

APPENDIX H. TRICS REPORTS

Calculation Reference: AUDIT-236601-200310-0317

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	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: Gross floor area
 Actual Range: 3325 to 23480 (units: sqm)
 Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/06/19

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:

Tuesday	7 days
Wednesday	3 days
Thursday	5 days

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

Selected survey types:

Manual count	15 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)	8
Edge of Town	7

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:

Industrial Zone	8
Development Zone	1
Residential Zone	4
No Sub Category	2

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,

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	6 days
B2	6 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	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	8 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	6 days
1.6 to 2.0	3 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	15 days
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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	15 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-D-04	INDUSTRIAL ESTATE	CAMBRIDGESHIRE
	LINCOLN ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4133 sqm	
	Survey date: TUESDAY	02/12/14	Survey Type: MANUAL
2	ES-02-D-07	INDUSTRIAL ESTATE	EAST SUSSEX
	HUGHES ROAD		
	BRIGHTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6625 sqm	
	Survey date: THURSDAY	16/10/14	Survey Type: MANUAL
3	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER
	VULCAN STREET		
	OLDHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4400 sqm	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
4	HE-02-D-02	BUSINESS PARK	HEREFORDSHIRE
	BURCOTT ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5214 sqm	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
5	KC-02-D-02	INDUSTRIAL ESTATE	KENT
	SOUTHWELL ROAD		
	DEAL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	10715 sqm	
	Survey date: WEDNESDAY	28/11/12	Survey Type: MANUAL
6	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
7	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
8	NR-02-D-01	INDUSTRIAL ESTATE	NORTHAMPTONSHIRE
	ROBINSON WAY		
	KETTERING		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	12900 sqm	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
10	WG-02-D-01	INDUSTRIAL ESTATE	WOKINGHAM
	FISHPONDS ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3800 sqm	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL
11	WL-02-D-02	INDUSTRIAL ESTATE	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
12	WM-02-D-02	INDUSTRIAL ESTATE	WEST MIDLANDS
	DUNLOP WAY		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	23480 sqm	
	Survey date: WEDNESDAY	07/11/12	Survey Type: MANUAL
13	WY-02-D-04	INDUSTRIAL ESTATE	WEST YORKSHIRE
	LAW STREET		
	CLECKHEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	23226 sqm	
	Survey date: THURSDAY	15/09/16	Survey Type: MANUAL
14	WY-02-D-06	INDUSTRIAL ESTATE (PART)	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
15	WY-02-D-08	INDUSTRIAL ESTATE	WEST YORKSHIRE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	8482	0.131	15	8482	0.031	15	8482	0.162
07:30 - 08:00	15	8482	0.247	15	8482	0.062	15	8482	0.309
08:00 - 08:30	15	8482	0.238	15	8482	0.105	15	8482	0.343
08:30 - 09:00	15	8482	0.185	15	8482	0.103	15	8482	0.288
09:00 - 09:30	15	8482	0.163	15	8482	0.130	15	8482	0.293
09:30 - 10:00	15	8482	0.148	15	8482	0.112	15	8482	0.260
10:00 - 10:30	15	8482	0.137	15	8482	0.129	15	8482	0.266
10:30 - 11:00	15	8482	0.108	15	8482	0.112	15	8482	0.220
11:00 - 11:30	15	8482	0.122	15	8482	0.126	15	8482	0.248
11:30 - 12:00	15	8482	0.113	15	8482	0.121	15	8482	0.234
12:00 - 12:30	15	8482	0.128	15	8482	0.115	15	8482	0.243
12:30 - 13:00	15	8482	0.131	15	8482	0.142	15	8482	0.273
13:00 - 13:30	15	8482	0.140	15	8482	0.139	15	8482	0.279
13:30 - 14:00	15	8482	0.123	15	8482	0.109	15	8482	0.232
14:00 - 14:30	15	8482	0.111	15	8482	0.123	15	8482	0.234
14:30 - 15:00	15	8482	0.122	15	8482	0.117	15	8482	0.239
15:00 - 15:30	15	8482	0.094	15	8482	0.147	15	8482	0.241
15:30 - 16:00	15	8482	0.105	15	8482	0.148	15	8482	0.253
16:00 - 16:30	15	8482	0.129	15	8482	0.171	15	8482	0.300
16:30 - 17:00	15	8482	0.107	15	8482	0.204	15	8482	0.311
17:00 - 17:30	15	8482	0.057	15	8482	0.198	15	8482	0.255
17:30 - 18:00	15	8482	0.078	15	8482	0.182	15	8482	0.260
18:00 - 18:30	15	8482	0.030	15	8482	0.078	15	8482	0.108
18:30 - 19:00	15	8482	0.024	15	8482	0.052	15	8482	0.076
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.971			2.956			5.927

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.

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Parameter summary

Trip rate parameter range selected:	3325 - 23480 (units: sqm)
Survey date date range:	01/01/11 - 28/06/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	15	8482	0.002	15	8482	0.003	15	8482	0.005
07:30 - 08:00	15	8482	0.010	15	8482	0.002	15	8482	0.012
08:00 - 08:30	15	8482	0.009	15	8482	0.015	15	8482	0.024
08:30 - 09:00	15	8482	0.009	15	8482	0.012	15	8482	0.021
09:00 - 09:30	15	8482	0.014	15	8482	0.014	15	8482	0.028
09:30 - 10:00	15	8482	0.017	15	8482	0.020	15	8482	0.037
10:00 - 10:30	15	8482	0.014	15	8482	0.017	15	8482	0.031
10:30 - 11:00	15	8482	0.015	15	8482	0.017	15	8482	0.032
11:00 - 11:30	15	8482	0.013	15	8482	0.013	15	8482	0.026
11:30 - 12:00	15	8482	0.009	15	8482	0.008	15	8482	0.017
12:00 - 12:30	15	8482	0.012	15	8482	0.009	15	8482	0.021
12:30 - 13:00	15	8482	0.022	15	8482	0.017	15	8482	0.039
13:00 - 13:30	15	8482	0.014	15	8482	0.013	15	8482	0.027
13:30 - 14:00	15	8482	0.015	15	8482	0.009	15	8482	0.024
14:00 - 14:30	15	8482	0.011	15	8482	0.016	15	8482	0.027
14:30 - 15:00	15	8482	0.009	15	8482	0.009	15	8482	0.018
15:00 - 15:30	15	8482	0.008	15	8482	0.006	15	8482	0.014
15:30 - 16:00	15	8482	0.010	15	8482	0.012	15	8482	0.022
16:00 - 16:30	15	8482	0.006	15	8482	0.004	15	8482	0.010
16:30 - 17:00	15	8482	0.006	15	8482	0.009	15	8482	0.015
17:00 - 17:30	15	8482	0.004	15	8482	0.004	15	8482	0.008
17:30 - 18:00	15	8482	0.005	15	8482	0.004	15	8482	0.009
18:00 - 18:30	15	8482	0.002	15	8482	0.003	15	8482	0.005
18:30 - 19:00	15	8482	0.001	15	8482	0.000	15	8482	0.001
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.237			0.236			0.473

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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: Gross floor area
 Actual Range: 4700 to 22270 (units: sqm)
 Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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:

Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	6 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)	2
Edge of Town	4

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:

Industrial Zone	5
Commercial Zone	1

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:

B8	6 days
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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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 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	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	5 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	6 days
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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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6560 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
2	HC-02-F-02	LOGISTICS	HAMPSHIRE
	RUTHERFORD ROAD		
	BASINGSTOKE		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	13200 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
3	KC-02-F-02	COMMERCIAL WAREHOUSING	KENT
	MILLS ROAD		
	AYLESFORD		
	QUARRY WOOD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11200 sqm	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
4	SF-02-F-02	WAREHOUSING	SUFFOLK
	WALTON ROAD		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	22270 sqm	
	Survey date: THURSDAY	11/07/13	Survey Type: MANUAL
5	SF-02-F-03	ROAD HAULAGE	SUFFOLK
	CENTRAL AVENUE		
	IPSWICH		
	WARREN HEATH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
6	WY-02-F-02	DISTRIBUTION COMPANY	WEST YORKSHIRE
	STAITHGATE LANE		
	BRADFORD		
	NEWHALL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	10446 sqm	
	Survey date: THURSDAY	14/03/19	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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.043	2	16358	0.031	2	16358	0.074
05:30 - 06:00	2	16358	0.083	2	16358	0.052	2	16358	0.135
06:00 - 06:30	2	16358	0.070	2	16358	0.064	2	16358	0.134
06:30 - 07:00	2	16358	0.150	2	16358	0.058	2	16358	0.208
07:00 - 07:30	6	11396	0.110	6	11396	0.064	6	11396	0.174
07:30 - 08:00	6	11396	0.117	6	11396	0.064	6	11396	0.181
08:00 - 08:30	6	11396	0.069	6	11396	0.080	6	11396	0.149
08:30 - 09:00	6	11396	0.099	6	11396	0.060	6	11396	0.159
09:00 - 09:30	6	11396	0.091	6	11396	0.053	6	11396	0.144
09:30 - 10:00	6	11396	0.085	6	11396	0.053	6	11396	0.138
10:00 - 10:30	6	11396	0.064	6	11396	0.060	6	11396	0.124
10:30 - 11:00	6	11396	0.070	6	11396	0.059	6	11396	0.129
11:00 - 11:30	6	11396	0.060	6	11396	0.069	6	11396	0.129
11:30 - 12:00	6	11396	0.070	6	11396	0.067	6	11396	0.137
12:00 - 12:30	6	11396	0.070	6	11396	0.059	6	11396	0.129
12:30 - 13:00	6	11396	0.064	6	11396	0.047	6	11396	0.111
13:00 - 13:30	6	11396	0.053	6	11396	0.072	6	11396	0.125
13:30 - 14:00	6	11396	0.078	6	11396	0.088	6	11396	0.166
14:00 - 14:30	6	11396	0.050	6	11396	0.080	6	11396	0.130
14:30 - 15:00	6	11396	0.073	6	11396	0.076	6	11396	0.149
15:00 - 15:30	6	11396	0.073	6	11396	0.092	6	11396	0.165
15:30 - 16:00	6	11396	0.056	6	11396	0.066	6	11396	0.122
16:00 - 16:30	6	11396	0.069	6	11396	0.111	6	11396	0.180
16:30 - 17:00	6	11396	0.044	6	11396	0.094	6	11396	0.138
17:00 - 17:30	6	11396	0.078	6	11396	0.113	6	11396	0.191
17:30 - 18:00	6	11396	0.047	6	11396	0.094	6	11396	0.141
18:00 - 18:30	6	11396	0.031	6	11396	0.076	6	11396	0.107
18:30 - 19:00	6	11396	0.029	6	11396	0.048	6	11396	0.077
19:00 - 19:30	2	16358	0.037	2	16358	0.067	2	16358	0.104
19:30 - 20:00	2	16358	0.018	2	16358	0.034	2	16358	0.052
20:00 - 20:30	2	16358	0.009	2	16358	0.028	2	16358	0.037
20:30 - 21:00	2	16358	0.034	2	16358	0.021	2	16358	0.055
21:00 - 21:30	1	22270	0.018	1	22270	0.009	1	22270	0.027
21:30 - 22:00	1	22270	0.013	1	22270	0.009	1	22270	0.022
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.125			2.118			4.243

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.

