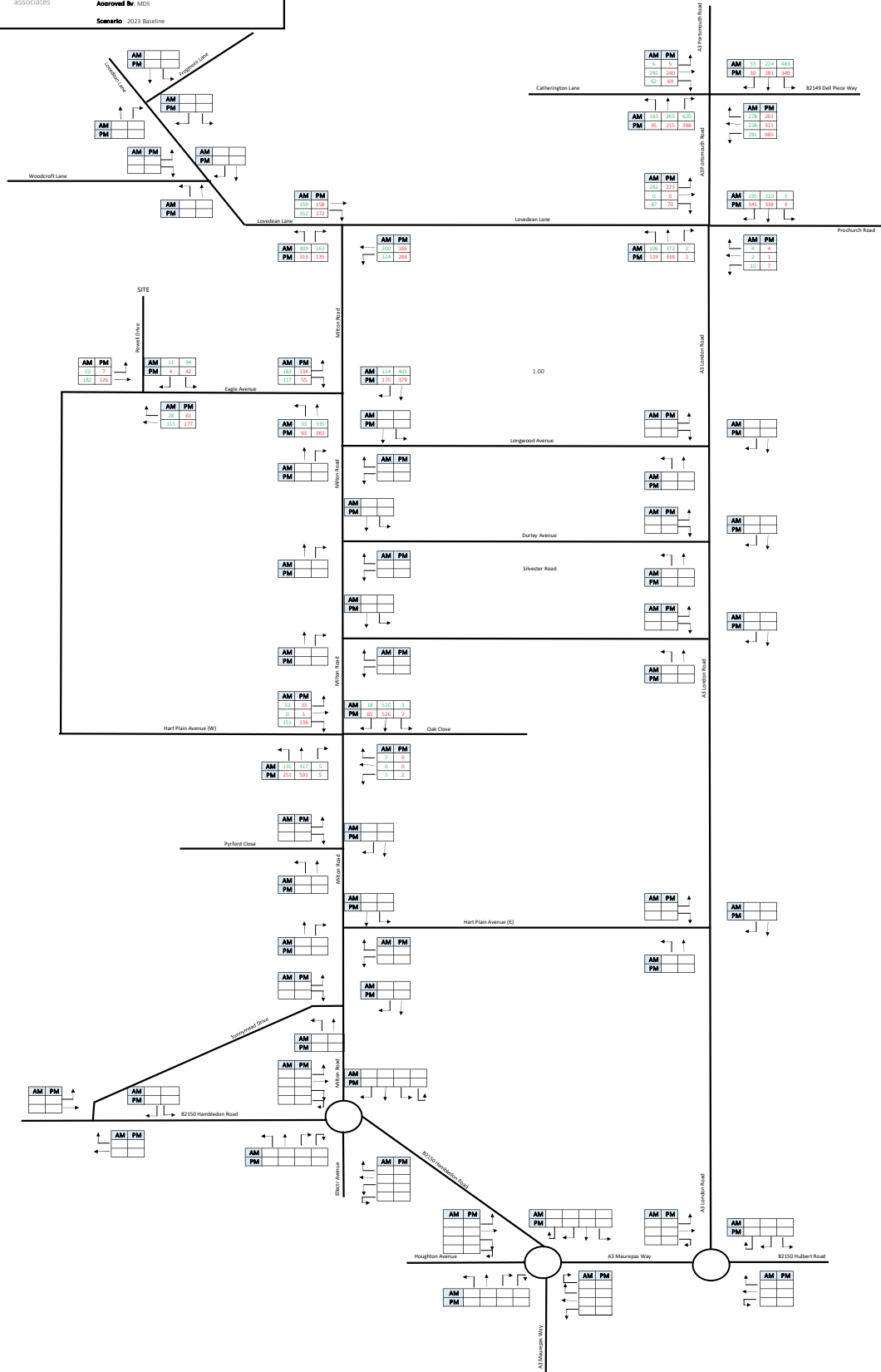
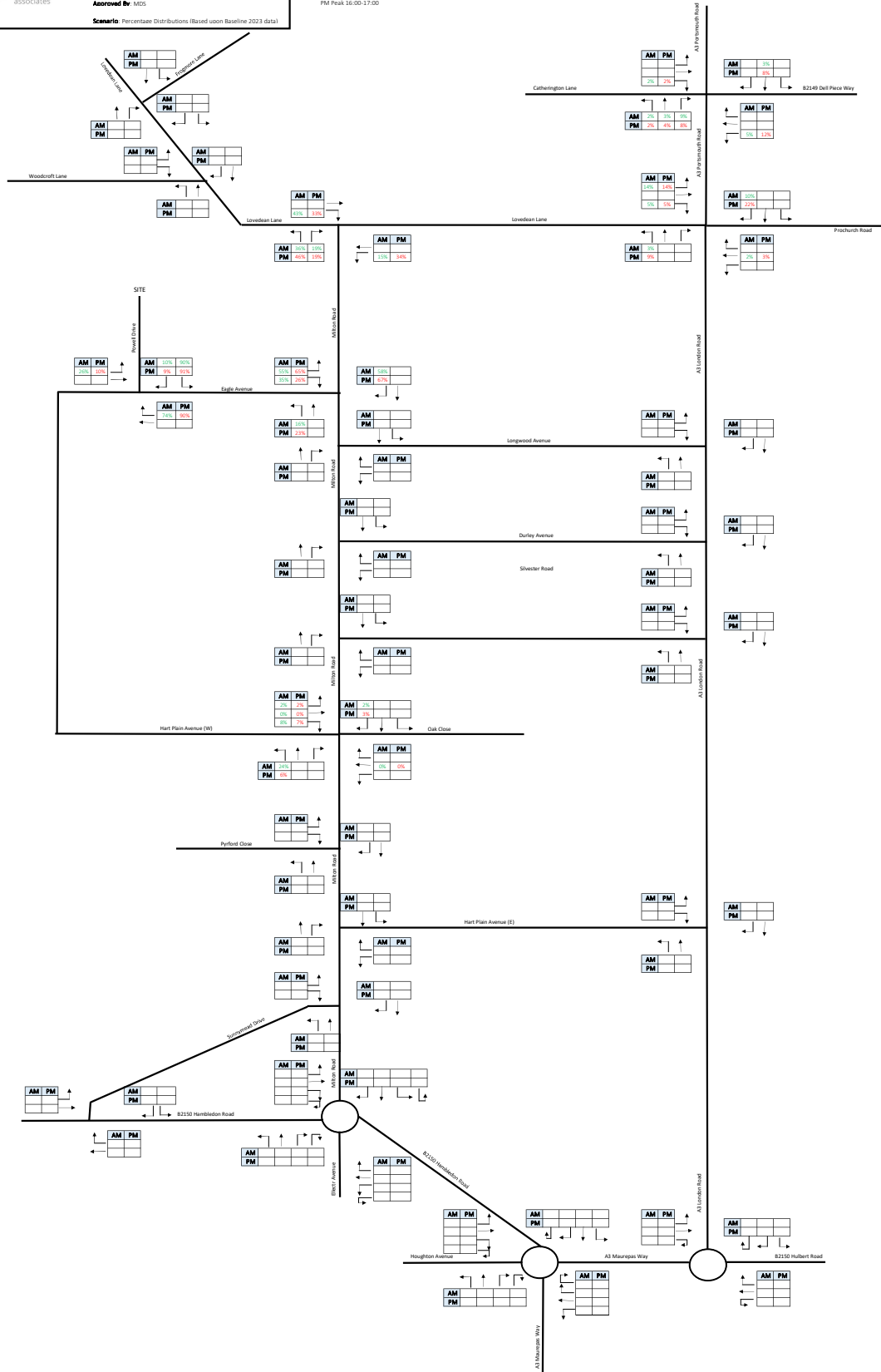
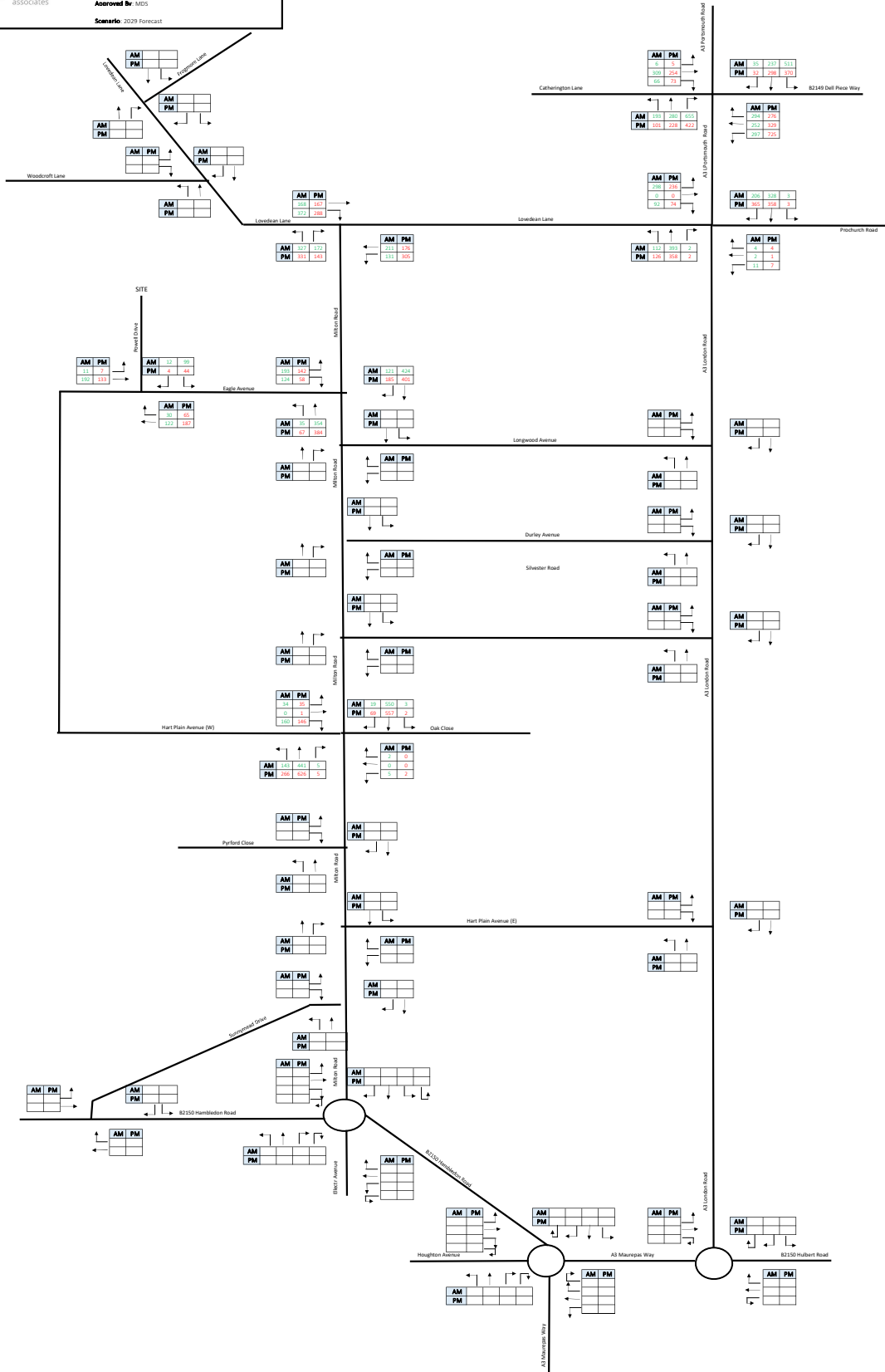


