigh	51	1%	0	1	0	0	4	
Westminster,City of London	46	1%	0	1	0	0	4	
Gosport	38	1%	0	0	0	0	4	
Arun	38	1%	0	0	0	0	1	
			0	0	0	0	3	
Test Valley	16	0%	0	0	0	0	4	
Rushmoor	14	0%	0	0	0	0	4	
Guildford	13	0%	0	0	0	0	4	
New Forest	12	0%	0	0	0	0	4	
Basingstoke and Deane	12	0%	0	0	0	0	4	
Waverley	11	0%	0	0	0	0	4	
Worthing	10	0%	0	0	0	0	3	
Hillingdon	10	0%	0	0	0	0	4	
Southwark	9	0%	0	0	0	0	4	
Surrey Heath	8	0%	0	0	0	0	4	
Wycombe	7	0%	0	0	0	0	4	
Reigate and Banstead	7	0%	0	0	0	0	4	
Horsham	7	0%	0	0	0	0	3	
Camden	7	0%	0	0	0	0	4	
Crawley	6	0%	0	0	0	0	3	
Woking	5	0%	0	0	0	0	4	
Tower Hamlets	5	0%	0	0	0	0	4	
Merton	5	0%	0	0	0	0	4	
Wokingham	4	0%	0	0	0	0	4	
West Berkshire	4	0%	0	0	0	0	4	
Reading	4	0%	0	0	0	0	4	
Islington	4	0%	0	0	0	0	4	
Hounslow	4	0%	0	0	0	0	4	
Brighton and Hove	4	0%	0	0	0	0	3	
Sutton	3	0%	0	0	0	0	4	
Mole Valley	3	0%	0	0	0	0	3	
Lambeth	3	0%	0	0	0	0	4	
Kingston upon Thames	3	0%	0	0	0	0	4	
Isle of Wight	3	0%	0	0	0	0	4	
Hart	3	0%	0	0	0	0	4	
Hammersmith and Fulham	3	0%	0	0	0	0	4	
Windsor and Maidenhead	2	0%	0	0	0	0	4	
Richmond upon Thames	2	0%	0	0	0	0	4	
Lewes	2	0%	0	0	0	0	3	
Croydon	2	0%	0	0	0	0	4	
Bracknell Forest	2	0%	0	0	0	0	4	
Adur	2	0%	0	0	0	0	3	
Waltham Forest	1	0%	0	0	0	0	4	
Swale	1	0%	0	0	0	0	4	
South Oxfordshire	1	0%	0	0	0	0	4	
South Bucks	1	0%	0	0	0	0	4	
Slough	1	0%	0	0	0	0	4	
Oxford	1	0%	0	0	0	0	4	
Harrow	1	0%	0	0	0	0	4	

Routes

- 1 Right at St George's Ave / Southleight Rd Jcn
- 2 Left at St George's Ave / Southleight Rd Jcn, Right at Southleight Rd/Emsworth Rd Junction
- 3 Left at Castle Avenue / St. George's Avenue Jcn, left at Castle Avenue/Emsworth Rd Junction, onto A27 NE
- 4 Left at Castle Avenue / St. George's Avenue Jcn, left at Castle Avenue/Emsworth Rd Junction, onto A27 S
- 5 Left at Castle Avenue / St. George's Avenue Jcn, left at Castle Avenue/Emsworth Rd Junction, onto A259

Household:	69						
	AM	dep		PM	dep		Total
	arr			arr			
TRICS Total People		0.209		0.765		0.608	0.294
by Modal Share. Vehicles 79% of trips							
Total journeys		11		42		33	16
Routes	1	1	4	3	1	9	
	2	2	9	7	3	22	
	3	2	5	4	2	13	
	4	6	22	18	9	55	
	5	0	1	1	1	3	
Total		11	42	33	16	102	100%

Route%

Hackney	1	0%	0	0	0	0	4
Greenwich	1	0%	0	0	0	0	4
Epsom and Ewell	1	0%	0	0	0	0	4
Elmbridge	1	0%	0	0	0	0	4
Cherwell	1	0%	0	0	0	0	4
Bromley	1	0%	0	0	0	0	4
Barnet	1	0%	0	0	0	0	4
West Oxfordshire	0	0%					
Wealden	0	0%					
Wandsworth	0	0%					
Vale of White Horse	0	0%					
Tunbridge Wells	0	0%					
Tonbridge and Malling	0	0%					
Thanet	0	0%					
Tandridge	0	0%					
Spelthorne	0	0%					
Shepway	0	0%					
Sevenoaks	0	0%					
Runnymede	0	0%					
Rother	0	0%					
Redbridge	0	0%					
Newham	0	0%					
Milton Keynes	0	0%					
Mid Sussex	0	0%					
Medway	0	0%					
Maidstone	0	0%					
Lewisham	0	0%					
Kensington and Chelsea	0	0%					
Havering	0	0%					
Hastings	0	0%					
Haringey	0	0%					
Gravesham	0	0%					
Enfield	0	0%					
Eastbourne	0	0%					
Ealing	0	0%					
Dover	0	0%					
Dartford	0	0%					
Chiltern	0	0%					
Canterbury	0	0%					
Brent	0	0%					
Bexley	0	0%					
Barking and Dagenham	0	0%					
Aylesbury Vale	0	0%					
Ashford	0	0%					
Total	3,416						

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX G TRICS DATA

Calculation Reference: AUDIT-754101-181002-1002

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 116 (units:)
 Range Selected by User: 6 to 250 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
------------------------------------	----

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

Selected Location Sub Categories:

Residential Zone	17
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

16 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	11 days

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

Travel Plan:

No

17 days

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

PTAL Rating:

No PTAL Present

17 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
5	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
6	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16		Survey Type: MANUAL
8	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
10	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
11	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
12	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
13	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
14	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
15	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
16	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total Number of dwellings: 27

Survey date: THURSDAY

22/09/16

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-03-A-01	Calibration
LN-03-A-03	Calibration
NY-03-A-08	Calibration
NY-03-A-13	Calibration

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	44	0.101	17	44	0.423	17	44	0.524
08:00 - 09:00	17	44	0.209	17	44	0.765	17	44	0.974
09:00 - 10:00	17	44	0.250	17	44	0.319	17	44	0.569
10:00 - 11:00	17	44	0.283	17	44	0.351	17	44	0.634
11:00 - 12:00	17	44	0.263	17	44	0.247	17	44	0.510
12:00 - 13:00	17	44	0.320	17	44	0.303	17	44	0.623
13:00 - 14:00	17	44	0.278	17	44	0.309	17	44	0.587
14:00 - 15:00	17	44	0.259	17	44	0.320	17	44	0.579
15:00 - 16:00	17	44	0.574	17	44	0.320	17	44	0.894
16:00 - 17:00	17	44	0.520	17	44	0.364	17	44	0.884
17:00 - 18:00	17	44	0.608	17	44	0.294	17	44	0.902
18:00 - 19:00	17	44	0.386	17	44	0.287	17	44	0.673
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.051			4.302			8.353

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

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

APPENDIX H Junction Assessments

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.0.6896										
© Copyright TRL Limited, 2018										
For sales and distribution information, program advice and maintenance, contact TRL:										
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Southleigh Rd St. Georges Ave School Exit Jcn.j9

Path: D:\Dropbox (mode)\Project\Reading\1. Projects\J323916 Persimmon Havant\4. Data\Junction Models

Report generation date: 05/10/2018 19:55:28

»2018, AM
»2018, PM
»2023, AM
»2023, PM
»2023 + Dev, AM
»2023 + Dev, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2018									
Stream B-ACD	0.1	9.08	0.11	A	101 % [Stream D-BC]	0.0	8.60	0.05	A	180 % [Stream D-BC]
Stream A-BCD	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream D-AB	0.1	8.95	0.10	A		0.0	7.56	0.03	A	
Stream D-BC	0.3	11.33	0.22	B		0.0	10.20	0.04	B	
Stream C-ABD	0.0	5.56	0.01	A		0.0	4.93	0.01	A	
	2023									
Stream B-ACD	0.1	9.98	0.12	A	81 % [Stream D-BC]	0.1	8.75	0.05	A	165 % [Stream D-BC]
Stream A-BCD	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream D-AB	0.1	9.27	0.11	A		0.0	7.67	0.03	A	
Stream D-BC	0.3	12.29	0.23	B		0.0	10.44	0.04	B	
Stream C-ABD	0.0	5.64	0.01	A		0.0	4.86	0.01	A	
	2023 + Dev									
Stream B-ACD	0.2	10.09	0.15	B	79 % [Stream D-BC]	0.1	8.61	0.06	A	160 % [Stream D-BC]
Stream A-BCD	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Stream D-AB	0.1	9.28	0.11	A		0.0	7.68	0.03	A	
Stream D-BC	0.3	12.42	0.23	B		0.0	10.51	0.04	B	
Stream C-ABD	0.0	5.66	0.02	A		0.0	4.92	0.03	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-CE95GQ\ModeT
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2022 + Dev (All)	AM	ONE HOUR	07:45	09:15	15	
D8	2022 + Dev (All)	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	101	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Southleigh Rd (N)		Major
B	St. George's Ave		Minor
C	Southleigh Rd (S)		Major
D	School Exit		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Southleigh Rd (N)	7.00			0.0	✓	0.00
C - Southleigh Rd (S)	7.00			0.0	✓	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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - St. George's Ave	One lane	3.34								21	18
D - School Exit	One lane plus flare		7.50	4.90	4.50	4.10	4.10	✓	1.00	44	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	574	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
1	B-A	510	0.089	0.225	0.225	-	-	-	0.141	0.321	-	0.225	0.225	0.112
1	B-C	657	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	510	0.089	0.225	0.225	-	-	-	0.141	0.321	0.141	-	-	-
1	B-D, offside lane	510	0.089	0.225	0.225	-	-	-	0.141	0.321	0.141	-	-	-
1	C-B	574	0.213	0.213	0.304	-	-	-	-	-	-	-	-	-
1	D-A	587	-	-	-	-	-	-	0.217	-	0.086	-	-	-
1	D-B, nearside lane	462	0.128	0.128	0.291	-	-	-	0.204	0.204	0.081	-	-	-
1	D-B, offside lane	525	0.145	0.145	0.330	-	-	-	0.231	0.231	0.091	-	-	-
1	D-C	525	-	0.145	0.330	0.115	0.231	0.231	0.231	0.231	0.091	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	297	100.000
B - St. George's Ave		ONE HOUR	✓	44	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	248	100.000
D - School Exit		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	28	269	0
	B - St. George's Ave	25	0	19	0
	C - Southleigh Rd (S)	243	5	0	0
	D - School Exit	33	15	75	0