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Parameter summary

Trip rate parameter range selected:	4700 - 22270 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	16358	0.012	2	16358	0.021	2	16358	0.033
05:30 - 06:00	2	16358	0.021	2	16358	0.043	2	16358	0.064
06:00 - 06:30	2	16358	0.018	2	16358	0.046	2	16358	0.064
06:30 - 07:00	2	16358	0.028	2	16358	0.049	2	16358	0.077
07:00 - 07:30	6	11396	0.035	6	11396	0.037	6	11396	0.072
07:30 - 08:00	6	11396	0.019	6	11396	0.035	6	11396	0.054
08:00 - 08:30	6	11396	0.020	6	11396	0.039	6	11396	0.059
08:30 - 09:00	6	11396	0.022	6	11396	0.031	6	11396	0.053
09:00 - 09:30	6	11396	0.032	6	11396	0.026	6	11396	0.058
09:30 - 10:00	6	11396	0.034	6	11396	0.015	6	11396	0.049
10:00 - 10:30	6	11396	0.039	6	11396	0.029	6	11396	0.068
10:30 - 11:00	6	11396	0.037	6	11396	0.019	6	11396	0.056
11:00 - 11:30	6	11396	0.041	6	11396	0.035	6	11396	0.076
11:30 - 12:00	6	11396	0.025	6	11396	0.023	6	11396	0.048
12:00 - 12:30	6	11396	0.037	6	11396	0.022	6	11396	0.059
12:30 - 13:00	6	11396	0.025	6	11396	0.013	6	11396	0.038
13:00 - 13:30	6	11396	0.023	6	11396	0.029	6	11396	0.052
13:30 - 14:00	6	11396	0.025	6	11396	0.035	6	11396	0.060
14:00 - 14:30	6	11396	0.023	6	11396	0.023	6	11396	0.046
14:30 - 15:00	6	11396	0.028	6	11396	0.028	6	11396	0.056
15:00 - 15:30	6	11396	0.035	6	11396	0.035	6	11396	0.070
15:30 - 16:00	6	11396	0.032	6	11396	0.018	6	11396	0.050
16:00 - 16:30	6	11396	0.038	6	11396	0.034	6	11396	0.072
16:30 - 17:00	6	11396	0.029	6	11396	0.023	6	11396	0.052
17:00 - 17:30	6	11396	0.042	6	11396	0.018	6	11396	0.060
17:30 - 18:00	6	11396	0.034	6	11396	0.038	6	11396	0.072
18:00 - 18:30	6	11396	0.016	6	11396	0.019	6	11396	0.035
18:30 - 19:00	6	11396	0.023	6	11396	0.012	6	11396	0.035
19:00 - 19:30	2	16358	0.012	2	16358	0.024	2	16358	0.036
19:30 - 20:00	2	16358	0.006	2	16358	0.009	2	16358	0.015
20:00 - 20:30	2	16358	0.009	2	16358	0.021	2	16358	0.030
20:30 - 21:00	2	16358	0.009	2	16358	0.012	2	16358	0.021
21:00 - 21:30	1	22270	0.013	1	22270	0.004	1	22270	0.017
21:30 - 22:00	1	22270	0.013	1	22270	0.000	1	22270	0.013
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.855			0.865			1.720

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.

Calculation Reference: AUDIT-236601-201014-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	3 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary 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: No of Dwellings
 Actual Range: 99 to 248 (units:)
 Range Selected by User: 80 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/07/19

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:

Tuesday	2 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	3 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:

Edge of Town	8
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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	7
Out of Town	1

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 8 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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	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	1 days
1.1 to 1.5	7 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:

Yes	6 days
No	2 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	8 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
2	NF-03-A-13 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: 198 Survey date: TUESDAY 11/09/18	MIXED HOUSES	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
3	NF-03-A-15 SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Total No of Dwellings: 235 Survey date: THURSDAY 20/09/18	MIXED HOUSES & FLATS	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
4	NF-03-A-16 NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Total No of Dwellings: 138 Survey date: TUESDAY 20/10/15	MIXED HOUSES & FLATS	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
5	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
6	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
7	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
8	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total No of Dwellings: 197 Survey date: THURSDAY 05/07/18	MIXED HOUSES & FLATS	WEST SUSSEX	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.

i-Transport Grove House Basingstoke

Licence No: 236601

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

TOTAL VEHICLES

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	8	181	0.141	8	181	0.327	8	181	0.468
08:00 - 09:00	8	181	0.152	8	181	0.387	8	181	0.539
09:00 - 10:00	8	181	0.176	8	181	0.187	8	181	0.363
10:00 - 11:00	8	181	0.158	8	181	0.182	8	181	0.340
11:00 - 12:00	8	181	0.154	8	181	0.156	8	181	0.310
12:00 - 13:00	8	181	0.183	8	181	0.178	8	181	0.361
13:00 - 14:00	8	181	0.182	8	181	0.180	8	181	0.362
14:00 - 15:00	8	181	0.160	8	181	0.238	8	181	0.398
15:00 - 16:00	8	181	0.260	8	181	0.216	8	181	0.476
16:00 - 17:00	8	181	0.278	8	181	0.185	8	181	0.463
17:00 - 18:00	8	181	0.328	8	181	0.165	8	181	0.493
18:00 - 19:00	8	181	0.299	8	181	0.177	8	181	0.476
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.471			2.578			5.049

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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.

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Parameter summary

Trip rate parameter range selected:	99 - 248 (units:)
Survey date range:	01/01/12 - 08/07/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX I. DISTRIBUTION MODEL

Journey to Work

Destination	Total		Proportion by Car	Route 1	Route 2	Route 3	Route 4
	Proportion by car	Driving a car or van					
Baffins (Portsmouth)	0.7%	15	0.7%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Bedhampton	2.1%	48	2.1%	West Street (West)	Bedhampton Road (West)		
Birham	0.3%	8	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)
Bishops Waltham	0.3%	7	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Chichester	8.8%	202	8.8%	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)
Clanfield	0.6%	14	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Clanfield			0.3%	West Street (West)	Bedhampton Road (West)		
Cosham / Drayton / Farlington (Portsmouth)	3.7%	86	3.7%	West Street (West)	Bedhampton Road (West)		
Denmead	1.1%	25	1.1%	West Street (West)	Bedhampton Road (West)		
Eastleigh	0.9%	21	0.9%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Eastney (Portsmouth)	0.1%	3	0.1%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Ermsworth	4.2%	97	4.2%	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)
Fareham	2.5%	57	1.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Farnham			1.2%	West Street (West)	Bedhampton Road (West)		
Gosport	1.6%	36	1.6%	West Street (West)	Bedhampton Road (West)		
Hamble-le-Rice	0.4%	9	0.4%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Havant			6.8%	West Street (East)	West Street (East)	Park Road (North)	
Havant	20.5%	473	6.8%	West Street (West)	Bedhampton Road (East)		
Havant			6.8%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Southmoor Lane
Hayling Island	1.7%	38	1.7%	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)
Hedge End	0.2%	4	0.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Hilsea / Anchorage Park (Portsmouth)	4.3%	99	4.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Horndean	1.7%	39	0.8%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Horndean			0.8%	West Street (West)	Bedhampton Road (West)		
Isle of Wight	0.1%	3	0.1%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Liphook	0.2%	5	0.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Liss	0.1%	3	0.1%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Lowford / Bursledon	0.1%	3	0.1%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Milton (Portsmouth)	1.6%	37	1.6%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
North / West London	1.0%	23	1.0%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Old Portsmouth (Portsmouth)	1.2%	27	1.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Other East	2.5%	58	2.5%	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)
Other North	4.7%	108	2.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Other North			2.3%	West Street (West)	Bedhampton Road (West)		
Other West	2.2%	51	2.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Petersfield	2.5%	58	2.5%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Port Solent (Portsmouth)	4.7%	108	2.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Port Solent (Portsmouth)			2.3%	West Street (West)	Bedhampton Road (West)		
Portchester	0.5%	12	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Portchester			0.3%	West Street (West)	Bedhampton Road (West)	Brockhampton Road (South)	Harts Farm Way (West)
Portsea / Central Portsmouth (Portsmouth)	4.8%	110	2.4%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Portsea / Central Portsmouth (Portsmouth)			2.4%	West Street (West)	Bedhampton Road (West)		
Sarisbury Green / Swanwick	0.3%	7	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Somerstown (Portsmouth)	1.7%	40	0.9%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Somerstown (Portsmouth)			0.9%	West Street (West)	Bedhampton Road (West)		
South / East London	0.5%	12	0.5%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Southampton	2.4%	56	1.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Southampton			1.2%	West Street (West)	Bedhampton Road (West)		
Springvale / Itchen Abbas	0.1%	3	0.1%	West Street (West)	Bedhampton Road (West)		
Stubbington	0.1%	3	0.1%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Swanwick	1.0%	24	1.0%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Tipton (Portsmouth)	1.6%	36	1.6%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Titchfield	0.2%	4	0.2%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Walderton	1.6%	37	1.6%	West Street (West)	Bedhampton Road (East)		
Warsash	0.3%	6	0.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Waterlooville	5.9%	136	5.9%	West Street (West)	Bedhampton Road (West)		
Whiteley	1.3%	30	1.3%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Winchester	1.0%	22	1.0%	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)
Total	100.0%	2303					

Route 1 (Site Access)	Proportion of Cars	43.9%
Ranelagh Road (East)	58.4%	25.6%
West Street (West)	34.8%	15.3%
West Street (East)	6.8%	3.0%
Total	100%	43.9%

Route 2	Proportion of Cars	43.9%
Brockhampton Road (South)	58.4%	25.6%
Bedhampton Road (West)	26.3%	11.6%
West Street (East)	6.8%	3.0%
Bedhampton Road (East)	8.5%	3.7%
Total	100.0%	43.9%

Route 3	Proportion of Cars	43.9%
Brockhampton Road (South)	40.9%	18.0%
Solent Road (East)	17.5%	7.7%
Park Road (North)	6.8%	3.0%
Total	65.2%	28.6%

Route 4	Proportion of Cars	43.9%
Harts Farm Way (West)	34.0%	14.9%
Park Road (South)	17.5%	7.7%
Southmoor Lane	6.8%	3.0%
Total	58.4%	25.6%

Return Journeys from Park Road (North)

Route 1 (From North of Park Road / West Street Junction)	Proportion of Cars	43.9%
Park Road (South)	6.8%	3.0%
Route 2	Proportion of Cars	43.9%
Solent Road	6.8%	3.0%
Route 3	Proportion of Cars	43.9%
Bedhampton Road (North)	6.8%	3.0%
Route 4	Proportion of Cars	43.9%
Ranelagh Road	6.8%	3.0%
Route 5	Proportion of Cars	43.9%
Meyrick Road (South)	6.8%	3.0%
Route 6	Proportion of Cars	43.9%
Site Access	6.8%	3.0%

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

Gravity Model

20 minute JT

Location	Route 1	Route 2	Route 3	Route 4	Time (mins)	2011 Census Total Population	P/T	P/T*2	% of total	Car driver mode split	% of Car Driver
Baffins (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	12	9,491	791	66	1.6%	75.0%	1.8%
Bedhampton	West Street (West)	Bedhampton Road (West)			6	8,763	1461	243	5.9%	58.5%	5.2%
Clanfield	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	16	7,388	231	14	0.3%	87.5%	0.5%
Clanfield	West Street (West)	Bedhampton Road (West)			16		231	14	0.3%	87.5%	0.5%
Cosham / Drayton / Farlington (Portsmouth)	West Street (West)	Bedhampton Road (West)			12	20,797	1733	144	3.5%	72.9%	3.9%
Denmead	West Street (West)	Bedhampton Road (West)			14	8,225	588	42	1.0%	80.6%	1.2%
Eastney (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	14	8,525	609	43	1.0%	100.0%	1.6%
Emsworth	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)	9	7,513	835	93	2.2%	65.5%	2.2%
Fareham	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	18	41,291	1147	64	1.5%	87.7%	2.0%
Fareham	West Street (West)	Bedhampton Road (West)			18	37,063	1147	64	1.5%	87.7%	2.0%
Havant	West Street (East)	West Street (East)	Park Road (North)		5		3706	741	17.8%	48.9%	13.3%
Havant	West Street (West)	Bedhampton Road (East)			5	17,379	3706	741	17.8%	48.9%	13.3%
Hayling Island	Ranelagh Road (East)	Brockhampton Road (South)	Solent Road (East)	Park Road (South)	12		1448	121	2.9%	61.3%	2.7%
Hilsea / Anchorage Park (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	12	15,474	1290	107	2.6%	76.2%	3.0%
Horndean	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	12	12,938	539	45	1.1%	81.3%	1.3%
Horndean	West Street (West)	Bedhampton Road (West)			12	25,025	539	45	1.1%	81.3%	1.3%
Milton (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	14		1788	128	3.1%	80.4%	3.8%
Old Portsmouth (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	18	8,644	480	27	0.6%	69.2%	0.7%
Petersfield	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	18	20,160	1120	62	1.5%	69.0%	1.6%
Port Solent (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	14	20,097	718	51	1.2%	80.6%	1.5%
Port Solent (Portsmouth)	West Street (West)	Bedhampton Road (West)			14		718	51	1.2%	80.6%	1.5%
Portchester	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	16	15,209	475	30	0.7%	75.0%	0.8%
Portchester	West Street (West)	Bedhampton Road (West)			16		475	30	0.7%	75.0%	0.8%
Portsea / Central Portsmouth (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	16	33,042	1033	129	3.1%	60.8%	2.9%
Portsea / Central Portsmouth (Portsmouth)	West Street (West)	Bedhampton Road (West)			16		1033	129	3.1%	60.8%	2.9%
Somerstown (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	16	34,523	1079	135	3.2%	80.0%	4.0%
Somerstown (Portsmouth)	West Street (West)	Bedhampton Road (West)			16		1079	135	3.2%	80.0%	4.0%
Tipner (Portsmouth)	Ranelagh Road (East)	Brockhampton Road (South)	Brockhampton Road (South)	Harts Farm Way (West)	12	21,925	1827	152	3.7%	83.7%	4.7%
Walderton	West Street (West)	Bedhampton Road (East)			16	7,446	465	29	0.7%	78.7%	0.8%
Waterlooville	West Street (West)	Bedhampton Road (West)			10	47,987	4799	480	11.5%	80.5%	14.2%
Total						428,905	37,088	4,156	100.0%		100.0%