Appendix K







Appendix L

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: 167.0006 Powell Drive Eagle Avenue.j9
 Path: P:\Southern\160-169\167 Grainger\167.0006 Land North of Woodcroft Farm Phase 3, Horndean\03
 Technical\TPL\Modelling\Powell Drive Eagle Avenue
 Report generation date: 10/31/2024 2:57:26 PM

- »Baseline 2023, AM
- »Baseline 2023, PM
- »Baseline 2029, AM
- »Baseline 2029, PM
- »Baseline 2029 + Dev, AM
- »Baseline 2029 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline 2023								
Stream B-AC	0.3	8.20	0.19	A	0.1	7.03	0.08	A
Stream C-AB	0.1	6.53	0.06	A	0.2	6.48	0.13	A
Baseline 2029								
Stream B-AC	0.3	8.38	0.21	A	0.1	7.08	0.09	A
Stream C-AB	0.1	6.53	0.06	A	0.3	6.50	0.14	A
Baseline 2029 + Dev								
Stream B-AC	0.4	9.30	0.28	A	0.1	7.40	0.12	A
Stream C-AB	0.1	6.73	0.09	A	0.4	7.17	0.22	A

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

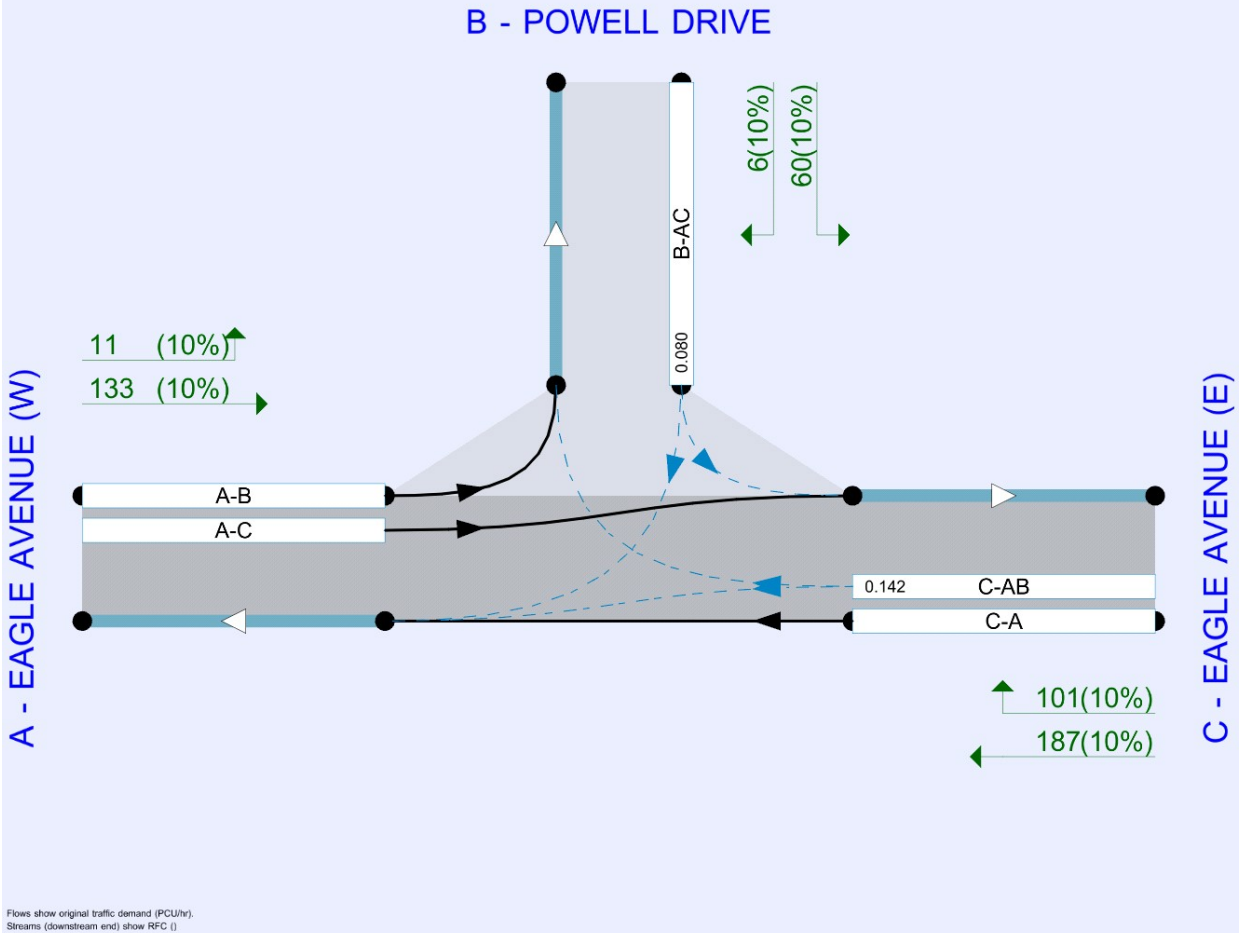
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	1/4/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	EAGLE AVENUE (W)		Major
B	POWELL DRIVE		Minor
C	EAGLE AVENUE (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 - EAGLE AVENUE (E)	8.00			50.0	✓	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 - POWELL DRIVE	One lane	3.00	80	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.090	0.226	0.142	0.323
1	B-C	668	0.093	0.236	-	-
1	C-B	603	0.213	0.213	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	192	100.000
B - POWELL DRIVE		✓	105	100.000
C - EAGLE AVENUE (E)		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	10	182
	B - POWELL DRIVE	11	0	94
	C - EAGLE AVENUE (E)	115	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	8.20	0.3	A
C-AB	0.06	6.53	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	79	615	0.128	78	0.2	7.364	A
C-AB	24	631	0.039	24	0.1	6.523	A
C-A	83			83			
A-B	8			8			
A-C	137			137			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	608	0.155	94	0.2	7.699	A
C-AB	30	637	0.047	30	0.1	6.526	A
C-A	98			98			
A-B	9			9			
A-C	164			164			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	116	599	0.193	115	0.3	8.190	A
C-AB	38	645	0.060	38	0.1	6.527	A
C-A	119			119			
A-B	11			11			
A-C	200			200			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	116	599	0.193	116	0.3	8.198	A
C-AB	38	645	0.060	38	0.1	6.529	A
C-A	119			119			
A-B	11			11			
A-C	200			200			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	94	608	0.155	95	0.2	7.711	A
C-AB	30	637	0.047	30	0.1	6.527	A
C-A	98			98			
A-B	9			9			
A-C	164			164			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	79	615	0.128	79	0.2	7.388	A
C-AB	24	631	0.039	25	0.1	6.528	A
C-A	83			83			
A-B	8			8			
A-C	137			137			