Proportions

	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
From	A - Southleigh Rd (N)	0.00	0.09	0.91
	B - St. George's Ave	0.57	0.00	0.43
	C - Southleigh Rd (S)	0.98	0.02	0.00
	D - School Exit	0.27	0.12	0.61

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	1	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	4	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.010
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.040	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Southleigh Rd (N)	224	226
	B - St. George's Ave	33	33
	C - Southleigh Rd (S)	187	194
	D - School Exit	93	93
08:00-08:15	A - Southleigh Rd (N)	267	269
	B - St. George's Ave	40	40
	C - Southleigh Rd (S)	223	232
	D - School Exit	111	111
08:15-08:30	A - Southleigh Rd (N)	327	330
	B - St. George's Ave	48	48
	C - Southleigh Rd (S)	273	284
	D - School Exit	135	135
08:30-08:45	A - Southleigh Rd (N)	327	330
	B - St. George's Ave	48	48
	C - Southleigh Rd (S)	273	284
	D - School Exit	135	135
08:45-09:00	A - Southleigh Rd (N)	267	269
	B - St. George's Ave	40	40
	C - Southleigh Rd (S)	223	232
	D - School Exit	111	111
09:00-09:15	A - Southleigh Rd (N)	224	226
	B - St. George's Ave	33	33
	C - Southleigh Rd (S)	187	194
	D - School Exit	93	93

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	9.08	0.1	A	40	61
A-BCD	0.00	0.00	0.0	A	0	0
A-B					26	39
A-C					247	370
D-AB	0.10	8.95	0.1	A	38	57
D-BC	0.22	11.33	0.3	B	75	112
C-ABD	0.01	5.56	0.0	A	7	10
C-D					0	0
C-A					221	331

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	8	484	0.068	33	0.0	0.1	7.980	A
A-BCD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	203	51			203				
D-AB	31	8	487	0.064	31	0.0	0.1	7.887	A
D-BC	61	15	444	0.138	61	0.0	0.2	9.367	A
C-ABD	5	1	653	0.008	5	0.0	0.0	5.554	A
C-D	0	0			0				
C-A	181	45			181				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	10	467	0.085	39	0.1	0.1	8.410	A
A-BCD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	242	60			242				
D-AB	37	9	471	0.080	37	0.1	0.1	8.296	A
D-BC	73	18	429	0.170	73	0.2	0.2	10.110	B
C-ABD	7	2	670	0.010	7	0.0	0.0	5.423	A
C-D	0	0			0				
C-A	216	54			216				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	12	445	0.109	48	0.1	0.1	9.073	A
A-BCD	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	296	74			296				
D-AB	46	12	449	0.103	46	0.1	0.1	8.944	A
D-BC	89	22	407	0.219	89	0.2	0.3	11.308	B
C-ABD	9	2	693	0.013	9	0.0	0.0	5.253	A
C-D	0	0			0				
C-A	264	66			264				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	12	445	0.109	48	0.1	0.1	9.079	A
A-BCD	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	296	74			296				
D-AB	46	12	448	0.103	46	0.1	0.1	8.952	A
D-BC	89	22	407	0.219	89	0.3	0.3	11.327	B
C-ABD	9	2	693	0.013	9	0.0	0.0	5.261	A
C-D	0	0			0				
C-A	264	66			264				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	10	467	0.085	40	0.1	0.1	8.418	A
ABCD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	242	60			242				
D-AB	37	9	471	0.080	38	0.1	0.1	8.308	A
D-BC	73	18	429	0.170	73	0.3	0.2	10.137	B
C-ABD	7	2	670	0.010	7	0.0	0.0	5.437	A
C-D	0	0			0				
C-A	216	54			216				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	8	484	0.069	33	0.1	0.1	7.996	A
ABCD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	203	51			203				
D-AB	31	8	487	0.064	31	0.1	0.1	7.910	A
D-BC	61	15	445	0.138	62	0.2	0.2	9.406	A
C-ABD	5	1	653	0.008	5	0.0	0.0	5.560	A
C-D	0	0			0				
C-A	181	45			181				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	180	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	230	100.000
B - St. George's Ave		ONE HOUR	✓	19	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	378	100.000
D - School Exit		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
From				
A - Southleigh Rd (N)	0	20	210	0
B - St. George's Ave	13	0	6	0
C - Southleigh Rd (S)	374	4	0	0
D - School Exit	11	4	12	0

Proportions

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	
From				
A - Southleigh Rd (N)	0.00	0.09	0.91	
B - St. George's Ave	0.68	0.00	0.32	
C - Southleigh Rd (S)	0.99	0.01	0.00	
D - School Exit	0.41	0.15	0.44	

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	0	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	0	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.000
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.000	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Southleigh Rd (N)	173	173
	B - St. George's Ave	14	14
	C - Southleigh Rd (S)	285	285
	D - School Exit	20	20
17:00-17:15	A - Southleigh Rd (N)	207	207
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	340	340
	D - School Exit	24	24
17:15-17:30	A - Southleigh Rd (N)	253	253
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	416	416
	D - School Exit	30	30
17:30-17:45	A - Southleigh Rd (N)	253	253
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	416	416
	D - School Exit	30	30
17:45-18:00	A - Southleigh Rd (N)	207	207
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	340	340
	D - School Exit	24	24
18:00-18:15	A - Southleigh Rd (N)	173	173
	B - St. George's Ave	14	14
	C - Southleigh Rd (S)	285	285
	D - School Exit	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.05	8.60	0.0	A	17	26
ABCD	0.00	0.00	0.0	A	0	0
AB					18	28
AC					193	289
D-AB	0.03	7.56	0.0	A	12	18
D-BC	0.04	10.20	0.0	B	13	19
C-ABD	0.01	4.93	0.0	A	7	10
C-D					0	0
C-A					340	510

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	4	475	0.030	14	0.0	0.0	7.817	A
A-BCD	0	0	513	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	158	40			158				
D-AB	10	2	526	0.019	10	0.0	0.0	6.970	A
D-BC	11	3	408	0.026	10	0.0	0.0	9.054	A
C-ABD	5	1	735	0.007	5	0.0	0.0	4.932	A
C-D	0	0			0				
C-A	280	70			280				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	460	0.037	17	0.0	0.0	8.130	A
A-BCD	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	18	4			18				
A-C	189	47			189				
D-AB	12	3	511	0.023	12	0.0	0.0	7.204	A
D-BC	13	3	391	0.032	13	0.0	0.0	9.504	A
C-ABD	6	2	767	0.008	6	0.0	0.0	4.731	A
C-D	0	0			0				
C-A	333	83			333				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	439	0.048	21	0.0	0.0	8.601	A
A-BCD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	22	6			22				
A-C	231	58			231				
D-AB	14	4	491	0.029	14	0.0	0.0	7.557	A
D-BC	15	4	368	0.042	15	0.0	0.0	10.195	B
C-ABD	9	2	813	0.011	9	0.0	0.0	4.477	A
C-D	0	0			0				
C-A	407	102			407				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	439	0.048	21	0.0	0.0	8.603	A
A-BCD	0	0	485	0.000	0	0.0	0.0	0.000	A
A-B	22	6			22				
A-C	231	58			231				
D-AB	14	4	491	0.029	14	0.0	0.0	7.557	A
D-BC	15	4	368	0.042	15	0.0	0.0	10.197	B
C-ABD	9	2	813	0.011	9	0.0	0.0	4.479	A
C-D	0	0			0				
C-A	407	102			407				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	460	0.037	17	0.0	0.0	8.132	A
ABCD	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	18	4			18				
A-C	189	47			189				
D-AB	12	3	511	0.023	12	0.0	0.0	7.208	A
D-BC	13	3	391	0.032	13	0.0	0.0	9.506	A
C-ABD	6	2	767	0.008	6	0.0	0.0	4.733	A
C-D	0	0			0				
C-A	333	83			333				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	4	475	0.030	14	0.0	0.0	7.822	A
ABCD	0	0	513	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	158	40			158				
D-AB	10	2	526	0.019	10	0.0	0.0	6.974	A
D-BC	11	3	408	0.026	11	0.0	0.0	9.060	A
C-ABD	5	1	735	0.007	5	0.0	0.0	4.934	A
C-D	0	0			0				
C-A	280	70			280				

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	423	100.000
B - St. George's Ave		ONE HOUR	✓	44	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	265	100.000
D - School Exit		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	28	395	0
	B - St. George's Ave	25	0	19	0
	C - Southleigh Rd (S)	260	5	0	0
	D - School Exit	33	15	75	0

Proportions

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	0.00	0.07	0.93
	B - St. George's Ave	0.57	0.00	0.43
	C - Southleigh Rd (S)	0.98	0.02	0.00
	D - School Exit	0.27	0.12	0.61

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	1	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	4	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.010
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.040	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Southleigh Rd (N)	318	321
	B - St. George's Ave	33	33
	C - Southleigh Rd (S)	200	207
	D - School Exit	93	93
08:00-08:15	A - Southleigh Rd (N)	380	384
	B - St. George's Ave	40	40
	C - Southleigh Rd (S)	238	248
	D - School Exit	111	111
08:15-08:30	A - Southleigh Rd (N)	466	470
	B - St. George's Ave	48	48
	C - Southleigh Rd (S)	292	303
	D - School Exit	135	135
08:30-08:45	A - Southleigh Rd (N)	466	470
	B - St. George's Ave	48	48
	C - Southleigh Rd (S)	292	303
	D - School Exit	135	135
08:45-09:00	A - Southleigh Rd (N)	380	384
	B - St. George's Ave	40	40
	C - Southleigh Rd (S)	238	248
	D - School Exit	111	111
09:00-09:15	A - Southleigh Rd (N)	318	321
	B - St. George's Ave	33	33
	C - Southleigh Rd (S)	200	207
	D - School Exit	93	93