Route 1 (Site Access)	Proportion of Cars	56.1%
Ranelagh Road (East)	35.1%	19.7%
West Street (West)	51.6%	29.0%
West Street (East)	13.3%	7.5%
Total	100%	56.1%

Route 2	Proportion of Cars	56.1%
Brockhampton Road (South)	35.1%	19.7%
Bedhampton Road (West)	37.5%	21.0%
West Street (East)	13.3%	7.5%
Bedhampton Road (East)	14.1%	7.9%
Total	100.0%	56.1%

Route 3	Proportion of Cars	56.1%
Brockhampton Road (South)	30.1%	16.9%
Solent Road (East)	4.9%	2.8%
Park Road (North)	13.3%	7.5%
Total	48.4%	27.1%

Route 4	Proportion of Cars	56.1%
Harts Farm Way (West)	30.1%	16.9%
Park Road (South)	4.9%	2.8%
Total	35.1%	19.7%

Return Journeys from Park Road (North)

Route 1 (From North of Park Road / West Street Junction)	Proportion of Cars	43.9%
Park Road (South)	13.3%	7.5%

Route 2	Proportion of Cars	43.9%
Solent Road	13.3%	7.5%

Route 3	Proportion of Cars	43.9%
Bedhampton Road (North)	13.3%	7.5%

Route 4	Proportion of Cars	43.9%
Ranelagh Road	13.3%	7.5%

Route 5	Proportion of Cars	43.9%
Meyrick Road (South)	13.3%	7.5%

Route 6	Proportion of Cars	43.9%
Site Access	13.3%	7.5%

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

i-Transport Project Title - Kingscroft Farm, Havant

Combined JtW and Gravity Model

Route 1 (Site Access)	Gravity	Journey to Work	Combined
Ranelagh Road (East)	19.7%	25.6%	45.3%
West Street (West)	29.0%	15.3%	44.2%
West Street (East)	7.5%	3.0%	10.5%
Total	56.1%	43.9%	100.0%

Route 2	Gravity	Journey to Work	Combined
Brockhampton Road (South)	19.7%	25.6%	45.3%
Bedhampton Road (West)	21.0%	11.6%	32.6%
West Street (East)	7.5%	3.0%	10.5%
Bedhampton Road (East)	7.9%	3.7%	11.6%
Total	56.1%	43.9%	100.0%

Route 3	Gravity	Journey to Work	Combined
Brockhampton Road (South)	16.9%	18.0%	34.8%
Solent Road (East)	2.8%	7.7%	10.5%
Park Road (North)	7.5%	3.0%	10.5%
Total	27.1%	28.6%	55.8%

Route 4	Gravity	Journey to Work	Combined
Harts Farm Way (West)	16.9%	14.9%	31.8%
Park Road (South)	2.8%	7.7%	10.5%
Southmoor Lane	0.0%	3.0%	3.0%
Total	19.7%	25.6%	45.3%

Return Journeys from Park Road (North)

Route 1 (From North of Park Road / West Street Junction)	Gravity	Journey to Work	Combined
Park Road (South)	7.5%	3.0%	10.5%

Route 2	Gravity	Journey to Work	Combined
Solent Road	7.5%	3.0%	10.5%

Route 3	Gravity	Journey to Work	Combined
Bedhampton Road (North)	7.5%	3.0%	10.5%

Route 4	Gravity	Journey to Work	Combined
Ranelagh Road	7.5%	3.0%	10.5%

Route 5	Gravity	Journey to Work	Combined
Meyrick Road (South)	7.5%	3.0%	10.5%

Route 6	Gravity	Journey to Work	Combined
Site Access	7.5%	3.0%	10.5%

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

APPENDIX J. TEMPRO GROWTH FACTORS

i-Transport Project Title - Kingscroft Farm, Havant

Growth Factors (2020-2023)

Morning Peak Period

Area Description		All purposes	
Level	Name	Origin	Destination
E02004775	Havant 014	1.0257	1.0309

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0291849

SELECT DATA TYPE

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

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

Car Driver

Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level				
E02004775	Havant 014	1.0257		1.0309

NTM Traffic Growth Calculators

1. Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2. Select Areas to make up the geographic region:

☒ Havant 014 (E02004775)

3. Select area type:

☐ Urban

☐ Rural

☐ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0292

Evening Peak Period

Area Description		All purposes	
Level	Name	Origin	Destination
E02004775	Havant 014	1.029	1.0252

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0279839

SELECT DATA TYPE

☒ Growth factors

☐ Future year minus base year

☐ Base year data

☐ Future year data

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

Car Driver

Combined Modes

Area Description	Name	Origin	All Purposes	Destination
Level				
E02004775	Havant 014	1.029		1.0252

NTM Traffic Growth Calculators

1. Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2. Select Areas to make up the geographic region:

☒ Havant 014 (E02004775)

3. Select area type:

☐ Urban

☐ Rural

☐ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5. Select which area it serves:

☐ Region

☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0280

Growth Factors (2020-2028)

Morning Peak Period

Area Description		All purposes		Destination
Level	Name	Origin		
E02004775	Havant 014	1.0568	1.0687	
Level	Area	Local Growth Figure		
E02004775	Havant 014	1.069661501		

Car DriverCombined Modes

Area Description		All Purposes	
Level	Name	Origin	Destination
E02004775	Havant 014	1.0568	1.0687

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Havant 014 (E02004775)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0697

Evening Peak

Area Description		All purposes		Destination
Level	Name	Origin		
E02004775	Havant 014	1.0652	1.0572	
Level	Area	Local Growth Figure		
E02004775	Havant 014	1.068101421		

Car DriverCombined Modes

Area Description		All Purposes	
Level	Name	Origin	Destination
E02004775	Havant 014	1.0652	1.0572

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Havant 014 (E02004775)

3. Select area type:

☐ Urban
☐ Rural
☒ All

4. Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5. Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004775	Havant 014	1.0681

APPENDIX K. JUNCTIONS 9 MODELLING REPORTS

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.0.6896 © Copyright TRL Limited, 2018		
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Filename: Meyrick Road-West Street.j9

Path: T:\Projects\15000 Series\15443ITB Kingscroft Farm\Tech\Junction Assessments\Picady\Meyrick Road-West Street

Report generation date: 20/05/2022 12:26:07

»2020 Observed, AM

»2020 Observed, PM

»2023 Baseline + Committed Development, AM

»2023 Baseline + Committed Development, PM

»2028 Baseline + Committed Development (Sensitivity) , AM

»2028 Baseline + Committed Development (Sensitivity) , PM

»2023 Baseline + Committed Development + Development, AM

»2023 Baseline + Committed Development + Development, PM

»2028 Baseline + Committed Development + Development (Sensitivity), AM

»2028 Baseline + Committed Development + Development (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020 Observed						
Stream B-AC	0.0	6.88	0.02	0.0	6.14	0.03
Stream C-AB	0.0	4.98	0.01	0.0	5.03	0.01
2023 Baseline + Committed Development						
Stream B-AC	0.0	6.89	0.02	0.0	6.16	0.03
Stream C-AB	0.0	4.98	0.01	0.0	5.03	0.01
2028 Baseline + Committed Development (Sensitivity)						
Stream B-AC	0.0	6.92	0.02	0.0	6.18	0.03
Stream C-AB	0.0	4.97	0.01	0.0	5.02	0.01
2023 Baseline + Committed Development + Development						
Stream B-AC	0.1	6.69	0.08	0.1	6.45	0.05
Stream C-AB	0.0	5.03	0.02	0.1	5.15	0.05
2028 Baseline + Committed Development + Development (Sensitivity)						
Stream B-AC	0.1	6.71	0.08	0.1	6.47	0.06
Stream C-AB	0.0	5.02	0.02	0.1	5.14	0.05

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

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

File summary

File Description

Title	Meyrick Road / West Street
Location	
Site number	
Date	02/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\UK
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Baseline (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Baseline (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Baseline + Committed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Baseline + Committed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2023 Baseline + Committed Development + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2028 Baseline + Committed Development + Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Baseline + Committed Development + Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

2020 Observed, 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	Meyrick Road / West Street	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	West Street (E)		Major
B	Meyrick Road		Minor
C	West Street (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - West Street (W)	7.26			200.0	✓	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 - Meyrick Road	One lane	3.26	29	49

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	524	0.090	0.228	0.144	0.326
1	B-C	672	0.097	0.246	-	-
1	C-B	690	0.253	0.253	-	-

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	2020 Observed	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 - West Street (E)		ONE HOUR	✓	99	100.000
B - Meyrick Road		ONE HOUR	✓	10	100.000
C - West Street (W)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
	A - West Street (E)	0	5	94
	B - Meyrick Road	6	0	4
	C - West Street (W)	118	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
	A - West Street (E)	0	25	1
	B - Meyrick Road	0	0	0
	C - West Street (W)	1	0	0

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	0.02	6.88	0.0	A	9	14
C-AB	0.01	4.98	0.0	A	4	6
C-A					108	161
A-B					5	7
A-C					86	129

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	8	2	547	0.014	7	0.0	0.0	6.668	A
C-AB	3	0.86	726	0.005	3	0.0	0.0	4.982	A
C-A	88	22			88				
A-B	4	1			4				
A-C	71	18			71				

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	9	2	542	0.017	9	0.0	0.0	6.754	A
C-AB	4	1	733	0.006	4	0.0	0.0	4.937	A
C-A	105	26			105				
A-B	4	1			4				
A-C	85	21			85				

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	11	3	534	0.021	11	0.0	0.0	6.876	A
C-AB	5	1	743	0.007	5	0.0	0.0	4.877	A
C-A	129	32			129				
A-B	6	1			6				
A-C	103	26			103				

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	11	3	534	0.021	11	0.0	0.0	6.876	A
C-AB	5	1	743	0.007	5	0.0	0.0	4.879	A
C-A	129	32			129				
A-B	6	1			6				
A-C	103	26			103				

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	9	2	542	0.017	9	0.0	0.0	6.754	A
C-AB	4	1	733	0.006	4	0.0	0.0	4.938	A
C-A	105	26			105				
A-B	4	1			4				
A-C	85	21			85				

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	8	2	547	0.014	8	0.0	0.0	6.669	A
C-AB	3	0.86	726	0.005	3	0.0	0.0	4.984	A
C-A	88	22			88				
A-B	4	1			4				
A-C	71	18			71				

2020 Observed, 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	Meyrick Road / West Street	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Observed	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 - West Street (E)		ONE HOUR	✓	151	100.000
B - Meyrick Road		ONE HOUR	✓	16	100.000
C - West Street (W)		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	1	150
	B - Meyrick Road	2	0	14
	C - West Street (W)	126	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	0	0
	B - Meyrick Road	0	0	0
	C - West Street (W)	0	0	0

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	0.03	6.14	0.0	A	15	22
C-AB	0.01	5.03	0.0	A	7	10
C-A					115	172
A-B					0.92	1
A-C					138	206

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	12	3	618	0.019	12	0.0	0.0	5.938	A
C-AB	5	1	721	0.007	5	0.0	0.0	5.028	A
C-A	94	24			94				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

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	14	4	612	0.023	14	0.0	0.0	6.020	A
C-AB	6	2	728	0.009	6	0.0	0.0	4.991	A
C-A	112	28			112				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	18	4	604	0.029	18	0.0	0.0	6.139	A
C-AB	8	2	737	0.011	8	0.0	0.0	4.941	A
C-A	137	34			137				
A-B	1	0.28			1				
A-C	165	41			165				

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	18	4	604	0.029	18	0.0	0.0	6.139	A
C-AB	8	2	737	0.011	8	0.0	0.0	4.941	A
C-A	137	34			137				
A-B	1	0.28			1				
A-C	165	41			165				

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	14	4	612	0.023	14	0.0	0.0	6.023	A
C-AB	6	2	728	0.009	6	0.0	0.0	4.993	A
C-A	112	28			112				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	12	3	618	0.019	12	0.0	0.0	5.940	A
C-AB	5	1	721	0.007	5	0.0	0.0	5.030	A
C-A	94	24			94				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

2023 Baseline + Committed Development, 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	Meyrick Road / West Street	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West Street (E)		ONE HOUR	✓	103	100.000
B - Meyrick Road		ONE HOUR	✓	10	100.000
C - West Street (W)		ONE HOUR	✓	125	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	5	98
	B - Meyrick Road	6	0	4
	C - West Street (W)	121	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	25	1
	B - Meyrick Road	0	0	0
	C - West Street (W)	1	0	0