Baseline 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	2.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	133	100.000
B - POWELL DRIVE		✓	46	100.000
C - EAGLE AVENUE (E)		✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	7	126
	B - POWELL DRIVE	4	0	42
	C - EAGLE AVENUE (E)	177	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.03	0.1	A
C-AB	0.13	6.48	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	627	0.055	34	0.1	6.681	A
C-AB	57	672	0.085	57	0.1	6.436	A
C-A	122			122			
A-B	5			5			
A-C	95			95			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	621	0.067	41	0.1	6.827	A
C-AB	72	686	0.104	71	0.2	6.451	A
C-A	142			142			
A-B	6			6			
A-C	113			113			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	614	0.083	51	0.1	7.031	A
C-AB	93	705	0.132	93	0.2	6.475	A
C-A	169			169			
A-B	8			8			
A-C	139			139			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	614	0.083	51	0.1	7.031	A
C-AB	93	705	0.132	93	0.2	6.480	A
C-A	169			169			
A-B	8			8			
A-C	139			139			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	621	0.067	41	0.1	6.831	A
C-AB	72	686	0.104	72	0.2	6.459	A
C-A	142			142			
A-B	6			6			
A-C	113			113			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	35	627	0.055	35	0.1	6.688	A
C-AB	57	672	0.085	58	0.1	6.449	A
C-A	122			122			
A-B	5			5			
A-C	95			95			

Baseline 2029, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	203	100.000
B - POWELL DRIVE		✓	111	100.000
C - EAGLE AVENUE (E)		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	11	192
	B - POWELL DRIVE	12	0	99
	C - EAGLE AVENUE (E)	122	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	8.38	0.3	A
C-AB	0.06	6.53	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	613	0.136	83	0.2	7.464	A
C-AB	26	633	0.042	26	0.1	6.524	A
C-A	88			88			
A-B	8			8			
A-C	145			145			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	100	605	0.165	100	0.2	7.828	A
C-AB	33	639	0.051	33	0.1	6.528	A
C-A	104			104			
A-B	10			10			
A-C	173			173			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	122	595	0.205	122	0.3	8.368	A
C-AB	42	648	0.064	42	0.1	6.531	A
C-A	126			126			
A-B	12			12			
A-C	211			211			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	122	595	0.205	122	0.3	8.376	A
C-AB	42	648	0.064	42	0.1	6.533	A
C-A	126			126			
A-B	12			12			
A-C	211			211			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	100	605	0.165	100	0.2	7.841	A
C-AB	33	639	0.051	33	0.1	6.529	A
C-A	104			104			
A-B	10			10			
A-C	173			173			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	84	613	0.136	84	0.2	7.489	A
C-AB	26	633	0.042	27	0.1	6.532	A
C-A	88			88			
A-B	8			8			
A-C	145			145			

Baseline 2029, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	140	100.000
B - POWELL DRIVE		✓	48	100.000
C - EAGLE AVENUE (E)		✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	7	133
	B - POWELL DRIVE	4	0	44
	C - EAGLE AVENUE (E)	187	65	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.08	0.1	A
C-AB	0.14	6.50	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	626	0.058	36	0.1	6.707	A
C-AB	62	676	0.091	61	0.1	6.441	A
C-A	128			128			
A-B	5			5			
A-C	100			100			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	620	0.070	43	0.1	6.861	A
C-AB	77	690	0.112	77	0.2	6.461	A
C-A	149			149			
A-B	6			6			
A-C	120			120			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	612	0.086	53	0.1	7.077	A
C-AB	101	711	0.142	101	0.3	6.495	A
C-A	176			176			
A-B	8			8			
A-C	146			146			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	612	0.086	53	0.1	7.077	A
C-AB	101	711	0.142	101	0.3	6.498	A
C-A	176			176			
A-B	8			8			
A-C	146			146			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	620	0.070	43	0.1	6.865	A
C-AB	77	691	0.112	78	0.2	6.470	A
C-A	149			149			
A-B	6			6			
A-C	120			120			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	626	0.058	36	0.1	6.714	A
C-AB	62	676	0.092	62	0.1	6.455	A
C-A	128			128			
A-B	5			5			
A-C	100			100			

Baseline 2029 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	3.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	207	100.000
B - POWELL DRIVE		✓	153	100.000
C - EAGLE AVENUE (E)		✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	15	192
	B - POWELL DRIVE	16	0	137
	C - EAGLE AVENUE (E)	122	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	9.30	0.4	A
C-AB	0.09	6.73	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	115	613	0.188	114	0.3	7.928	A
C-AB	37	632	0.058	37	0.1	6.644	A
C-A	86			86			
A-B	11			11			
A-C	145			145			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	138	605	0.227	137	0.3	8.460	A
C-AB	46	639	0.071	46	0.1	6.677	A
C-A	102			102			
A-B	13			13			
A-C	173			173			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	168	594	0.283	168	0.4	9.277	A
C-AB	58	647	0.090	58	0.1	6.723	A
C-A	122			122			
A-B	17			17			
A-C	211			211			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	168	594	0.283	168	0.4	9.295	A
C-AB	58	647	0.090	58	0.1	6.729	A
C-A	122			122			
A-B	17			17			
A-C	211			211			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	138	605	0.227	138	0.3	8.486	A
C-AB	46	639	0.072	46	0.1	6.682	A
C-A	102			102			
A-B	13			13			
A-C	173			173			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	115	613	0.188	115	0.3	7.970	A
C-AB	37	633	0.059	37	0.1	6.655	A
C-A	86			86			
A-B	11			11			
A-C	145			145			

Baseline 2029 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Eagle Avenue/Powell Drive	T-Junction	Two-way	2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - EAGLE AVENUE (W)		✓	144	100.000
B - POWELL DRIVE		✓	66	100.000
C - EAGLE AVENUE (E)		✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	0	11	133
	B - POWELL DRIVE	6	0	60
	C - EAGLE AVENUE (E)	187	101	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - EAGLE AVENUE (W)	B - POWELL DRIVE	C - EAGLE AVENUE (E)
From	A - EAGLE AVENUE (W)	10	10	10
	B - POWELL DRIVE	10	10	10
	C - EAGLE AVENUE (E)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.40	0.1	A
C-AB	0.22	7.17	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	623	0.080	49	0.1	6.901	A
C-AB	96	675	0.142	95	0.2	6.820	A
C-A	121			121			
A-B	8			8			
A-C	100			100			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	617	0.096	59	0.1	7.106	A
C-AB	120	690	0.174	120	0.3	6.952	A
C-A	139			139			
A-B	10			10			
A-C	120			120			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	608	0.120	73	0.1	7.394	A
C-AB	157	710	0.221	157	0.4	7.158	A
C-A	160			160			
A-B	12			12			
A-C	146			146			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	73	608	0.120	73	0.1	7.398	A
C-AB	157	710	0.221	157	0.4	7.171	A
C-A	160			160			
A-B	12			12			
A-C	146			146			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	59	617	0.096	59	0.1	7.109	A
C-AB	120	690	0.175	121	0.3	6.971	A
C-A	138			138			
A-B	10			10			
A-C	120			120			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	50	623	0.080	50	0.1	6.914	A
C-AB	96	675	0.143	97	0.2	6.848	A
C-A	121			121			
A-B	8			8			
A-C	100			100			

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: 167.0006 Powell Drive Eagle Avenue Roundabout.j9

Path: P:\Southern\160-169\167 Grainger\167.0006 Land North of Woodcroft Farm Phase 3, Horndean\03

Technical\TPL\Modelling\Powell Drive Eagle Avenue

Report generation date: 10/31/2024 3:05:12 PM

»Baseline 2029 + Proposed Development, AM

»Baseline 2029 + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline 2029 + Proposed Development								
Arm 1	0.2	4.32	0.16	A	0.4	5.04	0.29	A
Arm 2	0.3	4.59	0.21	A	0.2	4.39	0.15	A
Arm 3	0.3	5.78	0.20	A	0.1	4.88	0.08	A