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.12	9.98	0.1	A	40	61
A-BCD	0.00	0.00	0.0	A	0	0
A-B					26	39
A-C					362	544
D-AB	0.11	9.27	0.1	A	38	58
D-BC	0.23	12.29	0.3	B	74	112
C-ABD	0.01	5.64	0.0	A	7	11
C-D					0	0
C-A					236	354

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	8	460	0.072	33	0.0	0.1	8.430	A
A-BCD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	297	74			297				
D-AB	31	8	479	0.065	31	0.0	0.1	8.026	A
D-BC	61	15	427	0.144	61	0.0	0.2	9.798	A
C-ABD	5	1	644	0.008	5	0.0	0.0	5.635	A
C-D	0	0			0				
C-A	194	49			194				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	10	439	0.090	39	0.1	0.1	9.019	A
A-BCD	0	0	520	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	355	89			355				
D-AB	38	9	461	0.081	37	0.1	0.1	8.492	A
D-BC	73	18	408	0.179	73	0.2	0.2	10.719	B
C-ABD	7	2	660	0.011	7	0.0	0.0	5.511	A
C-D	0	0			0				
C-A	231	58			231				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	12	409	0.118	48	0.1	0.1	9.966	A
A-BCD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	435	109			435				
D-AB	46	12	435	0.107	46	0.1	0.1	9.254	A
D-BC	89	22	382	0.233	89	0.2	0.3	12.254	B
C-ABD	10	2	682	0.014	9	0.0	0.0	5.348	A
C-D	0	0			0				
C-A	282	71			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	48	12	409	0.118	48	0.1	0.1	9.979	A
A-BCD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	435	109			435				
D-AB	46	12	435	0.107	46	0.1	0.1	9.266	A
D-BC	89	22	382	0.233	89	0.3	0.3	12.286	B
C-ABD	10	2	682	0.014	10	0.0	0.0	5.354	A
C-D	0	0			0				
C-A	282	71			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	40	10	438	0.090	40	0.1	0.1	9.032	A
ABCD	0	0	520	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	355	89			355				
D-AB	38	9	461	0.081	38	0.1	0.1	8.507	A
D-BC	73	18	409	0.179	73	0.3	0.2	10.752	B
C-ABD	7	2	660	0.011	7	0.0	0.0	5.524	A
C-D	0	0			0				
C-A	231	58			231				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	33	8	459	0.072	33	0.1	0.1	8.450	A
ABCD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	297	74			297				
D-AB	31	8	479	0.065	31	0.1	0.1	8.050	A
D-BC	61	15	428	0.144	62	0.2	0.2	9.843	A
C-ABD	5	1	644	0.008	5	0.0	0.0	5.644	A
C-D	0	0			0				
C-A	194	49			194				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	165	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	244	100.000
B - St. George's Ave		ONE HOUR	✓	19	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	403	100.000
D - School Exit		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
From				
	A - Southleigh Rd (N)	0	20	224
	B - St. George's Ave	13	0	6
	C - Southleigh Rd (S)	399	4	0
	D - School Exit	11	4	12

Proportions

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	
From				
	A - Southleigh Rd (N)	0.00	0.08	0.92
	B - St. George's Ave	0.68	0.00	0.32
	C - Southleigh Rd (S)	0.99	0.01	0.00
	D - School Exit	0.41	0.15	0.44

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	0	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	0	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.000
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.000	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Southleigh Rd (N)	184	184
	B - St. George's Ave	14	14
	C - Southleigh Rd (S)	303	303
	D - School Exit	20	20
17:00-17:15	A - Southleigh Rd (N)	219	219
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	362	362
	D - School Exit	24	24
17:15-17:30	A - Southleigh Rd (N)	269	269
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	444	444
	D - School Exit	30	30
17:30-17:45	A - Southleigh Rd (N)	269	269
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	444	444
	D - School Exit	30	30
17:45-18:00	A - Southleigh Rd (N)	219	219
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	362	362
	D - School Exit	24	24
18:00-18:15	A - Southleigh Rd (N)	184	184
	B - St. George's Ave	14	14
	C - Southleigh Rd (S)	303	303
	D - School Exit	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.05	8.75	0.1	A	17	26
ABCD	0.00	0.00	0.0	A	0	0
AB					18	28
AC					206	308
D-AB	0.03	7.67	0.0	A	12	18
D-BC	0.04	10.44	0.0	B	13	19
C-ABD	0.01	4.86	0.0	A	7	11
C-D					0	0
C-A					363	544

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	4	470	0.030	14	0.0	0.0	7.898	A
A-BCD	0	0	509	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	169	42			169				
D-AB	10	2	521	0.019	10	0.0	0.0	7.035	A
D-BC	11	3	402	0.026	10	0.0	0.0	9.182	A
C-ABD	5	1	746	0.007	5	0.0	0.0	4.858	A
C-D	0	0			0				
C-A	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	454	0.038	17	0.0	0.0	8.235	A
A-BCD	0	0	497	0.000	0	0.0	0.0	0.000	A
A-B	18	4			18				
A-C	201	50			201				
D-AB	12	3	506	0.023	12	0.0	0.0	7.288	A
D-BC	13	3	385	0.033	13	0.0	0.0	9.672	A
C-ABD	7	2	781	0.009	7	0.0	0.0	4.649	A
C-D	0	0			0				
C-A	356	89			356				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	432	0.048	21	0.0	0.1	8.747	A
A-BCD	0	0	479	0.000	0	0.0	0.0	0.000	A
A-B	22	6			22				
A-C	247	62			247				
D-AB	14	4	484	0.030	14	0.0	0.0	7.671	A
D-BC	15	4	360	0.043	15	0.0	0.0	10.434	B
C-ABD	9	2	830	0.011	9	0.0	0.0	4.386	A
C-D	0	0			0				
C-A	434	109			434				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	432	0.048	21	0.1	0.1	8.749	A
A-BCD	0	0	479	0.000	0	0.0	0.0	0.000	A
A-B	22	6			22				
A-C	247	62			247				
D-AB	14	4	484	0.030	14	0.0	0.0	7.672	A
D-BC	15	4	360	0.043	15	0.0	0.0	10.436	B
C-ABD	9	2	830	0.011	9	0.0	0.0	4.388	A
C-D	0	0			0				
C-A	434	109			434				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	454	0.038	17	0.1	0.0	8.237	A
ABCD	0	0	497	0.000	0	0.0	0.0	0.000	A
A-B	18	4			18				
A-C	201	50			201				
D-AB	12	3	506	0.023	12	0.0	0.0	7.292	A
D-BC	13	3	385	0.033	13	0.0	0.0	9.675	A
C-ABD	7	2	781	0.009	7	0.0	0.0	4.649	A
C-D	0	0			0				
C-A	356	89			356				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	14	4	470	0.030	14	0.0	0.0	7.903	A
ABCD	0	0	509	0.000	0	0.0	0.0	0.000	A
A-B	15	4			15				
A-C	169	42			169				
D-AB	10	2	521	0.019	10	0.0	0.0	7.039	A
D-BC	11	3	402	0.026	11	0.0	0.0	9.188	A
C-ABD	5	1	746	0.007	5	0.0	0.0	4.860	A
C-D	0	0			0				
C-A	298	75			298				

2023 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	424	100.000
B - St. George's Ave		ONE HOUR	✓	57	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	267	100.000
D - School Exit		ONE HOUR	✓	123	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	29	395	0
	B - St. George's Ave	29	0	28	0
	C - Southleigh Rd (S)	260	7	0	0
	D - School Exit	33	15	75	0

Proportions

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	0.00	0.07	0.93
	B - St. George's Ave	0.51	0.00	0.49
	C - Southleigh Rd (S)	0.97	0.03	0.00
	D - School Exit	0.27	0.12	0.61

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	1	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	4	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.010
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.040	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Southleigh Rd (N)	319	322
	B - St. George's Ave	43	43
	C - Southleigh Rd (S)	201	209
	D - School Exit	93	93
08:00-08:15	A - Southleigh Rd (N)	381	385
	B - St. George's Ave	51	51
	C - Southleigh Rd (S)	240	249
	D - School Exit	111	111
08:15-08:30	A - Southleigh Rd (N)	467	471
	B - St. George's Ave	63	63
	C - Southleigh Rd (S)	294	305
	D - School Exit	135	135
08:30-08:45	A - Southleigh Rd (N)	467	471
	B - St. George's Ave	63	63
	C - Southleigh Rd (S)	294	305
	D - School Exit	135	135
08:45-09:00	A - Southleigh Rd (N)	381	385
	B - St. George's Ave	51	51
	C - Southleigh Rd (S)	240	249
	D - School Exit	111	111
09:00-09:15	A - Southleigh Rd (N)	319	322
	B - St. George's Ave	43	43
	C - Southleigh Rd (S)	201	209
	D - School Exit	93	93