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	0.02	6.89	0.0	A	9	14
C-AB	0.01	4.98	0.0	A	4	7
C-A					110	166
A-B					5	7
A-C					90	135

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	8	2	546	0.014	7	0.0	0.0	6.680	A
C-AB	3	0.86	727	0.005	3	0.0	0.0	4.977	A
C-A	91	23			91				
A-B	4	1			4				
A-C	74	18			74				

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	9	2	541	0.017	9	0.0	0.0	6.768	A
C-AB	4	1	734	0.006	4	0.0	0.0	4.931	A
C-A	108	27			108				
A-B	4	1			4				
A-C	88	22			88				

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	11	3	533	0.021	11	0.0	0.0	6.894	A
C-AB	5	1	744	0.007	5	0.0	0.0	4.870	A
C-A	132	33			132				
A-B	6	1			6				
A-C	108	27			108				

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	11	3	533	0.021	11	0.0	0.0	6.895	A
C-AB	5	1	744	0.007	5	0.0	0.0	4.871	A
C-A	132	33			132				
A-B	6	1			6				
A-C	108	27			108				

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	9	2	541	0.017	9	0.0	0.0	6.769	A
C-AB	4	1	734	0.006	4	0.0	0.0	4.933	A
C-A	108	27			108				
A-B	4	1			4				
A-C	88	22			88				

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	8	2	546	0.014	8	0.0	0.0	6.683	A
C-AB	3	0.86	727	0.005	3	0.0	0.0	4.978	A
C-A	91	23			91				
A-B	4	1			4				
A-C	74	18			74				

2023 Baseline + Committed Development, 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	Meyrick Road / West Street	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline + Committed Development	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 - West Street (E)		ONE HOUR	✓	158	100.000
B - Meyrick Road		ONE HOUR	✓	16	100.000
C - West Street (W)		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	1	157
	B - Meyrick Road	2	0	14
	C - West Street (W)	130	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	0	0
	B - Meyrick Road	0	0	0
	C - West Street (W)	0	0	0

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	0.03	6.16	0.0	A	15	22
C-AB	0.01	5.03	0.0	A	7	10
C-A					118	177
A-B					0.92	1
A-C					144	216

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	12	3	617	0.020	12	0.0	0.0	5.951	A
C-AB	5	1	722	0.007	5	0.0	0.0	5.023	A
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	118	30			118				

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	14	4	611	0.024	14	0.0	0.0	6.037	A
C-AB	6	2	728	0.009	6	0.0	0.0	4.986	A
C-A	116	29			116				
A-B	0.90	0.22			0.90				
A-C	141	35			141				

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	18	4	602	0.029	18	0.0	0.0	6.160	A
C-AB	8	2	738	0.011	8	0.0	0.0	4.934	A
C-A	142	35			142				
A-B	1	0.28			1				
A-C	173	43			173				

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	18	4	602	0.029	18	0.0	0.0	6.160	A
C-AB	8	2	738	0.011	8	0.0	0.0	4.936	A
C-A	142	35			142				
A-B	1	0.28			1				
A-C	173	43			173				

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	14	4	611	0.024	14	0.0	0.0	6.038	A
C-AB	6	2	728	0.009	6	0.0	0.0	4.988	A
C-A	116	29			116				
A-B	0.90	0.22			0.90				
A-C	141	35			141				

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	12	3	617	0.020	12	0.0	0.0	5.952	A
C-AB	5	1	722	0.007	5	0.0	0.0	5.025	A
C-A	97	24			97				
A-B	0.75	0.19			0.75				
A-C	118	30			118				

2028 Baseline + Committed Development (Sensitivity) , 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	Meyrick Road / West Street	T-Junction	Two-way		0.37	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)	Run automatically
D9	2028 Baseline + Committed Development (Sensitivity)	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 - West Street (E)		ONE HOUR	✓	107	100.000
B - Meyrick Road		ONE HOUR	✓	10	100.000
C - West Street (W)		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	5	102
	B - Meyrick Road	6	0	4
	C - West Street (W)	126	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	25	1
	B - Meyrick Road	0	0	0
	C - West Street (W)	1	0	0

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	0.02	6.92	0.0	A	9	14
C-AB	0.01	4.97	0.0	A	4	7
C-A					115	172
A-B					5	7
A-C					94	140

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	8	2	545	0.014	7	0.0	0.0	6.694	A
C-AB	3	0.87	728	0.005	3	0.0	0.0	4.966	A
C-A	94	24			94				
A-B	4	1			4				
A-C	77	19			77				

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	9	2	539	0.017	9	0.0	0.0	6.786	A
C-AB	4	1	736	0.006	4	0.0	0.0	4.918	A
C-A	113	28			113				
A-B	4	1			4				
A-C	92	23			92				

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	11	3	531	0.021	11	0.0	0.0	6.916	A
C-AB	5	1	747	0.007	5	0.0	0.0	4.854	A
C-A	138	34			138				
A-B	6	1			6				
A-C	112	28			112				

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	11	3	531	0.021	11	0.0	0.0	6.916	A
C-AB	5	1	747	0.007	5	0.0	0.0	4.855	A
C-A	138	34			138				
A-B	6	1			6				
A-C	112	28			112				

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	9	2	539	0.017	9	0.0	0.0	6.789	A
C-AB	4	1	736	0.006	4	0.0	0.0	4.922	A
C-A	113	28			113				
A-B	4	1			4				
A-C	92	23			92				

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	8	2	545	0.014	8	0.0	0.0	6.697	A
C-AB	3	0.87	728	0.005	3	0.0	0.0	4.969	A
C-A	94	24			94				
A-B	4	1			4				
A-C	77	19			77				

2028 Baseline + Committed Development (Sensitivity) , 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	Meyrick Road / West Street	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Baseline + Committed Development (Sensitivity)	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 - West Street (E)		ONE HOUR	✓	164	100.000
B - Meyrick Road		ONE HOUR	✓	16	100.000
C - West Street (W)		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	1	163
	B - Meyrick Road	2	0	14
	C - West Street (W)	135	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
	A - West Street (E)	0	0	0
	B - Meyrick Road	0	0	0
	C - West Street (W)	0	0	0

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	0.03	6.18	0.0	A	15	22
C-AB	0.01	5.02	0.0	A	7	10
C-A					123	184
A-B					0.92	1
A-C					150	224

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	12	3	616	0.020	12	0.0	0.0	5.963	A
C-AB	5	1	723	0.007	5	0.0	0.0	5.014	A
C-A	101	25			101				
A-B	0.75	0.19			0.75				
A-C	123	31			123				

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	14	4	609	0.024	14	0.0	0.0	6.052	A
C-AB	6	2	730	0.009	6	0.0	0.0	4.975	A
C-A	120	30			120				
A-B	0.90	0.22			0.90				
A-C	147	37			147				

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	18	4	600	0.029	18	0.0	0.0	6.179	A
C-AB	8	2	740	0.011	8	0.0	0.0	4.921	A
C-A	147	37			147				
A-B	1	0.28			1				
A-C	179	45			179				

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	18	4	600	0.029	18	0.0	0.0	6.179	A
C-AB	8	2	740	0.011	8	0.0	0.0	4.922	A
C-A	147	37			147				
A-B	1	0.28			1				
A-C	179	45			179				

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	14	4	609	0.024	14	0.0	0.0	6.052	A
C-AB	6	2	730	0.009	6	0.0	0.0	4.975	A
C-A	120	30			120				
A-B	0.90	0.22			0.90				
A-C	147	37			147				

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	12	3	616	0.020	12	0.0	0.0	5.966	A
C-AB	5	1	723	0.007	5	0.0	0.0	5.017	A
C-A	101	25			101				
A-B	0.75	0.19			0.75				
A-C	123	31			123				

2023 Baseline + Committed Development + Development, 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	Meyrick Road / West Street	T-Junction	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West Street (E)		ONE HOUR	✓	103	100.000
B - Meyrick Road		ONE HOUR	✓	40	100.000
C - West Street (W)		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	5	98
	B - Meyrick Road	12	0	28
	C - West Street (W)	121	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	25	1
	B - Meyrick Road	0	0	0
	C - West Street (W)	1	0	0

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	6.69	0.1	A	37	55
C-AB	0.02	5.03	0.0	A	14	21
C-A					109	163
A-B					5	7
A-C					90	135

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	30	8	594	0.051	30	0.0	0.1	6.381	A
C-AB	11	3	727	0.015	11	0.0	0.0	5.031	A
C-A	90	22			90				
A-B	4	1			4				
A-C	74	18			74				

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	36	9	589	0.061	36	0.1	0.1	6.509	A
C-AB	14	3	734	0.019	14	0.0	0.0	4.996	A
C-A	107	27			107				
A-B	4	1			4				
A-C	88	22			88				

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	44	11	582	0.076	44	0.1	0.1	6.691	A
C-AB	17	4	744	0.023	17	0.0	0.0	4.951	A
C-A	130	33			130				
A-B	6	1			6				
A-C	108	27			108				

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	44	11	582	0.076	44	0.1	0.1	6.691	A
C-AB	17	4	744	0.023	17	0.0	0.0	4.952	A
C-A	130	33			130				
A-B	6	1			6				
A-C	108	27			108				

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	36	9	589	0.061	36	0.1	0.1	6.513	A
C-AB	14	3	734	0.019	14	0.0	0.0	5.000	A
C-A	107	27			107				
A-B	4	1			4				
A-C	88	22			88				

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	30	8	594	0.051	30	0.1	0.1	6.385	A
C-AB	11	3	727	0.015	11	0.0	0.0	5.032	A
C-A	90	22			90				
A-B	4	1			4				
A-C	74	18			74				

2023 Baseline + Committed Development + Development, 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	Meyrick Road / West Street	T-Junction	Two-way		1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Baseline + Committed Development + Development	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 - West Street (E)		ONE HOUR	✓	158	100.000
B - Meyrick Road		ONE HOUR	✓	29	100.000
C - West Street (W)		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	1	157
	B - Meyrick Road	5	0	24
	C - West Street (W)	130	26	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
	A - West Street (E)	0	0	0
	B - Meyrick Road	0	0	0
	C - West Street (W)	0	0	0

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	6.45	0.1	A	27	40
C-AB	0.05	5.15	0.1	A	29	43
C-A					114	172
A-B					0.92	1
A-C					144	216

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	22	5	606	0.036	22	0.0	0.0	6.156	A
C-AB	23	6	722	0.031	22	0.0	0.0	5.149	A
C-A	95	24			95				
A-B	0.75	0.19			0.75				
A-C	118	30			118				

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	26	7	599	0.043	26	0.0	0.0	6.277	A
C-AB	28	7	728	0.038	28	0.0	0.1	5.141	A
C-A	112	28			112				
A-B	0.90	0.22			0.90				
A-C	141	35			141				

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	32	8	590	0.054	32	0.0	0.1	6.448	A
C-AB	36	9	738	0.048	35	0.1	0.1	5.127	A
C-A	136	34			136				
A-B	1	0.28			1				
A-C	173	43			173				

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	32	8	590	0.054	32	0.1	0.1	6.448	A
C-AB	36	9	738	0.048	36	0.1	0.1	5.128	A
C-A	136	34			136				
A-B	1	0.28			1				
A-C	173	43			173				

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	26	7	599	0.043	26	0.1	0.0	6.278	A
C-AB	28	7	728	0.038	28	0.1	0.1	5.142	A
C-A	112	28			112				
A-B	0.90	0.22			0.90				
A-C	141	35			141				

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	22	5	606	0.036	22	0.0	0.0	6.160	A
C-AB	23	6	722	0.031	23	0.1	0.0	5.150	A
C-A	95	24			95				
A-B	0.75	0.19			0.75				
A-C	118	30			118				

2028 Baseline + Committed Development + Development (Sensitivity), 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	Meyrick Road / West Street	T-Junction	Two-way		1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + Committed Development + Development (Sensitivity)	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 - West Street (E)		ONE HOUR	✓	107	100.000
B - Meyrick Road		ONE HOUR	✓	40	100.000
C - West Street (W)		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	5	102
	B - Meyrick Road	12	0	28
	C - West Street (W)	126	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	25	1
	B - Meyrick Road	0	0	0
	C - West Street (W)	1	0	0

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	6.71	0.1	A	37	55
C-AB	0.02	5.02	0.0	A	14	21
C-A					113	170
A-B					5	7
A-C					94	140

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	30	8	593	0.051	30	0.0	0.1	6.393	A
C-AB	11	3	728	0.015	11	0.0	0.0	5.020	A
C-A	93	23			93				
A-B	4	1			4				
A-C	77	19			77				

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	36	9	588	0.061	36	0.1	0.1	6.523	A
C-AB	14	3	736	0.019	14	0.0	0.0	4.984	A
C-A	111	28			111				
A-B	4	1			4				
A-C	92	23			92				