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

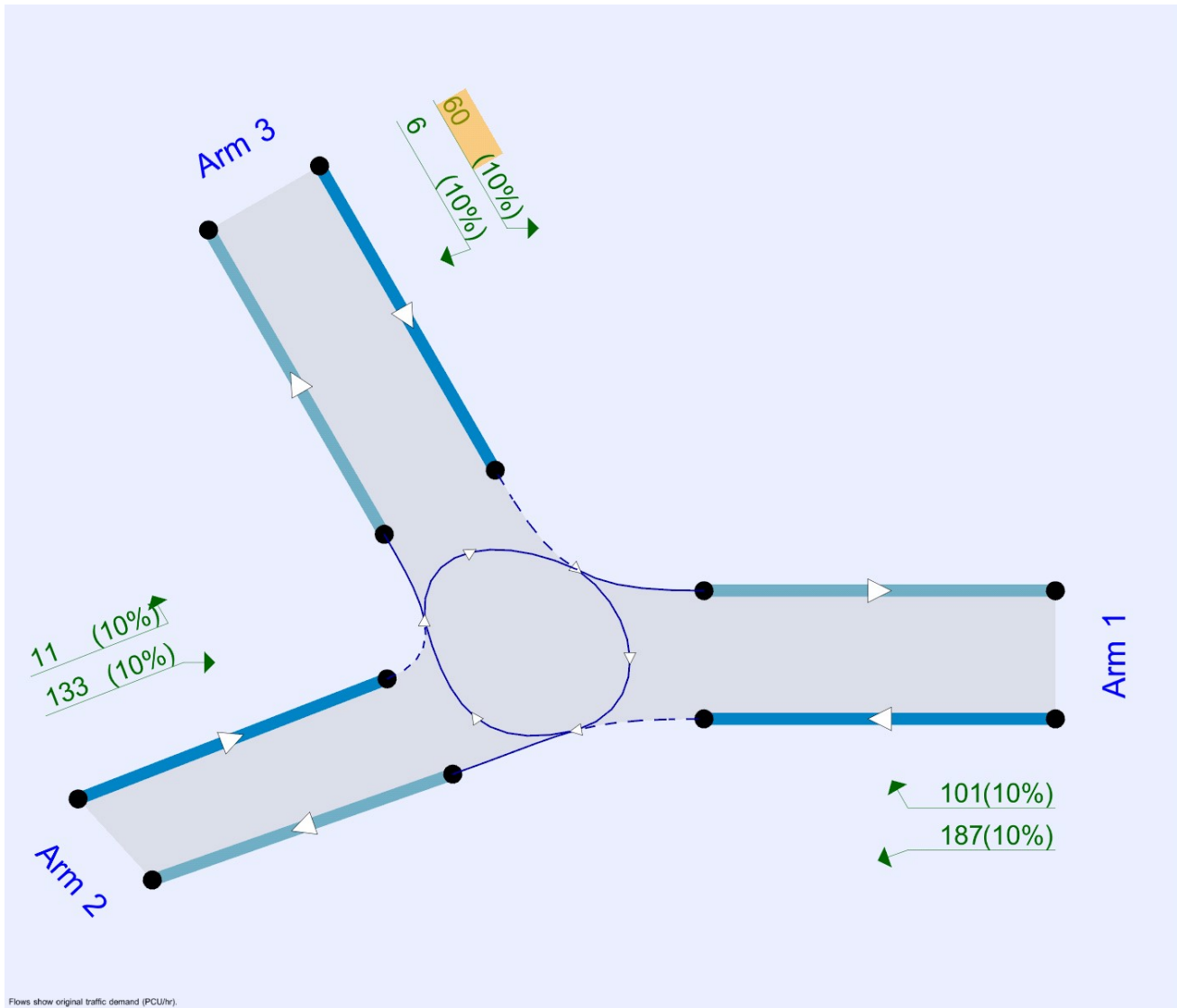
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	9/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2029 + Proposed Development	AM	ONE HOUR	07:30	09:00	15
D2	Baseline 2029 + Proposed Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2029 + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Eagle Avenue (E)	
2	Eagle Avenue (W)	
3	Powell Drive	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.00	4.60	8.7	6.4	38.0	54.0	
2	4.00	4.20	6.2	9.1	44.0	48.0	
3	3.00	3.20	9.6	21.0	45.0	34.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.470	1106
2	0.480	1114
3	0.479	955

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2029 + Proposed Development	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	164	100.000
2		✓	207	100.000
3		✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	122	42
	2	192	0	15
	3	137	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.16	4.32	0.2	A
2	0.21	4.59	0.3	A
3	0.20	5.78	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	123	12	1101	0.112	123	0.1	4.049	A
2	156	31	1098	0.142	155	0.2	4.195	A
3	115	144	886	0.130	115	0.2	5.130	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	147	14	1099	0.134	147	0.2	4.159	A
2	186	38	1095	0.170	186	0.2	4.354	A
3	138	172	872	0.158	137	0.2	5.388	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	181	18	1098	0.164	180	0.2	4.314	A
2	228	46	1091	0.209	228	0.3	4.583	A
3	168	211	854	0.197	168	0.3	5.777	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	181	18	1098	0.164	181	0.2	4.316	A
2	228	46	1091	0.209	228	0.3	4.585	A
3	168	211	853	0.197	168	0.3	5.780	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	147	14	1099	0.134	148	0.2	4.161	A
2	186	38	1095	0.170	186	0.2	4.358	A
3	138	173	872	0.158	138	0.2	5.397	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	123	12	1101	0.112	124	0.1	4.055	A
2	156	32	1098	0.142	156	0.2	4.202	A
3	115	145	885	0.130	115	0.2	5.143	A

Baseline 2029 + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	4.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2029 + Proposed Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	288	100.000
2		✓	144	100.000
3		✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	187	101
	2	133	0	11
	3	60	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.29	5.04	0.4	A
2	0.15	4.39	0.2	A
3	0.08	4.88	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	217	4	1104	0.196	216	0.3	4.452	A
2	108	76	1077	0.101	108	0.1	4.083	A
3	50	100	907	0.055	49	0.1	4.617	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	259	5	1104	0.235	259	0.3	4.685	A
2	129	91	1070	0.121	129	0.2	4.209	A
3	59	119	897	0.066	59	0.1	4.724	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	317	7	1103	0.287	317	0.4	5.033	A
2	159	111	1060	0.150	158	0.2	4.391	A
3	73	146	885	0.082	73	0.1	4.876	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	317	7	1103	0.287	317	0.4	5.037	A
2	159	111	1060	0.150	159	0.2	4.391	A
3	73	146	885	0.082	73	0.1	4.877	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	259	5	1104	0.235	259	0.3	4.692	A
2	129	91	1070	0.121	130	0.2	4.213	A
3	59	120	897	0.066	59	0.1	4.726	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	217	5	1104	0.196	217	0.3	4.465	A
2	108	76	1077	0.101	109	0.1	4.090	A
3	50	100	907	0.055	50	0.1	4.621	A

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: 167.0006 Eagle Avenue Milton Road Rbt - TA164 Validated.j9

Path: P:\Southern\160-169\167 Grainger\167.0006 Land North of Woodcroft Farm Phase 3, Horndean\03

Technical\TPL\Modelling\Eagle Avenue Milton Road Rbt

Report generation date: 10/31/2024 4:45:33 PM

- »Baseline 2023, AM
- »Baseline 2023, PM
- »Baseline 2029, AM
- »Baseline 2029, PM
- »Baseline 2029 + Dev, AM
- »Baseline 2029 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline 2023								
1 - EAGLE AVENUE	3.2	18.23	0.75	C	1.5	10.42	0.58	B
2 - MILTON ROAD (N)	3.1	15.19	0.74	C	1.0	7.54	0.49	A
3 - MILTON ROAD (S)	2.5	11.37	0.70	B	2.5	11.78	0.70	B
Baseline 2029								
1 - EAGLE AVENUE	3.8	21.07	0.79	C	1.6	11.14	0.60	B
2 - MILTON ROAD (N)	3.7	17.71	0.78	C	1.2	8.12	0.52	A
3 - MILTON ROAD (S)	2.8	12.33	0.72	B	2.9	13.07	0.73	B
Baseline 2029 + Dev								
1 - EAGLE AVENUE	5.0	26.54	0.83	D	1.8	11.71	0.62	B
2 - MILTON ROAD (N)	4.1	19.34	0.80	C	1.4	8.71	0.55	A
3 - MILTON ROAD (S)	2.8	12.62	0.73	B	3.1	14.28	0.75	B