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.15	10.09	0.2	B	52	78
A-BCD	0.00	0.00	0.0	A	0	0
A-B					27	40
A-C					362	544
D-AB	0.11	9.28	0.1	A	38	58
D-BC	0.23	12.42	0.3	B	74	112
C-ABD	0.02	5.66	0.0	A	10	15
C-D					0	0
C-A					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43	11	469	0.091	43	0.0	0.1	8.424	A
A-BCD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	297	74			297				
D-AB	31	8	479	0.065	31	0.0	0.1	8.031	A
D-BC	61	15	425	0.144	61	0.0	0.2	9.855	A
C-ABD	8	2	644	0.012	8	0.0	0.0	5.655	A
C-D	0	0			0				
C-A	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	51	13	449	0.114	51	0.1	0.1	9.054	A
A-BCD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	26	7			26				
A-C	355	89			355				
D-AB	38	9	461	0.081	37	0.1	0.1	8.500	A
D-BC	73	18	406	0.180	73	0.2	0.2	10.801	B
C-ABD	10	2	659	0.015	10	0.0	0.0	5.536	A
C-D	0	0			0				
C-A	230	58			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63	16	420	0.150	63	0.1	0.2	10.076	B
A-BCD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-B	32	8			32				
A-C	435	109			435				
D-AB	46	12	435	0.107	46	0.1	0.1	9.270	A
D-BC	89	22	379	0.235	89	0.2	0.3	12.390	B
C-ABD	13	3	682	0.020	13	0.0	0.0	5.380	A
C-D	0	0			0				
C-A	281	70			281				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63	16	420	0.150	63	0.2	0.2	10.088	B
A-BCD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-B	32	8			32				
A-C	435	109			435				
D-AB	46	12	434	0.107	46	0.1	0.1	9.282	A
D-BC	89	22	379	0.235	89	0.3	0.3	12.419	B
C-ABD	13	3	682	0.020	13	0.0	0.0	5.386	A
C-D	0	0			0				
C-A	281	70			281				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	51	13	449	0.114	51	0.2	0.1	9.069	A
ABCD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	26	7			26				
A-C	355	89			355				
D-AB	38	9	461	0.082	38	0.1	0.1	8.515	A
D-BC	73	18	406	0.180	73	0.3	0.2	10.835	B
C-ABD	10	2	659	0.015	10	0.0	0.0	5.550	A
C-D	0	0			0				
C-A	230	58			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	43	11	469	0.091	43	0.1	0.1	8.448	A
ABCD	0	0	528	0.000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	297	74			297				
D-AB	31	8	478	0.065	31	0.1	0.1	8.055	A
D-BC	61	15	425	0.144	62	0.2	0.2	9.900	A
C-ABD	8	2	644	0.012	8	0.0	0.0	5.665	A
C-D	0	0			0				
C-A	193	48			193				

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	160	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Rd (N)		ONE HOUR	✓	247	100.000
B - St. George's Ave		ONE HOUR	✓	23	100.000
C - Southleigh Rd (S)		ONE HOUR	✓	410	100.000
D - School Exit		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
From				
A - Southleigh Rd (N)	0	23	224	0
B - St. George's Ave	14	0	9	0
C - Southleigh Rd (S)	399	11	0	0
D - School Exit	11	4	12	0

Proportions

	To			
	A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	
From				
A - Southleigh Rd (N)	0.00	0.09	0.91	
B - St. George's Ave	0.61	0.00	0.39	
C - Southleigh Rd (S)	0.97	0.03	0.00	
D - School Exit	0.41	0.15	0.44	

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)	D - School Exit
	A - Southleigh Rd (N)	0	0	0	0
	B - St. George's Ave	0	0	0	0
	C - Southleigh Rd (S)	0	0	0	0
	D - School Exit	0	0	0	0

Average PCU Per Veh

From	To			
		A - Southleigh Rd (N)	B - St. George's Ave	C - Southleigh Rd (S)
	A - Southleigh Rd (N)	1.000	1.000	1.000
	B - St. George's Ave	1.000	1.000	1.000
	C - Southleigh Rd (S)	1.000	1.000	1.000
	D - School Exit	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Southleigh Rd (N)	186	186
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	309	309
	D - School Exit	20	20
17:00-17:15	A - Southleigh Rd (N)	222	222
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	369	369
	D - School Exit	24	24
17:15-17:30	A - Southleigh Rd (N)	272	272
	B - St. George's Ave	25	25
	C - Southleigh Rd (S)	451	451
	D - School Exit	30	30
17:30-17:45	A - Southleigh Rd (N)	272	272
	B - St. George's Ave	25	25
	C - Southleigh Rd (S)	451	451
	D - School Exit	30	30
17:45-18:00	A - Southleigh Rd (N)	222	222
	B - St. George's Ave	21	21
	C - Southleigh Rd (S)	369	369
	D - School Exit	24	24
18:00-18:15	A - Southleigh Rd (N)	186	186
	B - St. George's Ave	17	17
	C - Southleigh Rd (S)	309	309
	D - School Exit	20	20

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.06	8.61	0.1	A	21	32
ABCD	0.00	0.00	0.0	A	0	0
AB					21	32
AC					206	308
D-AB	0.03	7.68	0.0	A	12	18
D-BC	0.04	10.51	0.0	B	13	19
C-ABD	0.03	4.92	0.0	A	19	29
C-D					0	0
C-A					357	535

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	481	0.036	17	0.0	0.0	7.761	A
A-BCD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	17	4			17				
A-C	169	42			169				
D-AB	10	2	521	0.019	10	0.0	0.0	7.040	A
D-BC	11	3	401	0.026	10	0.0	0.0	9.222	A
C-ABD	14	3	746	0.019	14	0.0	0.0	4.919	A
C-D	0	0			0				
C-A	295	74			295				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	465	0.044	21	0.0	0.0	8.097	A
A-BCD	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	201	50			201				
D-AB	12	3	505	0.023	12	0.0	0.0	7.295	A
D-BC	13	3	383	0.033	13	0.0	0.0	9.725	A
C-ABD	18	5	780	0.024	18	0.0	0.0	4.723	A
C-D	0	0			0				
C-A	350	88			350				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	6	443	0.057	25	0.0	0.1	8.608	A
A-BCD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	247	62			247				
D-AB	14	4	483	0.030	14	0.0	0.0	7.683	A
D-BC	15	4	358	0.043	15	0.0	0.0	10.510	B
C-ABD	26	6	829	0.031	26	0.0	0.0	4.479	A
C-D	0	0			0				
C-A	426	106			426				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	25	6	443	0.057	25	0.1	0.1	8.610	A
A-BCD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	247	62			247				
D-AB	14	4	483	0.030	14	0.0	0.0	7.683	A
D-BC	15	4	358	0.043	15	0.0	0.0	10.512	B
C-ABD	26	6	830	0.031	26	0.0	0.0	4.479	A
C-D	0	0			0				
C-A	426	106			426				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21	5	465	0.044	21	0.1	0.0	8.099	A
ABCD	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	201	50			201				
D-AB	12	3	505	0.023	12	0.0	0.0	7.299	A
D-BC	13	3	383	0.033	13	0.0	0.0	9.730	A
C-ABD	18	5	781	0.024	18	0.0	0.0	4.725	A
C-D	0	0			0				
C-A	350	88			350				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	17	4	481	0.036	17	0.0	0.0	7.767	A
ABCD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-B	17	4			17				
A-C	169	42			169				
D-AB	10	2	521	0.019	10	0.0	0.0	7.042	A
D-BC	11	3	401	0.026	11	0.0	0.0	9.228	A
C-ABD	14	3	746	0.019	14	0.0	0.0	4.919	A
C-D	0	0			0				
C-A	295	74			295				



Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.0.6896										
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Filename: Emsworth Rd Warblington Ave Jcn.j9

Path: D:\Dropbox (mode)\Project\Reading\1. Projects\J323916 Persimmon Havant\4. Data\Junction Models

Report generation date: 05/10/2018 19:54:25

»2018, AM
 »2018, PM
 »2023, AM
 »2023, PM
 »2023 + Dev, AM
 »2023 + Dev, PM
 »2023 + Dev (All), AM
 »2023 + Dev (All), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2018										
Stream B-AC	0.1	7.37	0.10	A	113 %	0.1	7.34	0.05	A	115 %
Stream C-AB	0.2	4.70	0.10	A	[Stream B-AC]	0.1	4.43	0.04	A	[Stream B-AC]
2023										
Stream B-AC	0.1	7.59	0.10	A	100 %	0.1	7.55	0.05	A	103 %
Stream C-AB	0.2	4.63	0.10	A	[Stream B-AC]	0.1	4.34	0.05	A	[Stream B-AC]
2023 + Dev										
Stream B-AC	0.1	7.59	0.10	A	100 %	0.1	7.55	0.05	A	103 %
Stream C-AB	0.2	4.63	0.10	A	[Stream B-AC]	0.1	4.34	0.05	A	[Stream B-AC]
2023 + Dev (All)										
Stream B-AC	0.2	8.61	0.18	A	83 %	0.1	7.89	0.09	A	92 %
Stream C-AB	0.3	4.72	0.13	A	[Stream B-AC]	0.3	4.58	0.13	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-CE95GQ\ModeT
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 + Dev (All)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 + Dev (All)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Emsworth Rd (W)		Major
B	Warblington Ave		Minor
C	Emsworth Rd (E)		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 - Emsworth Rd (E)	6.00			80.0	✓	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 - Warblington Ave	One lane	4.14	19	79

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	582	0.106	0.268	0.169	0.383
1	B-C	751	0.115	0.291	-	-
1	C-B	620	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	441	100.000
B - Warblington Ave		ONE HOUR	✓	47	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	4	437
	B - Warblington Ave	7	0	40
	C - Emsworth Rd (E)	522	29	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Warblington Ave	0.15	0.00	0.85
	C - Emsworth Rd (E)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	0	4
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	1.000	1.000	1.040
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	332	345
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	415	427
08:00-08:15	A - Emsworth Rd (W)	396	412
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	495	509
08:15-08:30	A - Emsworth Rd (W)	486	505
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	607	624
08:30-08:45	A - Emsworth Rd (W)	486	505
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	607	624
08:45-09:00	A - Emsworth Rd (W)	396	412
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	495	509
09:00-09:15	A - Emsworth Rd (W)	332	345
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	415	427

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.37	0.1	A	43	65
C-AB	0.10	4.70	0.2	A	63	94
C-A					443	664
A-B					4	6
A-C					401	601

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	599	0.059	35	0.0	0.1	6.376	A
C-AB	42	11	809	0.052	42	0.0	0.1	4.691	A
C-A	372	93			372				
A-B	3	0.75			3				
A-C	329	82			329				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	575	0.073	42	0.1	0.1	6.757	A
C-AB	58	15	851	0.069	58	0.1	0.1	4.541	A
C-A	437	109			437				
A-B	4	0.90			4				
A-C	393	98			393				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	540	0.096	52	0.1	0.1	7.369	A
C-AB	87	22	910	0.096	87	0.1	0.2	4.373	A
C-A	520	130			520				
A-B	4	1			4				
A-C	481	120			481				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	540	0.096	52	0.1	0.1	7.373	A
C-AB	87	22	910	0.096	87	0.2	0.2	4.381	A
C-A	519	130			519				
A-B	4	1			4				
A-C	481	120			481				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	575	0.074	42	0.1	0.1	6.763	A
C-AB	59	15	851	0.069	59	0.2	0.1	4.557	A
C-A	437	109			437				
A-B	4	0.90			4				
A-C	393	98			393				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	599	0.059	35	0.1	0.1	6.385	A
C-AB	43	11	810	0.053	43	0.1	0.1	4.703	A
C-A	372	93			372				
A-B	3	0.75			3				
A-C	329	82			329				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	115	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	473	100.000
B - Warblington Ave		ONE HOUR	✓	25	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	578	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	10	463
	B - Warblington Ave	5	0	20
	C - Emsworth Rd (E)	565	13	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Warblington Ave	0.20	0.00	0.80
	C - Emsworth Rd (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	0	0	0
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	0	0	0