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	44	11	581	0.076	44	0.1	0.1	6.709	A
C-AB	18	4	747	0.024	18	0.0	0.0	4.935	A
C-A	135	34			135				
A-B	6	1			6				
A-C	112	28			112				

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	44	11	581	0.076	44	0.1	0.1	6.709	A
C-AB	18	4	747	0.024	18	0.0	0.0	4.936	A
C-A	135	34			135				
A-B	6	1			6				
A-C	112	28			112				

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	36	9	588	0.061	36	0.1	0.1	6.525	A
C-AB	14	3	736	0.019	14	0.0	0.0	4.988	A
C-A	111	28			111				
A-B	4	1			4				
A-C	92	23			92				

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	30	8	593	0.051	30	0.1	0.1	6.396	A
C-AB	11	3	728	0.015	11	0.0	0.0	5.021	A
C-A	93	23			93				
A-B	4	1			4				
A-C	77	19			77				

2028 Baseline + Committed Development + Development (Sensitivity), 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	Meyrick Road / West Street	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Baseline + Committed Development + Development (Sensitivity)	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 - West Street (E)		ONE HOUR	✓	164	100.000
B - Meyrick Road		ONE HOUR	✓	30	100.000
C - West Street (W)		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
From	A - West Street (E)	0	1	163
	B - Meyrick Road	5	0	25
	C - West Street (W)	135	26	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - West Street (E)	B - Meyrick Road	C - West Street (W)
	A - West Street (E)	0	0	0
	B - Meyrick Road	0	0	0
	C - West Street (W)	0	0	0

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	0.06	6.47	0.1	A	28	41
C-AB	0.05	5.14	0.1	A	29	43
C-A					119	178
A-B					0.92	1
A-C					150	224

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	606	0.037	22	0.0	0.0	6.165	A
C-AB	23	6	723	0.032	23	0.0	0.0	5.140	A
C-A	98	25			98				
A-B	0.75	0.19			0.75				
A-C	123	31			123				

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	27	7	599	0.045	27	0.0	0.0	6.290	A
C-AB	28	7	730	0.038	28	0.0	0.1	5.128	A
C-A	117	29			117				
A-B	0.90	0.22			0.90				
A-C	147	37			147				

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	33	8	589	0.056	33	0.0	0.1	6.468	A
C-AB	36	9	740	0.049	36	0.1	0.1	5.116	A
C-A	141	35			141				
A-B	1	0.28			1				
A-C	179	45			179				

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	33	8	589	0.056	33	0.1	0.1	6.468	A
C-AB	36	9	740	0.049	36	0.1	0.1	5.115	A
C-A	141	35			141				
A-B	1	0.28			1				
A-C	179	45			179				

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	27	7	599	0.045	27	0.1	0.0	6.291	A
C-AB	28	7	730	0.038	28	0.1	0.1	5.132	A
C-A	117	29			117				
A-B	0.90	0.22			0.90				
A-C	147	37			147				

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	606	0.037	23	0.0	0.0	6.169	A
C-AB	23	6	723	0.032	23	0.1	0.0	5.143	A
C-A	98	25			98				
A-B	0.75	0.19			0.75				
A-C	123	31			123				

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: B2149-West Street.j9

Path: T:\Projects\15000 Series\15443ITB Kingscroft Farm\Tech\Junction Assessments\Picady\B2149-West Street

Report generation date: 20/05/2022 12:28:58

-
- »2020 Observed, AM
 - »2020 Observed, PM
 - »2023 Baseline + Committed Development, AM
 - »2023 Baseline + Committed Development, PM
 - »2028 Baseline + Committed Development (Sensitivity) , AM
 - »2028 Baseline + Committed Development (Sensitivity) , PM
 - »2023 Baseline + Committed Development + Development, AM
 - »2023 Baseline + Committed Development + Development, PM
 - »2028 Baseline + Committed Development + Development (Sensitivity), AM
 - »2028 Baseline + Committed Development + Development (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2020 Observed					
1 - B2419 - West Street (Right-in, Right-out) - Stream B-AC	0.1	13.06	0.07	0.1	12.61	0.07
1 - B2419 - West Street (Right-in, Right-out) - Stream C-AB	0.2	7.47	0.19	0.2	7.43	0.19
2 - B2419 - West Street (Left-out) - Stream B-AC	0.2	6.77	0.13	0.3	7.70	0.25
2 - B2419 - West Street (Left-out) - Stream C-AB	1.9	6.30	0.45	1.6	6.18	0.42
3 - B2419 - West Street (Left-in) - Stream B-AC	0.0	5.18	0.02	0.0	5.13	0.03
3 - B2419 - West Street (Left-in) - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2023 Baseline + Committed Development					
1 - B2419 - West Street (Right-in, Right-out) - Stream B-AC	0.1	13.71	0.08	0.1	13.16	0.07
1 - B2419 - West Street (Right-in, Right-out) - Stream C-AB	0.2	7.61	0.20	0.2	7.55	0.20
2 - B2419 - West Street (Left-out) - Stream B-AC	0.2	6.90	0.14	0.4	7.93	0.26
2 - B2419 - West Street (Left-out) - Stream C-AB	2.1	6.58	0.48	1.8	6.34	0.44
3 - B2419 - West Street (Left-in) - Stream B-AC	0.0	5.19	0.02	0.0	5.14	0.03
3 - B2419 - West Street (Left-in) - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2028 Baseline + Committed Development (Sensitivity)					
1 - B2419 - West Street (Right-in, Right-out) - Stream B-AC	0.1	14.65	0.08	0.1	13.99	0.08
1 - B2419 - West Street (Right-in, Right-out) - Stream C-AB	0.3	7.84	0.21	0.3	7.78	0.21
2 - B2419 - West Street (Left-out) - Stream B-AC	0.2	7.05	0.15	0.4	8.20	0.28
2 - B2419 - West Street (Left-out) - Stream C-AB	2.6	7.15	0.53	2.1	6.75	0.48
3 - B2419 - West Street (Left-in) - Stream B-AC	0.0	5.21	0.02	0.0	5.16	0.03
3 - B2419 - West Street (Left-in) - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2023 Baseline + Committed Development + Development					
1 - B2419 - West Street (Right-in, Right-out) - Stream B-AC	0.1	14.25	0.10	0.1	13.62	0.08
1 - B2419 - West Street (Right-in, Right-out) - Stream C-AB	0.3	7.74	0.21	0.3	7.83	0.22
2 - B2419 - West Street (Left-out) - Stream B-AC	0.2	7.08	0.17	0.4	8.07	0.28
2 - B2419 - West Street (Left-out) - Stream C-AB	2.4	7.03	0.51	2.2	7.18	0.51
3 - B2419 - West Street (Left-in) - Stream B-AC	0.0	5.17	0.02	0.0	5.22	0.04
3 - B2419 - West Street (Left-in) - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2028 Baseline + Committed Development + Development (Sensitivity)					
1 - B2419 - West Street (Right-in, Right-out) - Stream B-AC	0.1	15.31	0.11	0.1	14.57	0.09
1 - B2419 - West Street (Right-in, Right-out) - Stream C-AB	0.3	7.95	0.22	0.3	8.06	0.24
2 - B2419 - West Street (Left-out) - Stream B-AC	0.2	7.25	0.18	0.4	8.35	0.29
2 - B2419 - West Street (Left-out) - Stream C-AB	2.9	7.64	0.56	2.7	7.80	0.55
3 - B2419 - West Street (Left-in) - Stream B-AC	0.0	5.18	0.02	0.0	5.23	0.04
3 - B2419 - West Street (Left-in) - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

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	B2419 / West Street
Location	
Site number	
Date	02/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\UK
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Baseline (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Baseline (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Baseline + Committed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Baseline + Committed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2023 Baseline + Committed Development + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2028 Baseline + Committed Development + Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Baseline + Committed Development + Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

2020 Observed, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.67	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		1.73	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - B2419 - West Street (Right-in, Right-out)	A	B2419 New Road		Major
	B	West Street		Minor
	C	B2419 Bedhampton Road		Major
2 - B2419 - West Street (Left-out)	A	B2419 New Road		Major
	B	West Street		Minor
	C	B2419 Bedhampton Road		Major
3 - B2419 - West Street (Left-in)	A	West Street (North)		Major
	B	B2419 New Road		Minor
	C	West Street (South)		Major

Major Arm Geometry

Junction	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)
1 - B2419 - West Street (Right-in, Right-out)	C - B2419 Bedhampton Road	8.45		✓	4.78	91.1	✓	7.00
2 - B2419 - West Street (Left-out)	C - B2419 Bedhampton Road	8.45				91.1	✓	0.00
3 - B2419 - West Street (Left-in)	C - West Street (South)	8.95				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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - B2419 - West Street (Right-in, Right-out)	B - West Street	One lane	3.96	250	150
2 - B2419 - West Street (Left-out)	B - West Street	One lane	4.64	250	150
3 - B2419 - West Street (Left-in)	B - B2419 New Road	One lane	4.80	15	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	702	0.114	0.289	0.182	0.413
1	B-C	787	0.108	0.273	-	-
1	C-B	803	0.278	0.278	-	-

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
2	B-A	746	0.121	0.307	0.193	0.438
2	B-C	836	0.115	0.290	-	-
2	C-B	627	0.217	0.217	-	-

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
3	B-A	581	0.092	0.233	0.147	0.333
3	B-C	751	0.100	0.254	-	-
3	C-B	574	0.194	0.194	-	-

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	2020 Observed	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	643	100.000
	B - West Street		ONE HOUR	✓	19	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	820	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	643	100.000
	B - West Street		ONE HOUR	✓	74	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	820	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	102	100.000
	B - B2419 New Road		ONE HOUR	✓	12	100.000
	C - West Street (South)		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	643
	B - West Street	19	0	0
	C - B2419 Bedhampton Road	718	102	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	643
	B - West Street	0	0	74
	C - B2419 Bedhampton Road	718	102	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	102
	B - B2419 New Road	0	0	12
	C - West Street (South)	19	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	3
	B - B2419 New Road	0	0	2
	C - West Street (South)	3	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.07	13.06	0.1	B	17	26
	C-AB	0.19	7.47	0.2	A	94	140
	C-A					659	988
	A-B					0	0
	A-C					590	885
2 - B2419 - West Street (Left-out)	B-AC	0.13	6.77	0.2	A	68	102
	C-AB	0.45	6.30	1.9	A	316	474
	C-A					436	654
	A-B					0	0
	A-C					590	885
3 - B2419 - West Street (Left-in)	B-AC	0.02	5.18	0.0	A	11	17
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					17	26
	A-B					0	0
	A-C					94	140

Main Results for each time segment

07:45 - 08:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	14	4	425	0.034	14	0.0	0.0	8.757	A
	C-AB	77	19	658	0.117	76	0.0	0.1	6.186	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	484	121			484				
2 - B2419 - West Street (Left-out)	B-AC	56	14	678	0.082	55	0.0	0.1	5.776	A
	C-AB	194	48	895	0.217	192	0.0	0.6	5.118	A
	C-A	423	106			423				
	A-B	0	0			0				
	A-C	484	121			484				
3 - B2419 - West Street (Left-in)	B-AC	9	2	717	0.013	9	0.0	0.0	5.085	A
	C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
	C-A	14	4			14				
	A-B	0	0			0				
	A-C	77	19			77				

08:00 - 08:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	371	0.046	17	0.0	0.0	10.167	B
	C-AB	92	23	631	0.145	92	0.1	0.2	6.670	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	578	145			578				
2 - B2419 - West Street (Left-out)	B-AC	67	17	651	0.102	66	0.1	0.1	6.159	A
	C-AB	284	71	957	0.297	283	0.6	0.9	5.357	A
	C-A	453	113			453				
	A-B	0	0			0				
	A-C	578	145			578				
3 - B2419 - West Street (Left-in)	B-AC	11	3	713	0.015	11	0.0	0.0	5.126	A
	C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	92	23			92				

08:15 - 08:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	297	0.071	21	0.0	0.1	13.044	B
	C-AB	112	28	594	0.189	112	0.2	0.2	7.462	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	708	177			708				
2 - B2419 - West Street (Left-out)	B-AC	81	20	613	0.133	81	0.1	0.2	6.770	A
	C-AB	466	117	1046	0.446	463	0.9	1.8	6.210	A
	C-A	436	109			436				
	A-B	0	0			0				
	A-C	708	177			708				
3 - B2419 - West Street (Left-in)	B-AC	13	3	708	0.019	13	0.0	0.0	5.182	A
	C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	112	28			112				