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

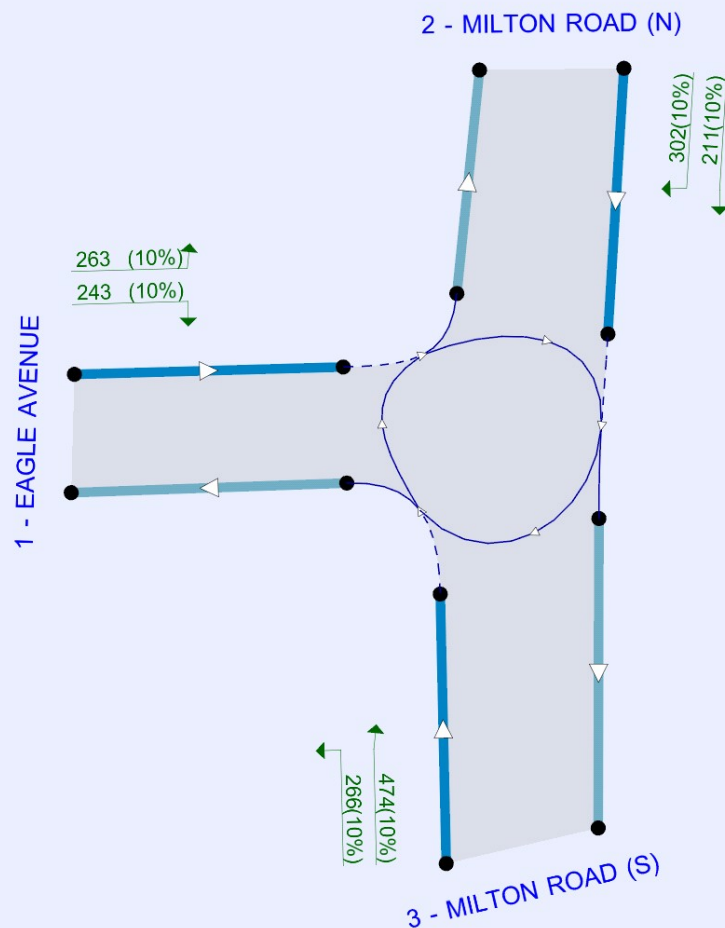
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	1/2/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	14.71	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	EAGLE AVENUE	
2	MILTON ROAD (N)	
3	MILTON ROAD (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - EAGLE AVENUE	3.40	3.00	6.20	12.0	5.80	6.00	0.0	✓
2 - MILTON ROAD (N)	3.00	2.80	5.20	8.3	10.00	9.00	0.0	
3 - MILTON ROAD (S)	3.00	2.80	6.60	10.7	5.00	5.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - EAGLE AVENUE	0.545	1179
2 - MILTON ROAD (N)	0.631	1188
3 - MILTON ROAD (S)	0.539	1270

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	600	100.000
2 - MILTON ROAD (N)		✓	675	100.000
3 - MILTON ROAD (S)		✓	728	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
From	1 - EAGLE AVENUE	0	333	267
	2 - MILTON ROAD (N)	204	0	471
	3 - MILTON ROAD (S)	223	505	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
From	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.75	18.23	3.2	C
2 - MILTON ROAD (N)	0.74	15.19	3.1	C
3 - MILTON ROAD (S)	0.70	11.37	2.5	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	452	378	973	0.464	448	0.9	7.489	A
2 - MILTON ROAD (N)	508	199	1062	0.478	504	1.0	7.050	A
3 - MILTON ROAD (S)	548	152	1188	0.461	544	0.9	6.118	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	539	453	932	0.579	537	1.5	9.970	A
2 - MILTON ROAD (N)	607	239	1037	0.585	605	1.5	9.114	A
3 - MILTON ROAD (S)	654	183	1171	0.559	653	1.4	7.607	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	661	553	878	0.753	654	3.1	17.221	C
2 - MILTON ROAD (N)	743	291	1004	0.740	737	3.0	14.530	B
3 - MILTON ROAD (S)	802	223	1150	0.697	797	2.4	11.094	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	661	556	876	0.754	660	3.2	18.233	C
2 - MILTON ROAD (N)	743	294	1003	0.741	743	3.1	15.189	C
3 - MILTON ROAD (S)	802	224	1149	0.698	801	2.5	11.372	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	539	457	930	0.580	546	1.6	10.491	B
2 - MILTON ROAD (N)	607	243	1035	0.587	613	1.6	9.512	A
3 - MILTON ROAD (S)	654	185	1170	0.559	659	1.4	7.806	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	452	381	971	0.465	454	1.0	7.693	A
2 - MILTON ROAD (N)	508	202	1060	0.479	510	1.0	7.232	A
3 - MILTON ROAD (S)	548	154	1187	0.462	550	1.0	6.235	A

Baseline 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	10.21	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	479	100.000
2 - MILTON ROAD (N)		✓	454	100.000
3 - MILTON ROAD (S)		✓	706	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	0	244	235
	2 - MILTON ROAD (N)	265	0	189
	3 - MILTON ROAD (S)	253	453	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.58	10.42	1.5	B
2 - MILTON ROAD (N)	0.49	7.54	1.0	A
3 - MILTON ROAD (S)	0.70	11.78	2.5	B

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	361	339	994	0.363	358	0.6	6.201	A
2 - MILTON ROAD (N)	342	176	1077	0.317	340	0.5	5.358	A
3 - MILTON ROAD (S)	532	198	1163	0.457	528	0.9	6.200	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	431	406	958	0.450	430	0.9	7.483	A
2 - MILTON ROAD (N)	408	211	1055	0.387	407	0.7	6.110	A
3 - MILTON ROAD (S)	635	238	1142	0.556	633	1.4	7.754	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	527	496	909	0.580	525	1.5	10.321	B
2 - MILTON ROAD (N)	500	258	1025	0.488	498	1.0	7.496	A
3 - MILTON ROAD (S)	777	291	1113	0.698	773	2.4	11.491	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	527	499	907	0.581	527	1.5	10.416	B
2 - MILTON ROAD (N)	500	259	1025	0.488	500	1.0	7.545	A
3 - MILTON ROAD (S)	777	292	1113	0.699	777	2.5	11.780	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	431	410	955	0.451	433	0.9	7.611	A
2 - MILTON ROAD (N)	408	212	1054	0.387	409	0.7	6.157	A
3 - MILTON ROAD (S)	635	239	1141	0.556	639	1.4	7.953	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	361	342	992	0.363	362	0.6	6.289	A
2 - MILTON ROAD (N)	342	177	1076	0.318	343	0.5	5.407	A
3 - MILTON ROAD (S)	532	200	1162	0.457	533	0.9	6.315	A

Baseline 2029, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	16.77	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	617	100.000
2 - MILTON ROAD (N)		✓	705	100.000
3 - MILTON ROAD (S)		✓	749	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	0	343	274
	2 - MILTON ROAD (N)	211	0	494
	3 - MILTON ROAD (S)	225	524	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.79	21.07	3.8	C
2 - MILTON ROAD (N)	0.78	17.71	3.7	C
3 - MILTON ROAD (S)	0.72	12.33	2.8	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	465	392	965	0.481	460	1.0	7.782	A
2 - MILTON ROAD (N)	531	204	1059	0.501	526	1.1	7.380	A
3 - MILTON ROAD (S)	564	158	1185	0.476	560	1.0	6.296	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	555	470	923	0.601	552	1.6	10.610	B
2 - MILTON ROAD (N)	634	245	1033	0.613	631	1.7	9.794	A
3 - MILTON ROAD (S)	673	189	1168	0.576	671	1.5	7.940	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	679	573	866	0.784	671	3.6	19.510	C
2 - MILTON ROAD (N)	776	298	1000	0.776	769	3.5	16.632	C
3 - MILTON ROAD (S)	825	230	1146	0.720	820	2.7	11.956	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	679	577	865	0.786	679	3.8	21.074	C
2 - MILTON ROAD (N)	776	301	998	0.778	776	3.7	17.707	C
3 - MILTON ROAD (S)	825	232	1145	0.720	824	2.8	12.330	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	555	475	920	0.603	563	1.7	11.330	B
2 - MILTON ROAD (N)	634	250	1030	0.615	641	1.8	10.375	B
3 - MILTON ROAD (S)	673	192	1167	0.577	678	1.5	8.191	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	465	396	963	0.482	467	1.0	8.027	A
2 - MILTON ROAD (N)	531	207	1057	0.502	533	1.1	7.606	A
3 - MILTON ROAD (S)	564	160	1184	0.476	566	1.0	6.428	A

Baseline 2029, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	11.11	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	490	100.000
2 - MILTON ROAD (N)		✓	486	100.000
3 - MILTON ROAD (S)		✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	0	252	238
	2 - MILTON ROAD (N)	275	0	211
	3 - MILTON ROAD (S)	257	474	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.60	11.14	1.6	B
2 - MILTON ROAD (N)	0.52	8.12	1.2	A
3 - MILTON ROAD (S)	0.73	13.07	2.9	B

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	369	354	986	0.374	366	0.7	6.365	A
2 - MILTON ROAD (N)	366	178	1076	0.340	364	0.6	5.562	A
3 - MILTON ROAD (S)	550	206	1159	0.475	546	1.0	6.423	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	440	425	947	0.465	439	0.9	7.776	A
2 - MILTON ROAD (N)	437	213	1053	0.415	436	0.8	6.407	A
3 - MILTON ROAD (S)	657	247	1137	0.578	655	1.5	8.184	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	540	518	896	0.602	537	1.6	10.929	B
2 - MILTON ROAD (N)	535	261	1023	0.523	533	1.2	8.056	A
3 - MILTON ROAD (S)	805	302	1107	0.727	800	2.8	12.652	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	540	522	895	0.603	539	1.6	11.136	B
2 - MILTON ROAD (N)	535	262	1023	0.523	535	1.2	8.121	A
3 - MILTON ROAD (S)	805	303	1107	0.727	805	2.9	13.070	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	440	430	945	0.466	443	1.0	7.934	A
2 - MILTON ROAD (N)	437	215	1052	0.415	439	0.8	6.470	A
3 - MILTON ROAD (S)	657	248	1136	0.578	662	1.5	8.447	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	369	358	984	0.375	370	0.7	6.468	A
2 - MILTON ROAD (N)	366	180	1074	0.341	367	0.6	5.602	A
3 - MILTON ROAD (S)	550	208	1158	0.475	552	1.0	6.562	A