Average PCU Per Veh

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	356	356
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	435	435
17:00-17:15	A - Emsworth Rd (W)	425	425
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	520	520
17:15-17:30	A - Emsworth Rd (W)	521	521
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	636	636
17:30-17:45	A - Emsworth Rd (W)	521	521
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	636	636
17:45-18:00	A - Emsworth Rd (W)	425	425
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	520	520
18:00-18:15	A - Emsworth Rd (W)	356	356
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	435	435

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.34	0.1	A	23	34
C-AB	0.04	4.43	0.1	A	30	45
C-A					500	751
A-B					9	14
A-C					425	637

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	582	0.032	19	0.0	0.0	6.391	A
C-AB	20	5	834	0.024	20	0.0	0.0	4.423	A
C-A	415	104			415				
A-B	8	2			8				
A-C	349	87			349				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	556	0.040	22	0.0	0.0	6.752	A
C-AB	28	7	880	0.032	28	0.0	0.0	4.224	A
C-A	492	123			492				
A-B	9	2			9				
A-C	416	104			416				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	518	0.053	27	0.0	0.1	7.336	A
C-AB	42	10	946	0.044	42	0.0	0.1	3.981	A
C-A	594	149			594				
A-B	11	3			11				
A-C	510	127			510				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	518	0.053	28	0.1	0.1	7.337	A
C-AB	42	10	946	0.044	42	0.1	0.1	3.981	A
C-A	594	149			594				
A-B	11	3			11				
A-C	510	127			510				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	556	0.040	23	0.1	0.0	6.756	A
C-AB	28	7	880	0.032	28	0.1	0.0	4.227	A
C-A	492	123			492				
A-B	9	2			9				
A-C	416	104			416				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	582	0.032	19	0.0	0.0	6.395	A
C-AB	20	5	834	0.024	20	0.0	0.0	4.426	A
C-A	415	104			415				
A-B	8	2			8				
A-C	349	87			349				

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	474	100.000
B - Warblington Ave		ONE HOUR	✓	47	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	4	470
	B - Warblington Ave	7	0	40
	C - Emsworth Rd (E)	559	29	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Warblington Ave	0.15	0.00	0.85
	C - Emsworth Rd (E)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	0	4
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	1.000	1.000	1.040
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	357	371
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	443	455
08:00-08:15	A - Emsworth Rd (W)	426	443
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	529	544
08:15-08:30	A - Emsworth Rd (W)	522	543
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	647	666
08:30-08:45	A - Emsworth Rd (W)	522	543
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	647	666
08:45-09:00	A - Emsworth Rd (W)	426	443
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	529	544
09:00-09:15	A - Emsworth Rd (W)	357	371
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	443	455

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.59	0.1	A	43	65
C-AB	0.10	4.63	0.2	A	67	101
C-A					472	709
A-B					4	6
A-C					431	647

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	590	0.060	35	0.0	0.1	6.481	A
C-AB	45	11	824	0.054	44	0.0	0.1	4.616	A
C-A	398	100			398				
A-B	3	0.75			3				
A-C	354	88			354				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	564	0.075	42	0.1	0.1	6.902	A
C-AB	62	16	869	0.071	62	0.1	0.1	4.460	A
C-A	467	117			467				
A-B	4	0.90			4				
A-C	423	106			423				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	526	0.098	52	0.1	0.1	7.590	A
C-AB	94	24	933	0.101	94	0.1	0.2	4.287	A
C-A	553	138			553				
A-B	4	1			4				
A-C	517	129			517				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	526	0.098	52	0.1	0.1	7.594	A
C-AB	94	24	933	0.101	94	0.2	0.2	4.297	A
C-A	553	138			553				
A-B	4	1			4				
A-C	517	129			517				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	564	0.075	42	0.1	0.1	6.905	A
C-AB	62	16	869	0.072	63	0.2	0.1	4.475	A
C-A	466	117			466				
A-B	4	0.90			4				
A-C	423	106			423				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	590	0.060	35	0.1	0.1	6.488	A
C-AB	45	11	824	0.054	45	0.1	0.1	4.629	A
C-A	398	99			398				
A-B	3	0.75			3				
A-C	354	88			354				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	103	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	504	100.000
B - Warblington Ave		ONE HOUR	✓	25	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	10	494
	B - Warblington Ave	5	0	20
	C - Emsworth Rd (E)	603	13	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Warblington Ave	0.20	0.00	0.80
	C - Emsworth Rd (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	0	0	0
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	0	0	0

Average PCU Per Veh

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	379	379
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	464	464
17:00-17:15	A - Emsworth Rd (W)	453	453
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	554	554
17:15-17:30	A - Emsworth Rd (W)	555	555
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	678	678
17:30-17:45	A - Emsworth Rd (W)	555	555
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	678	678
17:45-18:00	A - Emsworth Rd (W)	453	453
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	554	554
18:00-18:15	A - Emsworth Rd (W)	379	379
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	464	464

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.55	0.1	A	23	34
C-AB	0.05	4.34	0.1	A	32	48
C-A					533	800
A-B					9	14
A-C					453	680

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	573	0.033	19	0.0	0.0	6.493	A
C-AB	21	5	850	0.025	21	0.0	0.0	4.344	A
C-A	443	111			443				
A-B	8	2			8				
A-C	372	93			372				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	545	0.041	22	0.0	0.0	6.892	A
C-AB	30	7	900	0.033	29	0.0	0.0	4.137	A
C-A	524	131			524				
A-B	9	2			9				
A-C	444	111			444				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	504	0.055	27	0.0	0.1	7.549	A
C-AB	45	11	971	0.047	45	0.0	0.1	3.887	A
C-A	633	158			633				
A-B	11	3			11				
A-C	544	136			544				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	504	0.055	28	0.1	0.1	7.549	A
C-AB	45	11	971	0.047	45	0.1	0.1	3.889	A
C-A	633	158			633				
A-B	11	3			11				
A-C	544	136			544				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	545	0.041	23	0.1	0.0	6.896	A
C-AB	30	7	900	0.033	30	0.1	0.0	4.140	A
C-A	524	131			524				
A-B	9	2			9				
A-C	444	111			444				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	573	0.033	19	0.0	0.0	6.497	A
C-AB	21	5	850	0.025	21	0.0	0.0	4.345	A
C-A	443	111			443				
A-B	8	2			8				
A-C	372	93			372				

2023 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	474	100.000
B - Warblington Ave		ONE HOUR	✓	47	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	4	470
	B - Warblington Ave	7	0	40
	C - Emsworth Rd (E)	559	29	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Warblington Ave	0.15	0.00	0.85
	C - Emsworth Rd (E)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	4
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.040
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	357	371
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	443	455
08:00-08:15	A - Emsworth Rd (W)	426	443
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	529	544
08:15-08:30	A - Emsworth Rd (W)	522	543
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	647	666
08:30-08:45	A - Emsworth Rd (W)	522	543
	B - Warblington Ave	52	52
	C - Emsworth Rd (E)	647	666
08:45-09:00	A - Emsworth Rd (W)	426	443
	B - Warblington Ave	42	42
	C - Emsworth Rd (E)	529	544
09:00-09:15	A - Emsworth Rd (W)	357	371
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	443	455

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	7.59	0.1	A	43	65
C-AB	0.10	4.63	0.2	A	67	101
C-A					472	709
A-B					4	6
A-C					431	647

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	590	0.060	35	0.0	0.1	6.481	A
C-AB	45	11	824	0.054	44	0.0	0.1	4.616	A
C-A	398	100			398				
A-B	3	0.75			3				
A-C	354	88			354				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	564	0.075	42	0.1	0.1	6.902	A
C-AB	62	16	869	0.071	62	0.1	0.1	4.460	A
C-A	467	117			467				
A-B	4	0.90			4				
A-C	423	106			423				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	526	0.098	52	0.1	0.1	7.590	A
C-AB	94	24	933	0.101	94	0.1	0.2	4.287	A
C-A	553	138			553				
A-B	4	1			4				
A-C	517	129			517				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	526	0.098	52	0.1	0.1	7.594	A
C-AB	94	24	933	0.101	94	0.2	0.2	4.297	A
C-A	553	138			553				
A-B	4	1			4				
A-C	517	129			517				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	564	0.075	42	0.1	0.1	6.905	A
C-AB	62	16	869	0.072	63	0.2	0.1	4.475	A
C-A	466	117			466				
A-B	4	0.90			4				
A-C	423	106			423				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	590	0.060	35	0.1	0.1	6.488	A
C-AB	45	11	824	0.054	45	0.1	0.1	4.629	A
C-A	398	99			398				
A-B	3	0.75			3				
A-C	354	88			354				

2023 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.30	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	103	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	504	100.000
B - Warblington Ave		ONE HOUR	✓	25	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	10	494
	B - Warblington Ave	5	0	20
	C - Emsworth Rd (E)	603	13	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Warblington Ave	0.20	0.00	0.80
	C - Emsworth Rd (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	0	0	0
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	0	0	0

Average PCU Per Veh

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	379	379
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	464	464
17:00-17:15	A - Emsworth Rd (W)	453	453
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	554	554
17:15-17:30	A - Emsworth Rd (W)	555	555
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	678	678
17:30-17:45	A - Emsworth Rd (W)	555	555
	B - Warblington Ave	28	28
	C - Emsworth Rd (E)	678	678
17:45-18:00	A - Emsworth Rd (W)	453	453
	B - Warblington Ave	22	22
	C - Emsworth Rd (E)	554	554
18:00-18:15	A - Emsworth Rd (W)	379	379
	B - Warblington Ave	19	19
	C - Emsworth Rd (E)	464	464