08:30 - 08:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	296	0.071	21	0.1	0.1	13.063	B
	C-AB	112	28	594	0.189	112	0.2	0.2	7.468	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	708	177			708				
2 - B2419 - West Street (Left-out)	B-AC	81	20	613	0.133	81	0.2	0.2	6.773	A
	C-AB	469	117	1049	0.448	469	1.8	1.9	6.299	A
	C-A	434	108			434				
	A-B	0	0			0				
	A-C	708	177			708				
3 - B2419 - West Street (Left-in)	B-AC	13	3	708	0.019	13	0.0	0.0	5.182	A
	C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	112	28			112				

08:45 - 09:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	371	0.046	17	0.1	0.0	10.180	B
	C-AB	92	23	631	0.145	92	0.2	0.2	6.681	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	578	145			578				
2 - B2419 - West Street (Left-out)	B-AC	67	17	651	0.102	67	0.2	0.1	6.162	A
	C-AB	287	72	960	0.299	291	1.9	1.0	5.445	A
	C-A	450	113			450				
	A-B	0	0			0				
	A-C	578	145			578				
3 - B2419 - West Street (Left-in)	B-AC	11	3	713	0.015	11	0.0	0.0	5.126	A
	C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	92	23			92				

09:00 - 09:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	14	4	425	0.034	14	0.0	0.0	8.772	A
	C-AB	77	19	658	0.117	77	0.2	0.1	6.201	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	484	121			484				
2 - B2419 - West Street (Left-out)	B-AC	56	14	678	0.082	56	0.1	0.1	5.782	A
	C-AB	196	49	897	0.219	197	1.0	0.6	5.182	A
	C-A	421	105			421				
	A-B	0	0			0				
	A-C	484	121			484				
3 - B2419 - West Street (Left-in)	B-AC	9	2	717	0.013	9	0.0	0.0	5.085	A
	C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
	C-A	14	4			14				
	A-B	0	0			0				
	A-C	77	19			77				

2020 Observed, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.68	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		1.92	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Observed	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	663	100.000
	B - West Street		ONE HOUR	✓	19	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	775	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	663	100.000
	B - West Street		ONE HOUR	✓	141	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	775	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	103	100.000
	B - B2419 New Road		ONE HOUR	✓	19	100.000
	C - West Street (South)		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	663
	B - West Street	19	0	0
	C - B2419 Bedhampton Road	672	103	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	663
	B - West Street	0	0	141
	C - B2419 Bedhampton Road	672	103	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	103
	B - B2419 New Road	0	0	19
	C - West Street (South)	19	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	1
	B - B2419 New Road	0	0	0
	C - West Street (South)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.07	12.61	0.1	B	17	26
	C-AB	0.19	7.43	0.2	A	95	142
	C-A					617	925
	A-B					0	0
	A-C					608	913
2 - B2419 - West Street (Left-out)	B-AC	0.25	7.70	0.3	A	129	194
	C-AB	0.42	6.18	1.6	A	292	438
	C-A					419	629
	A-B					0	0
	A-C					608	913
3 - B2419 - West Street (Left-in)	B-AC	0.03	5.13	0.0	A	17	26
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					17	26
	A-B					0	0
	A-C					95	142

Main Results for each time segment

16:45 - 17:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	14	4	432	0.033	14	0.0	0.0	8.616	A
	C-AB	78	19	663	0.117	77	0.0	0.1	6.140	A
	C-A	506	126			506				
	A-B	0	0			0				
	A-C	499	125			499				
2 - B2419 - West Street (Left-out)	B-AC	106	27	690	0.154	105	0.0	0.2	6.147	A
	C-AB	183	46	876	0.209	181	0.0	0.5	5.180	A
	C-A	400	100			400				
	A-B	0	0			0				
	A-C	499	125			499				
3 - B2419 - West Street (Left-in)	B-AC	14	4	731	0.020	14	0.0	0.0	5.020	A
	C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
	C-A	14	4			14				
	A-B	0	0			0				
	A-C	78	19			78				

17:00 - 17:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	379	0.045	17	0.0	0.0	9.941	A
	C-AB	93	23	636	0.146	92	0.1	0.2	6.626	A
	C-A	604	151			604				
	A-B	0	0			0				
	A-C	596	149			596				
2 - B2419 - West Street (Left-out)	B-AC	127	32	662	0.191	127	0.2	0.2	6.719	A
	C-AB	265	66	933	0.284	264	0.5	0.8	5.394	A
	C-A	432	108			432				
	A-B	0	0			0				
	A-C	596	149			596				
3 - B2419 - West Street (Left-in)	B-AC	17	4	728	0.023	17	0.0	0.0	5.066	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	93	23			93				

17:15 - 17:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	306	0.068	21	0.0	0.1	12.600	B
	C-AB	113	28	598	0.190	113	0.2	0.2	7.422	A
	C-A	740	185			740				
	A-B	0	0			0				
	A-C	730	182			730				
2 - B2419 - West Street (Left-out)	B-AC	155	39	623	0.249	155	0.2	0.3	7.686	A
	C-AB	425	106	1014	0.419	422	0.8	1.6	6.109	A
	C-A	429	107			429				
	A-B	0	0			0				
	A-C	730	182			730				
3 - B2419 - West Street (Left-in)	B-AC	21	5	722	0.029	21	0.0	0.0	5.133	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	113	28			113				

17:30 - 17:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	306	0.068	21	0.1	0.1	12.612	B
	C-AB	113	28	598	0.190	113	0.2	0.2	7.428	A
	C-A	740	185			740				
	A-B	0	0			0				
	A-C	730	182			730				
2 - B2419 - West Street (Left-out)	B-AC	155	39	623	0.249	155	0.3	0.3	7.698	A
	C-AB	427	107	1016	0.420	427	1.6	1.6	6.178	A
	C-A	427	107			427				
	A-B	0	0			0				
	A-C	730	182			730				
3 - B2419 - West Street (Left-in)	B-AC	21	5	722	0.029	21	0.0	0.0	5.133	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	113	28			113				

17:45 - 18:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	379	0.045	17	0.1	0.0	9.955	A
	C-AB	93	23	636	0.146	93	0.2	0.2	6.637	A
	C-A	604	151			604				
	A-B	0	0			0				
	A-C	596	149			596				
2 - B2419 - West Street (Left-out)	B-AC	127	32	662	0.191	127	0.3	0.2	6.734	A
	C-AB	267	67	935	0.285	270	1.6	0.9	5.467	A
	C-A	430	107			430				
	A-B	0	0			0				
	A-C	596	149			596				
3 - B2419 - West Street (Left-in)	B-AC	17	4	728	0.023	17	0.0	0.0	5.069	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	93	23			93				

18:00 - 18:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	14	4	432	0.033	14	0.0	0.0	8.631	A
	C-AB	78	19	663	0.117	78	0.2	0.1	6.156	A
	C-A	506	126			506				
	A-B	0	0			0				
	A-C	499	125			499				
2 - B2419 - West Street (Left-out)	B-AC	106	27	690	0.154	106	0.2	0.2	6.168	A
	C-AB	185	46	878	0.211	187	0.9	0.5	5.234	A
	C-A	398	100			398				
	A-B	0	0			0				
	A-C	499	125			499				
3 - B2419 - West Street (Left-in)	B-AC	14	4	731	0.020	14	0.0	0.0	5.022	A
	C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
	C-A	14	4			14				
	A-B	0	0			0				
	A-C	78	19			78				

2023 Baseline + Committed Development, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.69	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		1.86	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	662	100.000
	B - West Street		ONE HOUR	✓	20	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	844	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	662	100.000
	B - West Street		ONE HOUR	✓	77	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	844	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	105	100.000
	B - B2419 New Road		ONE HOUR	✓	12	100.000
	C - West Street (South)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	662
	B - West Street	20	0	0
	C - B2419 Bedhampton Road	739	105	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	662
	B - West Street	0	0	77
	C - B2419 Bedhampton Road	739	105	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	105
	B - B2419 New Road	0	0	12
	C - West Street (South)	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	3
	B - B2419 New Road	0	0	2
	C - West Street (South)	3	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.08	13.71	0.1	B	18	28
	C-AB	0.20	7.61	0.2	A	96	145
	C-A					678	1017
	A-B					0	0
	A-C					607	911
2 - B2419 - West Street (Left-out)	B-AC	0.14	6.90	0.2	A	71	106
	C-AB	0.48	6.58	2.1	A	339	509
	C-A					435	653
	A-B					0	0
	A-C					607	911
3 - B2419 - West Street (Left-in)	B-AC	0.02	5.19	0.0	A	11	17
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					18	28
	A-B					0	0
	A-C					96	145

Main Results for each time segment

07:45 - 08:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	417	0.036	15	0.0	0.0	8.951	A
	C-AB	79	20	654	0.121	79	0.0	0.1	6.254	A
	C-A	556	139			556				
	A-B	0	0			0				
	A-C	498	125			498				
2 - B2419 - West Street (Left-out)	B-AC	58	14	674	0.086	58	0.0	0.1	5.834	A
	C-AB	206	51	904	0.227	203	0.0	0.6	5.136	A
	C-A	430	107			430				
	A-B	0	0			0				
	A-C	498	125			498				
3 - B2419 - West Street (Left-in)	B-AC	9	2	716	0.013	9	0.0	0.0	5.089	A
	C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	79	20			79				

08:00 - 08:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	361	0.050	18	0.0	0.1	10.482	B
	C-AB	94	24	626	0.151	94	0.1	0.2	6.764	A
	C-A	664	166			664				
	A-B	0	0			0				
	A-C	595	149			595				
2 - B2419 - West Street (Left-out)	B-AC	69	17	646	0.107	69	0.1	0.1	6.241	A
	C-AB	304	76	968	0.314	302	0.6	1.0	5.420	A
	C-A	455	114			455				
	A-B	0	0			0				
	A-C	595	149			595				
3 - B2419 - West Street (Left-in)	B-AC	11	3	712	0.015	11	0.0	0.0	5.131	A
	C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	94	24			94				

08:15 - 08:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	285	0.077	22	0.1	0.1	13.696	B
	C-AB	116	29	588	0.196	115	0.2	0.2	7.607	A
	C-A	814	203			814				
	A-B	0	0			0				
	A-C	729	182			729				
2 - B2419 - West Street (Left-out)	B-AC	85	21	607	0.140	85	0.1	0.2	6.892	A
	C-AB	504	126	1061	0.475	500	1.0	2.1	6.465	A
	C-A	425	106			425				
	A-B	0	0			0				
	A-C	729	182			729				
3 - B2419 - West Street (Left-in)	B-AC	13	3	707	0.019	13	0.0	0.0	5.189	A
	C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	116	29			116				

08:30 - 08:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	285	0.077	22	0.1	0.1	13.713	B
	C-AB	116	29	588	0.196	116	0.2	0.2	7.613	A
	C-A	814	203			814				
	A-B	0	0			0				
	A-C	729	182			729				
2 - B2419 - West Street (Left-out)	B-AC	85	21	607	0.140	85	0.2	0.2	6.895	A
	C-AB	508	127	1064	0.477	508	2.1	2.1	6.583	A
	C-A	421	105			421				
	A-B	0	0			0				
	A-C	729	182			729				
3 - B2419 - West Street (Left-in)	B-AC	13	3	707	0.019	13	0.0	0.0	5.189	A
	C-AB	0	0	540	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	116	29			116				

08:45 - 09:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	361	0.050	18	0.1	0.1	10.499	B
	C-AB	94	24	626	0.151	95	0.2	0.2	6.776	A
	C-A	664	166			664				
	A-B	0	0			0				
	A-C	595	149			595				
2 - B2419 - West Street (Left-out)	B-AC	69	17	646	0.107	69	0.2	0.1	6.247	A
	C-AB	307	77	972	0.316	311	2.1	1.0	5.527	A
	C-A	452	113			452				
	A-B	0	0			0				
	A-C	595	149			595				
3 - B2419 - West Street (Left-in)	B-AC	11	3	712	0.015	11	0.0	0.0	5.131	A
	C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	94	24			94				

09:00 - 09:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	417	0.036	15	0.1	0.0	8.966	A
	C-AB	79	20	654	0.121	79	0.2	0.1	6.269	A
	C-A	556	139			556				
	A-B	0	0			0				
	A-C	498	125			498				
2 - B2419 - West Street (Left-out)	B-AC	58	14	674	0.086	58	0.1	0.1	5.843	A
	C-AB	208	52	906	0.229	210	1.0	0.6	5.204	A
	C-A	428	107			428				
	A-B	0	0			0				
	A-C	498	125			498				
3 - B2419 - West Street (Left-in)	B-AC	9	2	716	0.013	9	0.0	0.0	5.090	A
	C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	79	20			79				