Baseline 2029 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	19.18	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	654	100.000
2 - MILTON ROAD (N)		✓	714	100.000
3 - MILTON ROAD (S)		✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	0	366	288
	2 - MILTON ROAD (N)	220	0	494
	3 - MILTON ROAD (S)	227	524	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.83	26.54	5.0	D
2 - MILTON ROAD (N)	0.80	19.34	4.1	C
3 - MILTON ROAD (S)	0.73	12.62	2.8	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	492	392	965	0.510	488	1.1	8.217	A
2 - MILTON ROAD (N)	538	215	1052	0.511	533	1.1	7.563	A
3 - MILTON ROAD (S)	565	164	1181	0.479	561	1.0	6.346	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	588	470	923	0.637	585	1.9	11.610	B
2 - MILTON ROAD (N)	642	258	1025	0.626	639	1.8	10.185	B
3 - MILTON ROAD (S)	675	197	1164	0.580	673	1.5	8.037	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	720	573	867	0.831	709	4.7	23.561	C
2 - MILTON ROAD (N)	786	312	991	0.793	778	3.9	17.910	C
3 - MILTON ROAD (S)	827	240	1141	0.725	822	2.8	12.216	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	720	577	865	0.833	719	5.0	26.537	D
2 - MILTON ROAD (N)	786	316	988	0.796	785	4.1	19.338	C
3 - MILTON ROAD (S)	827	242	1140	0.726	827	2.8	12.623	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	588	475	920	0.639	600	2.0	12.797	B
2 - MILTON ROAD (N)	642	264	1021	0.629	650	1.9	10.918	B
3 - MILTON ROAD (S)	675	200	1162	0.581	680	1.6	8.306	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	492	396	963	0.511	496	1.2	8.531	A
2 - MILTON ROAD (N)	538	218	1050	0.512	541	1.2	7.815	A
3 - MILTON ROAD (S)	565	167	1180	0.479	568	1.0	6.484	A

Baseline 2029 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Eagle Avenue/ Milton Road	Mini-roundabout	1, 2, 3	11.92	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - EAGLE AVENUE		✓	506	100.000
2 - MILTON ROAD (N)		✓	513	100.000
3 - MILTON ROAD (S)		✓	740	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	0	263	243
	2 - MILTON ROAD (N)	302	0	211
	3 - MILTON ROAD (S)	266	474	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - EAGLE AVENUE	2 - MILTON ROAD (N)	3 - MILTON ROAD (S)
	1 - EAGLE AVENUE	10	10	10
	2 - MILTON ROAD (N)	10	10	10
	3 - MILTON ROAD (S)	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - EAGLE AVENUE	0.62	11.71	1.8	B
2 - MILTON ROAD (N)	0.55	8.71	1.4	A
3 - MILTON ROAD (S)	0.75	14.28	3.1	B

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	381	354	986	0.386	378	0.7	6.488	A
2 - MILTON ROAD (N)	386	182	1073	0.360	384	0.6	5.724	A
3 - MILTON ROAD (S)	557	226	1148	0.485	553	1.0	6.609	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	455	425	947	0.480	454	1.0	7.997	A
2 - MILTON ROAD (N)	461	218	1050	0.439	460	0.9	6.698	A
3 - MILTON ROAD (S)	665	271	1124	0.592	663	1.6	8.551	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	557	518	897	0.621	554	1.7	11.459	B
2 - MILTON ROAD (N)	565	266	1020	0.554	563	1.3	8.625	A
3 - MILTON ROAD (S)	815	331	1091	0.747	809	3.1	13.722	B

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	557	522	895	0.623	557	1.8	11.714	B
2 - MILTON ROAD (N)	565	267	1019	0.554	565	1.4	8.713	A
3 - MILTON ROAD (S)	815	332	1091	0.747	814	3.1	14.278	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	455	430	945	0.482	458	1.0	8.183	A
2 - MILTON ROAD (N)	461	220	1049	0.440	463	0.9	6.781	A
3 - MILTON ROAD (S)	665	273	1123	0.592	671	1.6	8.881	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - EAGLE AVENUE	381	358	984	0.387	382	0.7	6.601	A
2 - MILTON ROAD (N)	386	184	1072	0.360	387	0.6	5.792	A
3 - MILTON ROAD (S)	557	228	1147	0.486	559	1.1	6.763	A

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.2.5947 © Copyright TRL Limited, 2017			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: 167.0006 Milton Road Lovedean Lane - Validated (CD) (TA164).j9
Path: P:\Southern\160-169\167 Grainger\167.0006 Land North of Woodcroft Farm Phase 3, Horndean\03
 Technical\TPL\Modelling\Milton Road Lovedean Lane
Report generation date: 10/31/2024 3:33:21 PM

- »Baseline 2023, AM
- »Baseline 2023, PM
- »Baseline 2029, AM
- »Baseline 2029, PM
- »Baseline 2029 + Dev, AM
- »Baseline 2029 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline 2023								
Stream B-AC	7.0	59.25	0.89	F	4.0	36.49	0.80	E
Stream C-AB	2.5	19.04	0.68	C	4.9	31.51	0.80	D
Baseline 2029								
Stream B-AC	13.0	99.94	0.97	F	6.4	55.33	0.88	F
Stream C-AB	3.2	21.81	0.72	C	6.6	39.48	0.85	E
Baseline 2029 + Dev								
Stream B-AC	22.1	152.88	1.04	F	8.2	68.75	0.91	F
Stream C-AB	3.6	24.09	0.75	C	8.4	48.34	0.88	E

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

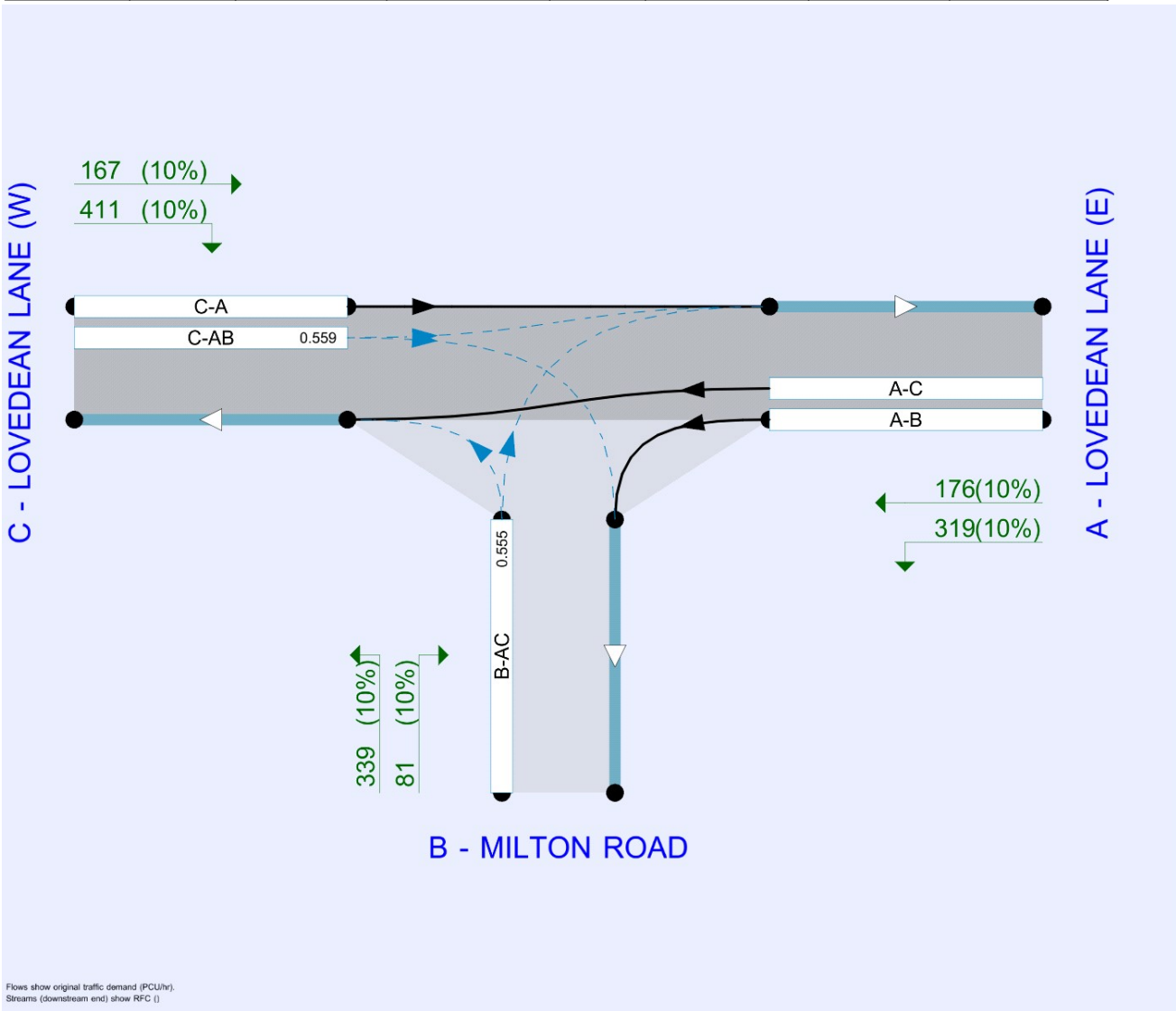
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	1/4/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	25.66	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	LOVEDEAN LANE (E)		Major
B	MILTON ROAD		Minor
C	LOVEDEAN LANE (W)		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 - LOVEDEAN LANE (W)	7.10		✓	2.80	50.0	✓	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 - MILTON ROAD	One lane	3.23	95	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	572	0.099	0.251	0.158	0.358
1	B-C	703	0.103	0.259	-	-
1	C-B	642	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2023	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	324	100.000
B - MILTON ROAD		✓	417	100.000
C - LOVEDEAN LANE (W)		✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
	From			
	A - LOVEDEAN LANE (E)	0	124	200
	B - MILTON ROAD	108	0	309
	C - LOVEDEAN LANE (W)	159	342	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
	From			
	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.89	59.25	7.0	F
C-AB	0.68	19.04	2.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	314	569	0.552	309	1.3	14.958	B
C-AB	269	611	0.441	266	0.9	11.355	B
C-A	108			108			
A-B	93			93			
A-C	151			151			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	375	547	0.685	371	2.2	22.024	C
C-AB	332	619	0.536	330	1.3	13.651	B
C-A	118			118			
A-B	111			111			
A-C	180			180			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	459	516	0.890	444	6.0	46.995	E
C-AB	434	643	0.675	430	2.4	18.342	C
C-A	117			117			
A-B	137			137			
A-C	220			220			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	459	515	0.891	455	7.0	59.251	F
C-AB	434	643	0.675	434	2.5	19.042	C
C-A	117			117			
A-B	137			137			
A-C	220			220			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	375	546	0.687	393	2.6	28.191	D
C-AB	332	619	0.536	337	1.4	14.255	B
C-A	118			118			
A-B	111			111			
A-C	180			180			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	314	568	0.553	319	1.4	16.196	C
C-AB	269	611	0.441	271	0.9	11.724	B
C-A	108			108			
A-B	93			93			
A-C	151			151			