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.55	0.1	A	23	34
C-AB	0.05	4.34	0.1	A	32	48
C-A					533	800
A-B					9	14
A-C					453	680

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	573	0.033	19	0.0	0.0	6.493	A
C-AB	21	5	850	0.025	21	0.0	0.0	4.344	A
C-A	443	111			443				
A-B	8	2			8				
A-C	372	93			372				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	545	0.041	22	0.0	0.0	6.892	A
C-AB	30	7	900	0.033	29	0.0	0.0	4.137	A
C-A	524	131			524				
A-B	9	2			9				
A-C	444	111			444				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	504	0.055	27	0.0	0.1	7.549	A
C-AB	45	11	971	0.047	45	0.0	0.1	3.887	A
C-A	633	158			633				
A-B	11	3			11				
A-C	544	136			544				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	504	0.055	28	0.1	0.1	7.549	A
C-AB	45	11	971	0.047	45	0.1	0.1	3.889	A
C-A	633	158			633				
A-B	11	3			11				
A-C	544	136			544				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	545	0.041	23	0.1	0.0	6.896	A
C-AB	30	7	900	0.033	30	0.1	0.0	4.140	A
C-A	524	131			524				
A-B	9	2			9				
A-C	444	111			444				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	573	0.033	19	0.0	0.0	6.497	A
C-AB	21	5	850	0.025	21	0.0	0.0	4.345	A
C-A	443	111			443				
A-B	8	2			8				
A-C	372	93			372				

2023 + Dev (All), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	83	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 + Dev (All)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	468	100.000
B - Warblington Ave		ONE HOUR	✓	85	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	6	462
	B - Warblington Ave	16	0	69
	C - Emsworth Rd (E)	552	37	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Warblington Ave	0.19	0.00	0.81
	C - Emsworth Rd (E)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	4
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.040
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	352	366
	B - Warblington Ave	64	64
	C - Emsworth Rd (E)	443	456
08:00-08:15	A - Emsworth Rd (W)	421	437
	B - Warblington Ave	76	76
	C - Emsworth Rd (E)	529	544
08:15-08:30	A - Emsworth Rd (W)	515	536
	B - Warblington Ave	94	94
	C - Emsworth Rd (E)	649	667
08:30-08:45	A - Emsworth Rd (W)	515	536
	B - Warblington Ave	94	94
	C - Emsworth Rd (E)	649	667
08:45-09:00	A - Emsworth Rd (W)	421	437
	B - Warblington Ave	76	76
	C - Emsworth Rd (E)	529	544
09:00-09:15	A - Emsworth Rd (W)	352	366
	B - Warblington Ave	64	64
	C - Emsworth Rd (E)	443	456

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	8.61	0.2	A	78	117
C-AB	0.13	4.72	0.3	A	85	127
C-A					456	684
A-B					6	8
A-C					424	636

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	579	0.111	63	0.0	0.1	6.979	A
C-AB	56	14	821	0.069	56	0.0	0.1	4.705	A
C-A	387	97			387				
A-B	5	1			5				
A-C	348	87			348				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	551	0.139	76	0.1	0.2	7.575	A
C-AB	78	20	865	0.091	78	0.1	0.2	4.570	A
C-A	451	113			451				
A-B	5	1			5				
A-C	415	104			415				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	23	512	0.183	93	0.2	0.2	8.595	A
C-AB	119	30	929	0.128	118	0.2	0.3	4.440	A
C-A	530	132			530				
A-B	7	2			7				
A-C	509	127			509				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	94	23	512	0.183	94	0.2	0.2	8.607	A
C-AB	119	30	929	0.128	119	0.3	0.3	4.452	A
C-A	530	132			530				
A-B	7	2			7				
A-C	509	127			509				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	551	0.139	77	0.2	0.2	7.590	A
C-AB	79	20	866	0.091	79	0.3	0.2	4.590	A
C-A	451	113			451				
A-B	5	1			5				
A-C	415	104			415				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64	16	579	0.111	64	0.2	0.1	6.998	A
C-AB	57	14	821	0.069	57	0.2	0.1	4.719	A
C-A	387	97			387				
A-B	5	1			5				
A-C	348	87			348				

2023 + Dev (All), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Emsworth Rd / Warblington Ave	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 + Dev (All)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	505	100.000
B - Warblington Ave		ONE HOUR	✓	39	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	17	488
	B - Warblington Ave	8	0	31
	C - Emsworth Rd (E)	595	36	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.03	0.97
	B - Warblington Ave	0.21	0.00	0.79
	C - Emsworth Rd (E)	0.94	0.06	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	0	0	0
	B - Warblington Ave	0	0	0
	C - Emsworth Rd (E)	0	0	0

Average PCU Per Veh

From	To			
		A - Emsworth Rd (W)	B - Warblington Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Warblington Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	380	380
	B - Warblington Ave	29	29
	C - Emsworth Rd (E)	475	475
17:00-17:15	A - Emsworth Rd (W)	454	454
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	567	567
17:15-17:30	A - Emsworth Rd (W)	556	556
	B - Warblington Ave	43	43
	C - Emsworth Rd (E)	695	695
17:30-17:45	A - Emsworth Rd (W)	556	556
	B - Warblington Ave	43	43
	C - Emsworth Rd (E)	695	695
17:45-18:00	A - Emsworth Rd (W)	454	454
	B - Warblington Ave	35	35
	C - Emsworth Rd (E)	567	567
18:00-18:15	A - Emsworth Rd (W)	380	380
	B - Warblington Ave	29	29
	C - Emsworth Rd (E)	475	475

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.89	0.1	A	36	54
C-AB	0.13	4.58	0.3	A	88	132
C-A					491	737
A-B					16	23
A-C					448	672

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	570	0.052	29	0.0	0.1	6.654	A
C-AB	58	14	845	0.068	57	0.0	0.1	4.568	A
C-A	417	104			417				
A-B	13	3			13				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	541	0.065	35	0.1	0.1	7.117	A
C-AB	81	20	894	0.090	81	0.1	0.2	4.425	A
C-A	486	122			486				
A-B	15	4			15				
A-C	439	110			439				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	499	0.086	43	0.1	0.1	7.887	A
C-AB	124	31	965	0.129	124	0.2	0.3	4.282	A
C-A	571	143			571				
A-B	19	5			19				
A-C	537	134			537				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	499	0.086	43	0.1	0.1	7.891	A
C-AB	124	31	965	0.129	124	0.3	0.3	4.289	A
C-A	570	143			570				
A-B	19	5			19				
A-C	537	134			537				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	541	0.065	35	0.1	0.1	7.120	A
C-AB	81	20	895	0.091	82	0.3	0.2	4.435	A
C-A	486	122			486				
A-B	15	4			15				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	570	0.052	29	0.1	0.1	6.666	A
C-AB	58	15	846	0.069	58	0.2	0.1	4.577	A
C-A	417	104			417				
A-B	13	3			13				
A-C	367	92			367				

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.0.6896										
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Filename: Emsworth Rd Castle Ave Jcn.j9

Path: D:\Dropbox (mode)\Project\Reading\1. Projects\J323916 Persimmon Havant\4. Data\Junction Models

Report generation date: 05/10/2018 19:52:34

»2018, AM
»2018, PM
»2023, AM
»2023, PM
»2023 + Dev, AM
»2023 + Dev, PM
»2023 + Dev (All), AM
»2023 + Dev (All), PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2018										
Stream B-AC	0.1	8.53	0.08	A	128 %	0.0	7.79	0.05	A	146 %
Stream C-AB	0.0	6.74	0.01	A	[Stream B-AC]	0.0	6.75	0.02	A	[Stream B-AC]
2023										
Stream B-AC	0.1	8.79	0.08	A	115 %	0.0	7.99	0.05	A	131 %
Stream C-AB	0.0	6.85	0.01	A	[Stream B-AC]	0.0	6.85	0.02	A	[Stream B-AC]
2023 + Dev										
Stream B-AC	0.2	8.56	0.14	A	111 %	0.1	7.78	0.07	A	126 %
Stream C-AB	0.0	6.96	0.02	A	[Stream B-AC]	0.1	7.16	0.06	A	[Stream B-AC]
2023 + Dev (All)										
Stream B-AC	0.2	9.29	0.16	A	97 %	0.1	8.28	0.08	A	116 %
Stream C-AB	0.0	6.97	0.02	A	[Stream B-AC]	0.1	7.18	0.06	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	25/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-CE95GQ\ModeT
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 + Dev (All)	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 + Dev (All)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	128	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Emsworth Rd (W)		Major
B	Castle Ave		Minor
C	Emsworth Rd (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Emsworth Rd (E)	9.20		✓	2.70	80.0	✓	2.00

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 - Castle Ave	One lane	3.34	25	55

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	530	0.083	0.210	0.132	0.300
1	B-C	681	0.090	0.227	-	-
1	C-B	654	0.218	0.218	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	482	100.000
B - Castle Ave		ONE HOUR	✓	33	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	4	478
	B - Castle Ave	11	0	22
	C - Emsworth Rd (E)	539	3	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Castle Ave	0.33	0.00	0.67
	C - Emsworth Rd (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	1
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.010
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	363	366
	B - Castle Ave	25	25
	C - Emsworth Rd (E)	408	420
08:00-08:15	A - Emsworth Rd (W)	433	438
	B - Castle Ave	30	30
	C - Emsworth Rd (E)	487	502
08:15-08:30	A - Emsworth Rd (W)	531	536
	B - Castle Ave	36	36
	C - Emsworth Rd (E)	597	615
08:30-08:45	A - Emsworth Rd (W)	531	536
	B - Castle Ave	36	36
	C - Emsworth Rd (E)	597	615
08:45-09:00	A - Emsworth Rd (W)	433	438
	B - Castle Ave	30	30
	C - Emsworth Rd (E)	487	502
09:00-09:15	A - Emsworth Rd (W)	363	366
	B - Castle Ave	25	25
	C - Emsworth Rd (E)	408	420