2023 Baseline + Committed Development, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.70	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.03	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline + Committed Development	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	682	100.000
	B - West Street		ONE HOUR	✓	20	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	796	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	682	100.000
	B - West Street		ONE HOUR	✓	148	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	796	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	105	100.000
	B - B2419 New Road		ONE HOUR	✓	20	100.000
	C - West Street (South)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	682
	B - West Street	20	0	0
	C - B2419 Bedhampton Road	691	105	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	682
	B - West Street	0	0	148
	C - B2419 Bedhampton Road	691	105	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	105
	B - B2419 New Road	0	0	20
	C - West Street (South)	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	1
	B - B2419 New Road	0	0	0
	C - West Street (South)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.07	13.16	0.1	B	18	28
	C-AB	0.20	7.55	0.2	A	96	145
	C-A					634	951
	A-B					0	0
	A-C					626	939
2 - B2419 - West Street (Left-out)	B-AC	0.26	7.93	0.4	A	136	204
	C-AB	0.44	6.34	1.8	A	309	463
	C-A					422	632
	A-B					0	0
	A-C					626	939
3 - B2419 - West Street (Left-in)	B-AC	0.03	5.14	0.0	A	18	28
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					18	28
	A-B					0	0
	A-C					96	145

Main Results for each time segment

16:45 - 17:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	424	0.035	15	0.0	0.0	8.788	A
	C-AB	79	20	659	0.120	79	0.0	0.1	6.199	A
	C-A	520	130			520				
	A-B	0	0			0				
	A-C	513	128			513				
2 - B2419 - West Street (Left-out)	B-AC	111	28	686	0.162	111	0.0	0.2	6.248	A
	C-AB	192	48	884	0.217	190	0.0	0.6	5.183	A
	C-A	407	102			407				
	A-B	0	0			0				
	A-C	513	128			513				
3 - B2419 - West Street (Left-in)	B-AC	15	4	731	0.021	15	0.0	0.0	5.027	A
	C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	79	20			79				

17:00 - 17:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	370	0.049	18	0.0	0.1	10.217	B
	C-AB	94	24	631	0.150	94	0.1	0.2	6.707	A
	C-A	621	155			621				
	A-B	0	0			0				
	A-C	613	153			613				
2 - B2419 - West Street (Left-out)	B-AC	133	33	657	0.203	133	0.2	0.3	6.864	A
	C-AB	279	70	943	0.296	278	0.6	0.9	5.431	A
	C-A	436	109			436				
	A-B	0	0			0				
	A-C	613	153			613				
3 - B2419 - West Street (Left-in)	B-AC	18	4	727	0.025	18	0.0	0.0	5.076	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	94	24			94				

17:15 - 17:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	296	0.075	22	0.1	0.1	13.149	B
	C-AB	116	29	592	0.195	115	0.2	0.2	7.547	A
	C-A	761	190			761				
	A-B	0	0			0				
	A-C	751	188			751				
2 - B2419 - West Street (Left-out)	B-AC	163	41	617	0.264	163	0.3	0.4	7.919	A
	C-AB	452	113	1027	0.440	448	0.9	1.7	6.259	A
	C-A	425	106			425				
	A-B	0	0			0				
	A-C	751	188			751				
3 - B2419 - West Street (Left-in)	B-AC	22	6	722	0.031	22	0.0	0.0	5.145	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	116	29			116				

17:30 - 17:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	295	0.075	22	0.1	0.1	13.165	B
	C-AB	116	29	592	0.195	116	0.2	0.2	7.553	A
	C-A	761	190			761				
	A-B	0	0			0				
	A-C	751	188			751				
2 - B2419 - West Street (Left-out)	B-AC	163	41	617	0.264	163	0.4	0.4	7.933	A
	C-AB	455	114	1029	0.442	454	1.7	1.8	6.342	A
	C-A	422	105			422				
	A-B	0	0			0				
	A-C	751	188			751				
3 - B2419 - West Street (Left-in)	B-AC	22	6	722	0.031	22	0.0	0.0	5.145	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	116	29			116				

17:45 - 18:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	370	0.049	18	0.1	0.1	10.230	B
	C-AB	94	24	631	0.150	95	0.2	0.2	6.716	A
	C-A	621	155			621				
	A-B	0	0			0				
	A-C	613	153			613				
2 - B2419 - West Street (Left-out)	B-AC	133	33	657	0.203	133	0.4	0.3	6.883	A
	C-AB	282	70	946	0.298	285	1.8	0.9	5.513	A
	C-A	434	109			434				
	A-B	0	0			0				
	A-C	613	153			613				
3 - B2419 - West Street (Left-in)	B-AC	18	4	727	0.025	18	0.0	0.0	5.076	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	94	24			94				

18:00 - 18:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	424	0.036	15	0.1	0.0	8.804	A
	C-AB	79	20	659	0.120	79	0.2	0.1	6.212	A
	C-A	520	130			520				
	A-B	0	0			0				
	A-C	513	128			513				
2 - B2419 - West Street (Left-out)	B-AC	111	28	686	0.162	112	0.3	0.2	6.268	A
	C-AB	194	48	886	0.219	195	0.9	0.6	5.242	A
	C-A	405	101			405				
	A-B	0	0			0				
	A-C	513	128			513				
3 - B2419 - West Street (Left-in)	B-AC	15	4	731	0.021	15	0.0	0.0	5.030	A
	C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	79	20			79				

2028 Baseline + Committed Development (Sensitivity) , 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.71	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.12	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Baseline + Committed Development (Sensitivity)	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	688	100.000
	B - West Street		ONE HOUR	✓	20	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	878	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	688	100.000
	B - West Street		ONE HOUR	✓	80	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	878	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	110	100.000
	B - B2419 New Road		ONE HOUR	✓	13	100.000
	C - West Street (South)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	688
	B - West Street	20	0	0
	C - B2419 Bedhampton Road	768	110	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	688
	B - West Street	0	0	80
	C - B2419 Bedhampton Road	768	110	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	110
	B - B2419 New Road	0	0	13
	C - West Street (South)	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	2
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	3
	B - B2419 New Road	0	0	2
	C - West Street (South)	3	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.08	14.65	0.1	B	18	28
	C-AB	0.21	7.84	0.3	A	101	151
	C-A					705	1057
	A-B					0	0
	A-C					631	947
2 - B2419 - West Street (Left-out)	B-AC	0.15	7.05	0.2	A	73	110
	C-AB	0.53	7.15	2.6	A	377	566
	C-A					429	643
	A-B					0	0
	A-C					631	947
3 - B2419 - West Street (Left-in)	B-AC	0.02	5.21	0.0	A	12	18
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					18	28
	A-B					0	0
	A-C					101	151

Main Results for each time segment

07:45 - 08:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	405	0.037	15	0.0	0.0	9.217	A
	C-AB	83	21	648	0.128	82	0.0	0.1	6.354	A
	C-A	578	145			578				
	A-B	0	0			0				
	A-C	518	129			518				
2 - B2419 - West Street (Left-out)	B-AC	60	15	668	0.090	60	0.0	0.1	5.911	A
	C-AB	224	56	917	0.245	222	0.0	0.7	5.180	A
	C-A	437	109			437				
	A-B	0	0			0				
	A-C	518	129			518				
3 - B2419 - West Street (Left-in)	B-AC	10	2	715	0.014	10	0.0	0.0	5.102	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	83	21			83				

08:00 - 08:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	348	0.052	18	0.0	0.1	10.920	B
	C-AB	99	25	620	0.160	99	0.1	0.2	6.909	A
	C-A	690	173			690				
	A-B	0	0			0				
	A-C	618	155			618				
2 - B2419 - West Street (Left-out)	B-AC	72	18	639	0.113	72	0.1	0.1	6.344	A
	C-AB	335	84	984	0.340	333	0.7	1.1	5.550	A
	C-A	454	114			454				
	A-B	0	0			0				
	A-C	618	155			618				
3 - B2419 - West Street (Left-in)	B-AC	12	3	711	0.016	12	0.0	0.0	5.146	A
	C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	99	25			99				

08:15 - 08:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	268	0.082	22	0.1	0.1	14.631	B
	C-AB	121	30	580	0.209	121	0.2	0.3	7.831	A
	C-A	846	211			846				
	A-B	0	0			0				
	A-C	758	189			758				
2 - B2419 - West Street (Left-out)	B-AC	88	22	598	0.147	88	0.1	0.2	7.050	A
	C-AB	566	141	1082	0.523	560	1.1	2.5	6.972	A
	C-A	401	100			401				
	A-B	0	0			0				
	A-C	758	189			758				
3 - B2419 - West Street (Left-in)	B-AC	14	4	705	0.020	14	0.0	0.0	5.208	A
	C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	121	30			121				

08:30 - 08:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	268	0.082	22	0.1	0.1	14.652	B
	C-AB	121	30	580	0.209	121	0.3	0.3	7.840	A
	C-A	846	211			846				
	A-B	0	0			0				
	A-C	758	189			758				
2 - B2419 - West Street (Left-out)	B-AC	88	22	598	0.147	88	0.2	0.2	7.053	A
	C-AB	571	143	1085	0.526	571	2.5	2.6	7.149	A
	C-A	396	99			396				
	A-B	0	0			0				
	A-C	758	189			758				
3 - B2419 - West Street (Left-in)	B-AC	14	4	705	0.020	14	0.0	0.0	5.208	A
	C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	121	30			121				

08:45 - 09:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	347	0.052	18	0.1	0.1	10.938	B
	C-AB	99	25	620	0.160	99	0.3	0.2	6.919	A
	C-A	690	173			690				
	A-B	0	0			0				
	A-C	618	155			618				
2 - B2419 - West Street (Left-out)	B-AC	72	18	639	0.113	72	0.2	0.1	6.353	A
	C-AB	339	85	989	0.343	345	2.6	1.2	5.691	A
	C-A	450	113			450				
	A-B	0	0			0				
	A-C	618	155			618				
3 - B2419 - West Street (Left-in)	B-AC	12	3	711	0.016	12	0.0	0.0	5.148	A
	C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	99	25			99				

09:00 - 09:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	405	0.037	15	0.1	0.0	9.232	A
	C-AB	83	21	648	0.128	83	0.2	0.1	6.371	A
	C-A	578	145			578				
	A-B	0	0			0				
	A-C	518	129			518				
2 - B2419 - West Street (Left-out)	B-AC	60	15	668	0.090	60	0.1	0.1	5.922	A
	C-AB	227	57	919	0.247	229	1.2	0.7	5.259	A
	C-A	434	108			434				
	A-B	0	0			0				
	A-C	518	129			518				
3 - B2419 - West Street (Left-in)	B-AC	10	2	715	0.014	10	0.0	0.0	5.102	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	83	21			83				

2028 Baseline + Committed Development (Sensitivity) , 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.72	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.23	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Baseline + Committed Development (Sensitivity)	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	708	100.000
	B - West Street		ONE HOUR	✓	20	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	828	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	708	100.000
	B - West Street		ONE HOUR	✓	154	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	828	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	110	100.000
	B - B2419 New Road		ONE HOUR	✓	20	100.000
	C - West Street (South)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	708
	B - West Street	20	0	0
	C - B2419 Bedhampton Road	718	110	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	708
	B - West Street	0	0	154
	C - B2419 Bedhampton Road	718	110	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	110
	B - B2419 New Road	0	0	20
	C - West Street (South)	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	1
	B - B2419 New Road	0	0	0
	C - West Street (South)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.08	13.99	0.1	B	18	28
	C-AB	0.21	7.78	0.3	A	101	151
	C-A					659	988
	A-B					0	0
	A-C					650	975
2 - B2419 - West Street (Left-out)	B-AC	0.28	8.20	0.4	A	141	212
	C-AB	0.48	6.75	2.1	A	341	512
	C-A					419	628
	A-B					0	0
	A-C					650	975
3 - B2419 - West Street (Left-in)	B-AC	0.03	5.16	0.0	A	18	28
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					18	28
	A-B					0	0
	A-C					101	151

Main Results for each time segment

16:45 - 17:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	413	0.036	15	0.0	0.0	9.031	A
	C-AB	83	21	653	0.127	82	0.0	0.1	6.297	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	533	133			533				
2 - B2419 - West Street (Left-out)	B-AC	116	29	680	0.170	115	0.0	0.2	6.359	A
	C-AB	209	52	896	0.233	206	0.0	0.6	5.223	A
	C-A	415	104			415				
	A-B	0	0			0				
	A-C	533	133			533				
3 - B2419 - West Street (Left-in)	B-AC	15	4	730	0.021	15	0.0	0.0	5.034	A
	C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	83	21			83				

17:00 - 17:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	357	0.050	18	0.0	0.1	10.613	B
	C-AB	99	25	624	0.158	99	0.1	0.2	6.848	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	636	159			636				
2 - B2419 - West Street (Left-out)	B-AC	138	35	650	0.213	138	0.2	0.3	7.028	A
	C-AB	307	77	957	0.320	305	0.6	1.0	5.540	A
	C-A	438	109			438				
	A-B	0	0			0				
	A-C	636	159			636				
3 - B2419 - West Street (Left-in)	B-AC	18	4	726	0.025	18	0.0	0.0	5.084	A
	C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	99	25			99				