Baseline 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	20.14	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2023	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	454	100.000
B - MILTON ROAD		✓	383	100.000
C - LOVEDEAN LANE (W)		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	0	288	166
	B - MILTON ROAD	70	0	313
	C - LOVEDEAN LANE (W)	158	382	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.80	36.49	4.0	E
C-AB	0.80	31.51	4.9	D
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	581	0.496	284	1.1	13.160	B
C-AB	306	597	0.512	301	1.2	13.215	B
C-A	101			101			
A-B	217			217			
A-C	125			125			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	344	560	0.615	342	1.7	17.970	C
C-AB	382	607	0.629	379	2.0	17.230	C
C-A	104			104			
A-B	259			259			
A-C	149			149			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	422	528	0.799	413	3.7	32.450	D
C-AB	514	641	0.803	504	4.6	27.956	D
C-A	80			80			
A-B	317			317			
A-C	183			183			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	422	526	0.801	420	4.0	36.490	E
C-AB	514	641	0.803	513	4.9	31.507	D
C-A	80			80			
A-B	317			317			
A-C	183			183			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	344	557	0.618	353	1.9	20.107	C
C-AB	382	607	0.629	393	2.2	19.526	C
C-A	104			104			
A-B	259			259			
A-C	149			149			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	288	580	0.497	291	1.1	13.864	B
C-AB	306	597	0.512	309	1.3	13.997	B
C-A	101			101			
A-B	217			217			
A-C	125			125			

Baseline 2029, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	40.44	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Baseline 2029	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	342	100.000
B - MILTON ROAD		✓	444	100.000
C - LOVEDEAN LANE (W)		✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
	A - LOVEDEAN LANE (E)	0	131	211
	B - MILTON ROAD	117	0	327
	C - LOVEDEAN LANE (W)	168	362	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.97	99.94	13.0	F
C-AB	0.72	21.81	3.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	334	561	0.596	328	1.5	16.576	C
C-AB	287	613	0.469	284	1.0	11.889	B
C-A	112			112			
A-B	99			99			
A-C	159			159			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	399	538	0.742	394	2.9	26.504	D
C-AB	357	624	0.571	354	1.5	14.616	B
C-A	120			120			
A-B	118			118			
A-C	190			190			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	489	504	0.970	461	9.8	67.171	F
C-AB	472	655	0.721	466	3.0	20.633	C
C-A	111			111			
A-B	144			144			
A-C	232			232			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	489	503	0.972	476	13.0	99.942	F
C-AB	472	655	0.721	471	3.2	21.807	C
C-A	111			111			
A-B	144			144			
A-C	232			232			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	399	536	0.744	436	3.6	48.150	E
C-AB	357	624	0.571	363	1.7	15.548	C
C-A	120			120			
A-B	118			118			
A-C	190			190			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	334	560	0.597	342	1.7	18.738	C
C-AB	287	613	0.469	290	1.1	12.366	B
C-A	112			112			
A-B	99			99			
A-C	159			159			

Baseline 2029, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	28.17	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Baseline 2029	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	481	100.000
B - MILTON ROAD		✓	409	100.000
C - LOVEDEAN LANE (W)		✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	0	305	176
	B - MILTON ROAD	78	0	331
	C - LOVEDEAN LANE (W)	167	398	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.88	55.33	6.4	F
C-AB	0.85	39.48	6.6	E
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	573	0.538	303	1.2	14.426	B
C-AB	322	597	0.538	316	1.3	13.881	B
C-A	104			104			
A-B	230			230			
A-C	133			133			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	549	0.669	364	2.1	20.987	C
C-AB	405	611	0.663	401	2.3	18.680	C
C-A	103			103			
A-B	274			274			
A-C	158			158			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	515	0.875	436	5.6	44.257	E
C-AB	554	653	0.848	539	5.9	32.955	D
C-A	68			68			
A-B	336			336			
A-C	194			194			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	450	512	0.879	447	6.4	55.330	F
C-AB	554	653	0.848	551	6.6	39.481	E
C-A	68			68			
A-B	336			336			
A-C	194			194			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	368	546	0.673	384	2.4	26.329	D
C-AB	405	611	0.663	421	2.6	22.635	C
C-A	103			103			
A-B	274			274			
A-C	158			158			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	308	571	0.539	312	1.3	15.532	C
C-AB	322	597	0.538	326	1.4	14.910	B
C-A	104			104			
A-B	230			230			
A-C	133			133			

Baseline 2029 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	59.05	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2029 + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	375	100.000
B - MILTON ROAD		✓	467	100.000
C - LOVEDEAN LANE (W)		✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	0	164	211
	B - MILTON ROAD	125	0	342
	C - LOVEDEAN LANE (W)	168	369	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.04	152.88	22.1	F
C-AB	0.75	24.09	3.6	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	556	0.632	344	1.8	18.125	C
C-AB	294	609	0.483	290	1.1	12.268	B
C-A	110			110			
A-B	123			123			
A-C	159			159			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	420	532	0.789	413	3.6	31.352	D
C-AB	366	620	0.590	363	1.7	15.331	C
C-A	117			117			
A-B	147			147			
A-C	190			190			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	514	497	1.035	470	14.5	89.655	F
C-AB	487	653	0.746	480	3.4	22.465	C
C-A	104			104			
A-B	181			181			
A-C	232			232			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	514	495	1.038	484	22.1	152.875	F
C-AB	487	653	0.746	487	3.6	24.094	C
C-A	104			104			
A-B	181			181			
A-C	232			232			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	420	530	0.792	486	5.4	97.781	F
C-AB	366	620	0.590	373	1.8	16.548	C
C-A	117			117			
A-B	147			147			
A-C	190			190			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	352	555	0.633	365	2.0	22.138	C
C-AB	294	609	0.483	297	1.1	12.822	B
C-A	110			110			
A-B	123			123			
A-C	159			159			