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.53	0.1	A	30	45
C-AB	0.01	6.74	0.0	A	3	4
C-A					495	742
A-B					4	6
A-C					439	658

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	512	0.049	25	0.0	0.1	7.382	A
C-AB	2	0.56	574	0.004	2	0.0	0.0	6.294	A
C-A	406	101			406				
A-B	3	0.75			3				
A-C	360	90			360				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	490	0.061	30	0.1	0.1	7.822	A
C-AB	3	0.67	559	0.005	3	0.0	0.0	6.475	A
C-A	485	121			485				
A-B	4	0.90			4				
A-C	430	107			430				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	458	0.079	36	0.1	0.1	8.527	A
C-AB	3	0.83	537	0.006	3	0.0	0.0	6.742	A
C-A	593	148			593				
A-B	4	1			4				
A-C	526	132			526				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	458	0.079	36	0.1	0.1	8.530	A
C-AB	3	0.83	537	0.006	3	0.0	0.0	6.742	A
C-A	593	148			593				
A-B	4	1			4				
A-C	526	132			526				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	490	0.061	30	0.1	0.1	7.826	A
C-AB	3	0.67	559	0.005	3	0.0	0.0	6.475	A
C-A	485	121			485				
A-B	4	0.90			4				
A-C	430	107			430				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	512	0.049	25	0.1	0.1	7.389	A
C-AB	2	0.56	574	0.004	2	0.0	0.0	6.294	A
C-A	406	101			406				
A-B	3	0.75			3				
A-C	360	90			360				

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	146	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	467	100.000
B - Castle Ave		ONE HOUR	✓	20	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	10	457
	B - Castle Ave	5	0	15
	C - Emsworth Rd (E)	574	8	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Castle Ave	0.25	0.00	0.75
	C - Emsworth Rd (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	0	0	0
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	0	0	0

Average PCU Per Veh

From	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	352	352
	B - Castle Ave	15	15
	C - Emsworth Rd (E)	438	438
17:00-17:15	A - Emsworth Rd (W)	420	420
	B - Castle Ave	18	18
	C - Emsworth Rd (E)	523	523
17:15-17:30	A - Emsworth Rd (W)	514	514
	B - Castle Ave	22	22
	C - Emsworth Rd (E)	641	641
17:30-17:45	A - Emsworth Rd (W)	514	514
	B - Castle Ave	22	22
	C - Emsworth Rd (E)	641	641
17:45-18:00	A - Emsworth Rd (W)	420	420
	B - Castle Ave	18	18
	C - Emsworth Rd (E)	523	523
18:00-18:15	A - Emsworth Rd (W)	352	352
	B - Castle Ave	15	15
	C - Emsworth Rd (E)	438	438

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.79	0.0	A	18	28
C-AB	0.02	6.75	0.0	A	7	11
C-A					527	790
A-B					9	14
A-C					419	629

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	534	0.028	15	0.0	0.0	6.935	A
C-AB	6	2	577	0.010	6	0.0	0.0	6.299	A
C-A	432	108			432				
A-B	8	2			8				
A-C	344	86			344				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	513	0.035	18	0.0	0.0	7.269	A
C-AB	7	2	563	0.013	7	0.0	0.0	6.481	A
C-A	516	129			516				
A-B	9	2			9				
A-C	411	103			411				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	484	0.046	22	0.0	0.0	7.793	A
C-AB	9	2	542	0.016	9	0.0	0.0	6.750	A
C-A	632	158			632				
A-B	11	3			11				
A-C	503	126			503				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	484	0.046	22	0.0	0.0	7.795	A
C-AB	9	2	542	0.016	9	0.0	0.0	6.750	A
C-A	632	158			632				
A-B	11	3			11				
A-C	503	126			503				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	513	0.035	18	0.0	0.0	7.273	A
C-AB	7	2	563	0.013	7	0.0	0.0	6.484	A
C-A	516	129			516				
A-B	9	2			9				
A-C	411	103			411				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	534	0.028	15	0.0	0.0	6.939	A
C-AB	6	2	577	0.010	6	0.0	0.0	6.300	A
C-A	432	108			432				
A-B	8	2			8				
A-C	344	86			344				

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	115	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	516	100.000
B - Castle Ave		ONE HOUR	✓	33	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	4	512
	B - Castle Ave	11	0	22
	C - Emsworth Rd (E)	577	3	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Castle Ave	0.33	0.00	0.67
	C - Emsworth Rd (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	0	1
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	1.000	1.000	1.010
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	388	392
	B - Castle Ave	25	25
	C - Emsworth Rd (E)	437	450
08:00-08:15	A - Emsworth Rd (W)	464	468
	B - Castle Ave	30	30
	C - Emsworth Rd (E)	521	537
08:15-08:30	A - Emsworth Rd (W)	568	574
	B - Castle Ave	36	36
	C - Emsworth Rd (E)	639	658
08:30-08:45	A - Emsworth Rd (W)	568	574
	B - Castle Ave	36	36
	C - Emsworth Rd (E)	639	658
08:45-09:00	A - Emsworth Rd (W)	464	468
	B - Castle Ave	30	30
	C - Emsworth Rd (E)	521	537
09:00-09:15	A - Emsworth Rd (W)	388	392
	B - Castle Ave	25	25
	C - Emsworth Rd (E)	437	450

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.79	0.1	A	30	45
C-AB	0.01	6.85	0.0	A	3	4
C-A					529	794
A-B					4	6
A-C					470	705

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	504	0.049	25	0.0	0.1	7.506	A
C-AB	2	0.56	568	0.004	2	0.0	0.0	6.357	A
C-A	434	109			434				
A-B	3	0.75			3				
A-C	385	96			385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	480	0.062	30	0.1	0.1	7.992	A
C-AB	3	0.67	552	0.005	3	0.0	0.0	6.554	A
C-A	519	130			519				
A-B	4	0.90			4				
A-C	460	115			460				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	446	0.081	36	0.1	0.1	8.784	A
C-AB	3	0.83	529	0.006	3	0.0	0.0	6.848	A
C-A	635	159			635				
A-B	4	1			4				
A-C	564	141			564				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	446	0.081	36	0.1	0.1	8.788	A
C-AB	3	0.83	529	0.006	3	0.0	0.0	6.848	A
C-A	635	159			635				
A-B	4	1			4				
A-C	564	141			564				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	480	0.062	30	0.1	0.1	7.998	A
C-AB	3	0.67	552	0.005	3	0.0	0.0	6.554	A
C-A	519	130			519				
A-B	4	0.90			4				
A-C	460	115			460				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	504	0.049	25	0.1	0.1	7.513	A
C-AB	2	0.56	568	0.004	2	0.0	0.0	6.359	A
C-A	434	109			434				
A-B	3	0.75			3				
A-C	385	96			385				

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	131	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	498	100.000
B - Castle Ave		ONE HOUR	✓	20	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	621	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	10	488
	B - Castle Ave	5	0	15
	C - Emsworth Rd (E)	613	8	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Castle Ave	0.25	0.00	0.75
	C - Emsworth Rd (E)	0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	0	0
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	1	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	375	375
	B - Castle Ave	15	15
	C - Emsworth Rd (E)	468	472
17:00-17:15	A - Emsworth Rd (W)	448	448
	B - Castle Ave	18	18
	C - Emsworth Rd (E)	558	564
17:15-17:30	A - Emsworth Rd (W)	548	548
	B - Castle Ave	22	22
	C - Emsworth Rd (E)	684	690
17:30-17:45	A - Emsworth Rd (W)	548	548
	B - Castle Ave	22	22
	C - Emsworth Rd (E)	684	690
17:45-18:00	A - Emsworth Rd (W)	448	448
	B - Castle Ave	18	18
	C - Emsworth Rd (E)	558	564
18:00-18:15	A - Emsworth Rd (W)	375	375
	B - Castle Ave	15	15
	C - Emsworth Rd (E)	468	472

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	7.99	0.0	A	18	28
C-AB	0.02	6.85	0.0	A	7	11
C-A					562	844
A-B					9	14
A-C					448	672

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	526	0.029	15	0.0	0.0	7.035	A
C-AB	6	2	572	0.011	6	0.0	0.0	6.356	A
C-A	461	115			461				
A-B	8	2			8				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	504	0.036	18	0.0	0.0	7.403	A
C-AB	7	2	556	0.013	7	0.0	0.0	6.553	A
C-A	551	138			551				
A-B	9	2			9				
A-C	439	110			439				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	472	0.047	22	0.0	0.0	7.991	A
C-AB	9	2	535	0.016	9	0.0	0.0	6.845	A
C-A	675	169			675				
A-B	11	3			11				
A-C	537	134			537				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	472	0.047	22	0.0	0.0	7.992	A
C-AB	9	2	535	0.016	9	0.0	0.0	6.845	A
C-A	675	169			675				
A-B	11	3			11				
A-C	537	134			537				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	504	0.036	18	0.0	0.0	7.405	A
C-AB	7	2	556	0.013	7	0.0	0.0	6.553	A
C-A	551	138			551				
A-B	9	2			9				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	526	0.029	15	0.0	0.0	7.039	A
C-AB	6	2	572	0.011	6	0.0	0.0	6.359	A
C-A	461	115			461				
A-B	8	2			8				
A-C	367	92			367				

2023 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	111	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2023 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	516	100.000
B - Castle Ave		ONE HOUR	✓	62	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	4	512
	B - Castle Ave	11	0	51
	C - Emsworth Rd (E)	577	11	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Castle Ave	0.18	0.00	0.82
	C - Emsworth Rd (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	1
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.010
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	388	392
	B - Castle Ave	47	47
	C - Emsworth Rd (E)	443	456
08:00-08:15	A - Emsworth Rd (W)	464	468
	B - Castle Ave	56	56
	C - Emsworth Rd (E)	529	544
08:15-08:30	A - Emsworth Rd (W)	568	574
	B - Castle Ave	68	68
	C - Emsworth Rd (E)	647	666
08:30-08:45	A - Emsworth Rd (W)	568	574
	B - Castle Ave	68	68
	C - Emsworth Rd (E)	647	666
08:45-09:00	A - Emsworth Rd (W)	464	468
	B - Castle Ave	56	56
	C - Emsworth Rd (E)	529	544
09:00-09:15	A - Emsworth Rd (W)	388	392
	B - Castle Ave	47	47
	C - Emsworth Rd (E)	443	456

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	8.56	0.2	A	57	85
C-AB	0.02	6.96	0.0	A	10	15
C-A					529	794
A-B					4	6
A-C					470	705

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	541	0.086	46	0.0	0.1	7.270	A
C-AB	8	2	569	0.015	8	0.0	0.0	6.424	A
C-A	434	109			434				
A-B	3	0.75			3				
A-C	385	96			385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	519	0.107	56	0.1	0.1	7.760	A
C-AB	10	2	552	0.018	10	0.0	0.0	6.639	A
C-A	519	130			519				
A-B	4	0.90			4				
A-C	460	115			460				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	489	0.140	68	0.1	0.2	8.556	A
C-AB	12	3	529	0.023	12	0.0	0.0	6.960	A
C-A	635	159			635				
A-B	4	1			4				
A-C	564	141			564				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	489	0.140	68	0.2	0.2	8.563	A
C-AB	12	3	529	0.023	12	0.0	0.0	6.960	A
C-A	635	159			635				
A-B	4	1			4				
A-C	564	141			564				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	14	519	0.107	56	0.2	0.1	7.770	A
C-AB	10	2	552	0.018	10	0.0	0.0	6.640	A
C-A	519	130			519				
A-B	4	0.90			4				
A-C	460	115			460				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	541	0.086	47	0.1	0.1	7.282	A
C-AB	8	2	569	0.015	8	0.0	0.0	6.424	A
C-A	434	109			434				
A-B	3	0.75			3				
A-C	385	96			385				

2023 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	126	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2023 + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	498	100.000
B - Castle Ave		ONE HOUR	✓	31	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	644	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	10	488
	B - Castle Ave	5	0	26
	C - Emsworth Rd (E)	613	31	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0.00	0.02	0.98
	B - Castle Ave	0.16	0.00	0.84
	C - Emsworth Rd (E)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	0	0	0
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	1	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From				
	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	375	375
	B - Castle Ave	23	23
	C - Emsworth Rd (E)	485	489
17:00-17:15	A - Emsworth Rd (W)	448	448
	B - Castle Ave	28	28
	C - Emsworth Rd (E)	579	584
17:15-17:30	A - Emsworth Rd (W)	548	548
	B - Castle Ave	34	34
	C - Emsworth Rd (E)	709	716
17:30-17:45	A - Emsworth Rd (W)	548	548
	B - Castle Ave	34	34
	C - Emsworth Rd (E)	709	716
17:45-18:00	A - Emsworth Rd (W)	448	448
	B - Castle Ave	28	28
	C - Emsworth Rd (E)	579	584
18:00-18:15	A - Emsworth Rd (W)	375	375
	B - Castle Ave	23	23
	C - Emsworth Rd (E)	485	489

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.78	0.1	A	28	43
C-AB	0.06	7.16	0.1	A	29	43
C-A					562	844
A-B					9	14
A-C					448	672

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	548	0.043	23	0.0	0.0	6.860	A
C-AB	23	6	573	0.041	23	0.0	0.0	6.546	A
C-A	461	115			461				
A-B	8	2			8				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	527	0.053	28	0.0	0.1	7.216	A
C-AB	28	7	558	0.050	28	0.0	0.1	6.793	A
C-A	551	138			551				
A-B	9	2			9				
A-C	439	110			439				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	9	497	0.069	34	0.1	0.1	7.782	A
C-AB	34	9	537	0.064	34	0.1	0.1	7.157	A
C-A	675	169			675				
A-B	11	3			11				
A-C	537	134			537				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	9	497	0.069	34	0.1	0.1	7.784	A
C-AB	34	9	537	0.064	34	0.1	0.1	7.157	A
C-A	675	169			675				
A-B	11	3			11				
A-C	537	134			537				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	7	527	0.053	28	0.1	0.1	7.218	A
C-AB	28	7	558	0.050	28	0.1	0.1	6.795	A
C-A	551	138			551				
A-B	9	2			9				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	548	0.043	23	0.1	0.0	6.865	A
C-AB	23	6	573	0.041	23	0.1	0.0	6.552	A
C-A	461	115			461				
A-B	8	2			8				
A-C	367	92			367				

2023 + Dev (All), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	97	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2023 + Dev (All)	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	518	100.000
B - Castle Ave		ONE HOUR	✓	69	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	6	512
	B - Castle Ave	18	0	51
	C - Emsworth Rd (E)	577	11	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.01	0.99
	B - Castle Ave	0.26	0.00	0.74
	C - Emsworth Rd (E)	0.98	0.02	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	1
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	3	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.010
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Emsworth Rd (W)	390	394
	B - Castle Ave	52	52
	C - Emsworth Rd (E)	443	456
08:00-08:15	A - Emsworth Rd (W)	466	470
	B - Castle Ave	62	62
	C - Emsworth Rd (E)	529	544
08:15-08:30	A - Emsworth Rd (W)	570	576
	B - Castle Ave	76	76
	C - Emsworth Rd (E)	647	666
08:30-08:45	A - Emsworth Rd (W)	570	576
	B - Castle Ave	76	76
	C - Emsworth Rd (E)	647	666
08:45-09:00	A - Emsworth Rd (W)	466	470
	B - Castle Ave	62	62
	C - Emsworth Rd (E)	529	544
09:00-09:15	A - Emsworth Rd (W)	390	394
	B - Castle Ave	52	52
	C - Emsworth Rd (E)	443	456

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	9.29	0.2	A	63	95
C-AB	0.02	6.97	0.0	A	10	15
C-A					529	794
A-B					6	8
A-C					470	705

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	520	0.100	52	0.0	0.1	7.679	A
C-AB	8	2	568	0.015	8	0.0	0.0	6.428	A
C-A	434	109			434				
A-B	5	1			5				
A-C	385	96			385				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	497	0.125	62	0.1	0.1	8.277	A
C-AB	10	2	552	0.018	10	0.0	0.0	6.644	A
C-A	519	130			519				
A-B	5	1			5				
A-C	460	115			460				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	464	0.164	76	0.1	0.2	9.277	A
C-AB	12	3	529	0.023	12	0.0	0.0	6.967	A
C-A	635	159			635				
A-B	7	2			7				
A-C	564	141			564				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	464	0.164	76	0.2	0.2	9.286	A
C-AB	12	3	529	0.023	12	0.0	0.0	6.967	A
C-A	635	159			635				
A-B	7	2			7				
A-C	564	141			564				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	497	0.125	62	0.2	0.1	8.290	A
C-AB	10	2	552	0.018	10	0.0	0.0	6.644	A
C-A	519	130			519				
A-B	5	1			5				
A-C	460	115			460				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	520	0.100	52	0.1	0.1	7.697	A
C-AB	8	2	568	0.015	8	0.0	0.0	6.431	A
C-A	434	109			434				
A-B	5	1			5				
A-C	385	96			385				

2023 + Dev (All), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	116	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 + Dev (All)	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Emsworth Rd (W)		ONE HOUR	✓	505	100.000
B - Castle Ave		ONE HOUR	✓	34	100.000
C - Emsworth Rd (E)		ONE HOUR	✓	644	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	17	488
	B - Castle Ave	8	0	26
	C - Emsworth Rd (E)	613	31	0

Proportions

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0.00	0.03	0.97
	B - Castle Ave	0.24	0.00	0.76
	C - Emsworth Rd (E)	0.95	0.05	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	0	0	0
	B - Castle Ave	0	0	0
	C - Emsworth Rd (E)	1	0	0

Average PCU Per Veh

	To			
		A - Emsworth Rd (W)	B - Castle Ave	C - Emsworth Rd (E)
From	A - Emsworth Rd (W)	1.000	1.000	1.000
	B - Castle Ave	1.000	1.000	1.000
	C - Emsworth Rd (E)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Emsworth Rd (W)	380	380
	B - Castle Ave	26	26
	C - Emsworth Rd (E)	485	489
17:00-17:15	A - Emsworth Rd (W)	454	454
	B - Castle Ave	31	31
	C - Emsworth Rd (E)	579	584
17:15-17:30	A - Emsworth Rd (W)	556	556
	B - Castle Ave	37	37
	C - Emsworth Rd (E)	709	716
17:30-17:45	A - Emsworth Rd (W)	556	556
	B - Castle Ave	37	37
	C - Emsworth Rd (E)	709	716
17:45-18:00	A - Emsworth Rd (W)	454	454
	B - Castle Ave	31	31
	C - Emsworth Rd (E)	579	584
18:00-18:15	A - Emsworth Rd (W)	380	380
	B - Castle Ave	26	26
	C - Emsworth Rd (E)	485	489

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	8.28	0.1	A	31	47
C-AB	0.06	7.18	0.1	A	29	43
C-A					562	844
A-B					16	23
A-C					448	672

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	527	0.049	25	0.0	0.1	7.166	A
C-AB	23	6	572	0.041	23	0.0	0.0	6.559	A
C-A	461	115			461				
A-B	13	3			13				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	505	0.061	31	0.1	0.1	7.593	A
C-AB	28	7	556	0.050	28	0.0	0.1	6.811	A
C-A	551	138			551				
A-B	15	4			15				
A-C	439	110			439				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	472	0.079	37	0.1	0.1	8.279	A
C-AB	34	9	536	0.064	34	0.1	0.1	7.181	A
C-A	675	169			675				
A-B	19	5			19				
A-C	537	134			537				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	472	0.079	37	0.1	0.1	8.283	A
C-AB	34	9	536	0.064	34	0.1	0.1	7.181	A
C-A	675	169			675				
A-B	19	5			19				
A-C	537	134			537				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	505	0.061	31	0.1	0.1	7.596	A
C-AB	28	7	556	0.050	28	0.1	0.1	6.812	A
C-A	551	138			551				
A-B	15	4			15				
A-C	439	110			439				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	527	0.049	26	0.1	0.1	7.178	A
C-AB	23	6	572	0.041	23	0.1	0.0	6.565	A
C-A	461	115			461				
A-B	13	3			13				
A-C	367	92			367				

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