Baseline 2029 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Milton Road/Lovedean Lane	T-Junction	Two-way	35.07	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2029 + Dev	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - LOVEDEAN LANE (E)		✓	495	100.000
B - MILTON ROAD		✓	420	100.000
C - LOVEDEAN LANE (W)		✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	0	319	176
	B - MILTON ROAD	81	0	339
	C - LOVEDEAN LANE (W)	167	411	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - LOVEDEAN LANE (E)	B - MILTON ROAD	C - LOVEDEAN LANE (W)
From	A - LOVEDEAN LANE (E)	10	10	10
	B - MILTON ROAD	10	10	10
	C - LOVEDEAN LANE (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.91	68.75	8.2	F
C-AB	0.88	48.34	8.4	E
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	316	570	0.555	311	1.3	15.026	C
C-AB	334	598	0.559	328	1.4	14.443	B
C-A	101			101			
A-B	240			240			
A-C	133			133			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	378	545	0.693	374	2.3	22.556	C
C-AB	422	613	0.688	417	2.5	19.995	C
C-A	98			98			
A-B	287			287			
A-C	158			158			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	462	509	0.909	445	6.7	51.296	F
C-AB	582	659	0.882	563	7.3	37.952	E
C-A	55			55			
A-B	351			351			
A-C	194			194			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	462	506	0.915	457	8.2	68.747	F
C-AB	582	659	0.882	577	8.4	48.342	E
C-A	55			55			
A-B	351			351			
A-C	194			194			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	378	541	0.698	399	2.8	31.273	D
C-AB	422	613	0.688	443	3.0	26.207	D
C-A	98			98			
A-B	287			287			
A-C	158			158			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	316	568	0.557	322	1.4	16.404	C
C-AB	334	598	0.559	340	1.6	15.732	C
C-A	101			101			
A-B	240			240			
A-C	133			133			

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 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: 167.0006 Milton Road Lovedean Lane -Roundabout.j9

Path: P:\Southern\160-169\167 Grainger\167.0006 Land North of Woodcroft Farm Phase 3, Horndean\03

Technical\TPL\Modelling\Milton Road Lovedean Lane

Report generation date: 10/31/2024 3:36:38 PM

»Baseline 2029 + Proposed Development, AM

»Baseline 2029 + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Baseline 2029 + Proposed Development								
Arm 1	1.1	10.34	0.50	B	2.1	14.50	0.66	B
Arm 2	3.2	21.64	0.75	C	2.5	17.46	0.70	C
Arm 3	1.7	10.22	0.61	B	1.1	7.97	0.50	A

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

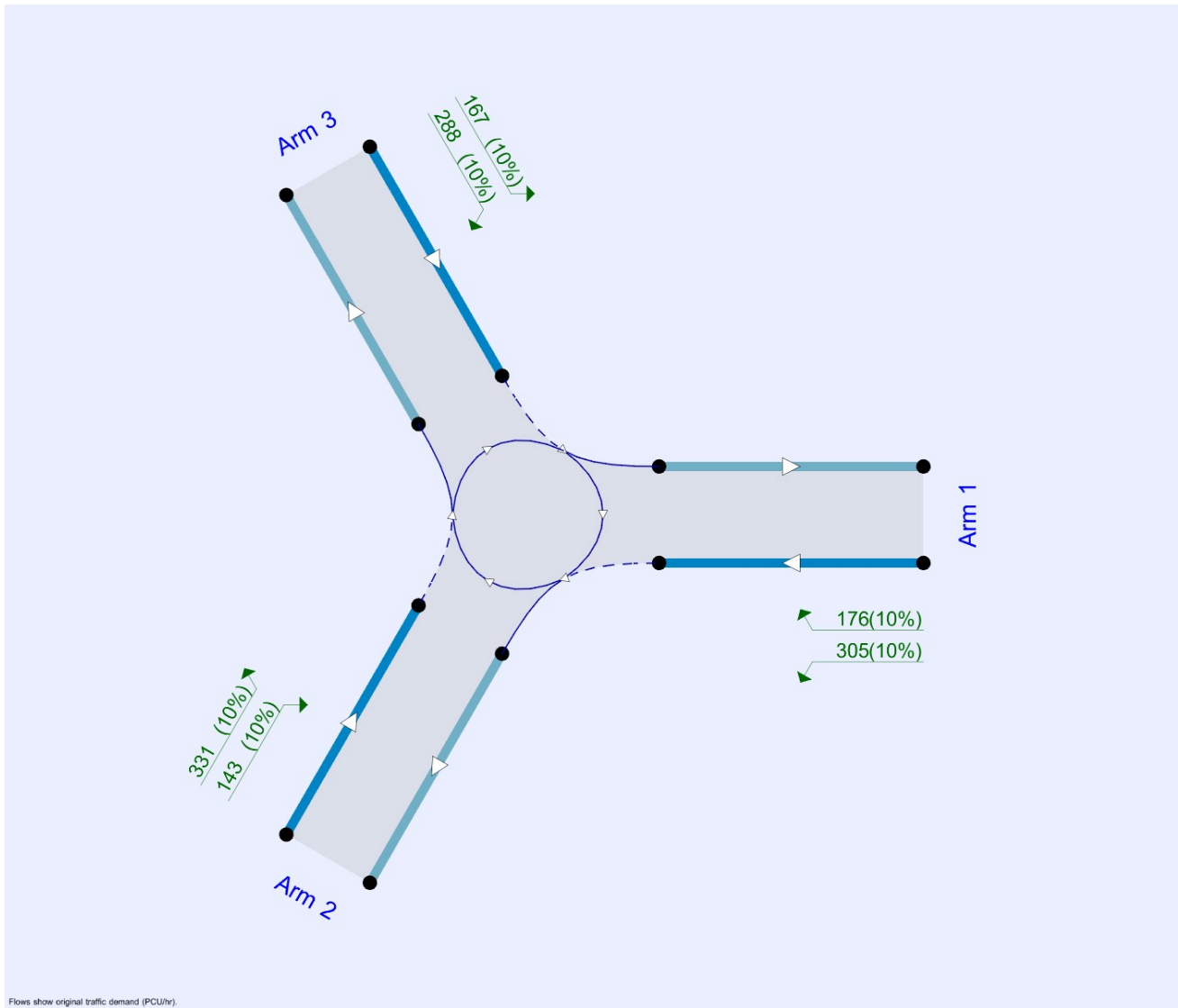
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	9/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2029 + Proposed Development	AM	ONE HOUR	07:30	09:00	15
D2	Baseline 2029 + Proposed Development	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2029 + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	14.38	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Lovedean Lane (E)	
2	Milton Road	
3	Lovedean Lane (W)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.00	3.50	14.5	8.1	40.9	36.0	
2	3.00	3.00	0.0	7.4	40.9	30.0	
3	3.30	3.90	9.9	33.9	40.9	55.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.462	949
2	0.442	833
3	0.495	1075

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2029 + Proposed Development	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	342	100.000
2		✓	499	100.000
3		✓	540	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	131	211
	2	172	0	327
	3	168	372	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.50	10.34	1.1	B
2	0.75	21.64	3.2	C
3	0.61	10.22	1.7	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	257	278	820	0.314	255	0.5	6.991	A
2	376	158	764	0.492	372	1.0	9.997	A
3	407	128	1012	0.402	404	0.7	6.479	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	307	334	794	0.387	307	0.7	8.095	A
2	449	189	750	0.598	446	1.6	12.962	B
3	485	154	999	0.486	484	1.0	7.674	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	377	408	760	0.495	375	1.1	10.245	B
2	549	231	731	0.752	544	3.1	20.478	C
3	595	187	983	0.605	592	1.6	10.076	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	377	410	759	0.496	376	1.1	10.342	B
2	549	232	731	0.752	549	3.2	21.636	C
3	595	189	982	0.606	594	1.7	10.222	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	307	336	793	0.388	309	0.7	8.200	A
2	449	191	749	0.599	455	1.7	13.702	B
3	485	157	998	0.487	488	1.1	7.805	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	257	281	819	0.314	258	0.5	7.074	A
2	376	159	763	0.492	378	1.1	10.358	B
3	407	130	1011	0.402	408	0.7	6.582	A

Baseline 2029 + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	13.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2029 + Proposed Development	PM	ONE HOUR	15:45	17:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	481	100.000
2		✓	474	100.000
3		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	305	176
	2	143	0	331
	3	167	288	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.66	14.50	2.1	B
2	0.70	17.46	2.5	C
3	0.50	7.97	1.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	362	215	849	0.427	359	0.8	8.030	A
2	357	131	775	0.460	353	0.9	9.305	A
3	343	107	1023	0.335	340	0.5	5.786	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	432	258	829	0.522	431	1.2	9.907	A
2	426	158	764	0.558	424	1.4	11.612	B
3	409	128	1012	0.404	408	0.7	6.552	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	530	316	802	0.660	526	2.0	14.151	B
2	522	193	748	0.698	518	2.4	16.856	C
3	501	156	998	0.502	500	1.1	7.922	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	530	317	802	0.660	529	2.1	14.501	B
2	522	194	748	0.698	522	2.5	17.458	C
3	501	157	997	0.502	501	1.1	7.975	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	432	260	828	0.522	436	1.2	10.173	B
2	426	159	763	0.559	430	1.4	12.053	B
3	409	130	1011	0.405	410	0.8	6.610	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	362	217	848	0.427	364	0.8	8.201	A
2	357	133	774	0.461	359	1.0	9.570	A
3	343	108	1022	0.335	343	0.6	5.845	A