17:15 - 17:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	279	0.079	22	0.1	0.1	13.969	B
	C-AB	121	30	584	0.207	121	0.2	0.3	7.766	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	780	195			780				
2 - B2419 - West Street (Left-out)	B-AC	170	42	608	0.279	169	0.3	0.4	8.188	A
	C-AB	504	126	1046	0.481	499	1.0	2.1	6.636	A
	C-A	408	102			408				
	A-B	0	0			0				
	A-C	780	195			780				
3 - B2419 - West Street (Left-in)	B-AC	22	6	720	0.031	22	0.0	0.0	5.155	A
	C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	121	30			121				

17:30 - 17:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	22	6	279	0.079	22	0.1	0.1	13.989	B
	C-AB	121	30	584	0.207	121	0.3	0.3	7.775	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	780	195			780				
2 - B2419 - West Street (Left-out)	B-AC	170	42	608	0.279	170	0.4	0.4	8.204	A
	C-AB	507	127	1049	0.484	507	2.1	2.1	6.755	A
	C-A	404	101			404				
	A-B	0	0			0				
	A-C	780	195			780				
3 - B2419 - West Street (Left-in)	B-AC	22	6	720	0.031	22	0.0	0.0	5.155	A
	C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
	C-A	22	6			22				
	A-B	0	0			0				
	A-C	121	30			121				

17:45 - 18:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	18	4	357	0.050	18	0.1	0.1	10.631	B
	C-AB	99	25	624	0.158	99	0.3	0.2	6.861	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	636	159			636				
2 - B2419 - West Street (Left-out)	B-AC	138	35	650	0.213	139	0.4	0.3	7.049	A
	C-AB	310	77	961	0.322	314	2.1	1.1	5.643	A
	C-A	435	109			435				
	A-B	0	0			0				
	A-C	636	159			636				
3 - B2419 - West Street (Left-in)	B-AC	18	4	726	0.025	18	0.0	0.0	5.085	A
	C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
	C-A	18	4			18				
	A-B	0	0			0				
	A-C	99	25			99				

18:00 - 18:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	15	4	413	0.036	15	0.1	0.0	9.048	A
	C-AB	83	21	653	0.127	83	0.2	0.1	6.313	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	533	133			533				
2 - B2419 - West Street (Left-out)	B-AC	116	29	680	0.170	116	0.3	0.2	6.382	A
	C-AB	211	53	898	0.235	213	1.1	0.6	5.290	A
	C-A	412	103			412				
	A-B	0	0			0				
	A-C	533	133			533				
3 - B2419 - West Street (Left-in)	B-AC	15	4	730	0.021	15	0.0	0.0	5.035	A
	C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
	C-A	15	4			15				
	A-B	0	0			0				
	A-C	83	21			83				

2023 Baseline + Committed Development + Development, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.79	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.13	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	662	100.000
	B - West Street		ONE HOUR	✓	26	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	851	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	662	100.000
	B - West Street		ONE HOUR	✓	95	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	851	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	112	100.000
	B - B2419 New Road		ONE HOUR	✓	14	100.000
	C - West Street (South)		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	662
	B - West Street	26	0	0
	C - B2419 Bedhampton Road	739	112	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	662
	B - West Street	0	0	95
	C - B2419 Bedhampton Road	739	112	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	112
	B - B2419 New Road	0	0	14
	C - West Street (South)	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	1
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	1
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	3
	B - B2419 New Road	0	0	1
	C - West Street (South)	3	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.10	14.25	0.1	B	24	36
	C-AB	0.21	7.74	0.3	A	103	154
	C-A					678	1017
	A-B					0	0
	A-C					607	911
2 - B2419 - West Street (Left-out)	B-AC	0.17	7.08	0.2	A	87	131
	C-AB	0.51	7.03	2.4	A	362	543
	C-A					419	628
	A-B					0	0
	A-C					607	911
3 - B2419 - West Street (Left-in)	B-AC	0.02	5.17	0.0	A	13	19
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					24	36
	A-B					0	0
	A-C					103	154

Main Results for each time segment

07:45 - 08:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	415	0.047	19	0.0	0.0	9.100	A
	C-AB	84	21	654	0.129	84	0.0	0.1	6.309	A
	C-A	556	139			556				
	A-B	0	0			0				
	A-C	498	125			498				
2 - B2419 - West Street (Left-out)	B-AC	72	18	681	0.105	71	0.0	0.1	5.900	A
	C-AB	219	55	904	0.242	217	0.0	0.6	5.236	A
	C-A	421	105			421				
	A-B	0	0			0				
	A-C	498	125			498				
3 - B2419 - West Street (Left-in)	B-AC	11	3	722	0.015	10	0.0	0.0	5.059	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	84	21			84				

08:00 - 08:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	23	6	359	0.065	23	0.0	0.1	10.731	B
	C-AB	101	25	626	0.161	101	0.1	0.2	6.845	A
	C-A	664	166			664				
	A-B	0	0			0				
	A-C	595	149			595				
2 - B2419 - West Street (Left-out)	B-AC	85	21	652	0.131	85	0.1	0.1	6.347	A
	C-AB	324	81	968	0.335	322	0.6	1.1	5.590	A
	C-A	441	110			441				
	A-B	0	0			0				
	A-C	595	149			595				
3 - B2419 - West Street (Left-in)	B-AC	13	3	718	0.018	13	0.0	0.0	5.104	A
	C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
	C-A	23	6			23				
	A-B	0	0			0				
	A-C	101	25			101				

08:15 - 08:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	29	7	281	0.102	28	0.1	0.1	14.224	B
	C-AB	123	31	588	0.210	123	0.2	0.3	7.731	A
	C-A	814	203			814				
	A-B	0	0			0				
	A-C	729	182			729				
2 - B2419 - West Street (Left-out)	B-AC	105	26	613	0.171	104	0.1	0.2	7.077	A
	C-AB	538	134	1061	0.507	533	1.1	2.3	6.876	A
	C-A	399	100			399				
	A-B	0	0			0				
	A-C	729	182			729				
3 - B2419 - West Street (Left-in)	B-AC	15	4	712	0.022	15	0.0	0.0	5.168	A
	C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
	C-A	29	7			29				
	A-B	0	0			0				
	A-C	123	31			123				

08:30 - 08:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	29	7	281	0.102	29	0.1	0.1	14.248	B
	C-AB	123	31	588	0.210	123	0.3	0.3	7.740	A
	C-A	814	203			814				
	A-B	0	0			0				
	A-C	729	182			729				
2 - B2419 - West Street (Left-out)	B-AC	105	26	613	0.171	105	0.2	0.2	7.082	A
	C-AB	542	136	1064	0.510	542	2.3	2.4	7.029	A
	C-A	395	99			395				
	A-B	0	0			0				
	A-C	729	182			729				
3 - B2419 - West Street (Left-in)	B-AC	15	4	712	0.022	15	0.0	0.0	5.168	A
	C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
	C-A	29	7			29				
	A-B	0	0			0				
	A-C	123	31			123				

08:45 - 09:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	23	6	358	0.065	24	0.1	0.1	10.755	B
	C-AB	101	25	626	0.161	101	0.3	0.2	6.858	A
	C-A	664	166			664				
	A-B	0	0			0				
	A-C	595	149			595				
2 - B2419 - West Street (Left-out)	B-AC	85	21	652	0.131	86	0.2	0.2	6.354	A
	C-AB	328	82	973	0.337	333	2.4	1.1	5.719	A
	C-A	437	109			437				
	A-B	0	0			0				
	A-C	595	149			595				
3 - B2419 - West Street (Left-in)	B-AC	13	3	718	0.018	13	0.0	0.0	5.104	A
	C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
	C-A	23	6			23				
	A-B	0	0			0				
	A-C	101	25			101				

09:00 - 09:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	414	0.047	20	0.1	0.1	9.120	A
	C-AB	84	21	654	0.129	84	0.2	0.1	6.328	A
	C-A	556	139			556				
	A-B	0	0			0				
	A-C	498	125			498				
2 - B2419 - West Street (Left-out)	B-AC	72	18	681	0.105	72	0.2	0.1	5.912	A
	C-AB	222	55	906	0.245	224	1.1	0.7	5.316	A
	C-A	419	105			419				
	A-B	0	0			0				
	A-C	498	125			498				
3 - B2419 - West Street (Left-in)	B-AC	11	3	722	0.015	11	0.0	0.0	5.061	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	84	21			84				

2023 Baseline + Committed Development + Development, 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.81	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.43	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Baseline + Committed Development + Development	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	682	100.000
	B - West Street		ONE HOUR	✓	22	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	811	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	682	100.000
	B - West Street		ONE HOUR	✓	155	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	811	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	120	100.000
	B - B2419 New Road		ONE HOUR	✓	25	100.000
	C - West Street (South)		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	682
	B - West Street	22	0	0
	C - B2419 Bedhampton Road	691	120	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	682
	B - West Street	0	0	155
	C - B2419 Bedhampton Road	691	120	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	120
	B - B2419 New Road	0	0	25
	C - West Street (South)	22	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	1
	B - B2419 New Road	0	0	0
	C - West Street (South)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.08	13.62	0.1	B	20	30
	C-AB	0.22	7.83	0.3	A	110	165
	C-A					634	951
	A-B					0	0
	A-C					626	939
2 - B2419 - West Street (Left-out)	B-AC	0.28	8.07	0.4	A	142	213
	C-AB	0.51	7.18	2.2	A	353	530
	C-A					391	586
	A-B					0	0
	A-C					626	939
3 - B2419 - West Street (Left-in)	B-AC	0.04	5.22	0.0	A	23	34
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					20	30
	A-B					0	0
	A-C					110	165

Main Results for each time segment

16:45 - 17:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	420	0.039	16	0.0	0.0	8.918	A
	C-AB	90	23	659	0.137	90	0.0	0.2	6.319	A
	C-A	520	130			520				
	A-B	0	0			0				
	A-C	513	128			513				
2 - B2419 - West Street (Left-out)	B-AC	117	29	686	0.170	116	0.0	0.2	6.303	A
	C-AB	219	55	884	0.248	217	0.0	0.6	5.395	A
	C-A	391	98			391				
	A-B	0	0			0				
	A-C	513	128			513				
3 - B2419 - West Street (Left-in)	B-AC	19	5	728	0.026	19	0.0	0.0	5.075	A
	C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	90	23			90				

17:00 - 17:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	365	0.054	20	0.0	0.1	10.437	B
	C-AB	108	27	631	0.171	108	0.2	0.2	6.880	A
	C-A	621	155			621				
	A-B	0	0			0				
	A-C	613	153			613				
2 - B2419 - West Street (Left-out)	B-AC	139	35	657	0.212	139	0.2	0.3	6.948	A
	C-AB	319	80	943	0.338	318	0.6	1.0	5.778	A
	C-A	410	102			410				
	A-B	0	0			0				
	A-C	613	153			613				
3 - B2419 - West Street (Left-in)	B-AC	22	6	724	0.031	22	0.0	0.0	5.134	A
	C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	108	27			108				

17:15 - 17:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	24	6	289	0.084	24	0.1	0.1	13.597	B
	C-AB	132	33	592	0.223	132	0.2	0.3	7.814	A
	C-A	761	190			761				
	A-B	0	0			0				
	A-C	751	188			751				
2 - B2419 - West Street (Left-out)	B-AC	171	43	617	0.277	170	0.3	0.4	8.054	A
	C-AB	517	129	1028	0.503	512	1.0	2.2	7.045	A
	C-A	376	94			376				
	A-B	0	0			0				
	A-C	751	188			751				
3 - B2419 - West Street (Left-in)	B-AC	28	7	717	0.038	27	0.0	0.0	5.217	A
	C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
	C-A	24	6			24				
	A-B	0	0			0				
	A-C	132	33			132				

17:30 - 17:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	24	6	289	0.084	24	0.1	0.1	13.617	B
	C-AB	132	33	592	0.223	132	0.3	0.3	7.825	A
	C-A	761	190			761				
	A-B	0	0			0				
	A-C	751	188			751				
2 - B2419 - West Street (Left-out)	B-AC	171	43	617	0.277	171	0.4	0.4	8.070	A
	C-AB	520	130	1030	0.505	520	2.2	2.2	7.182	A
	C-A	373	93			373				
	A-B	0	0			0				
	A-C	751	188			751				
3 - B2419 - West Street (Left-in)	B-AC	28	7	717	0.038	28	0.0	0.0	5.217	A
	C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
	C-A	24	6			24				
	A-B	0	0			0				
	A-C	132	33			132				

17:45 - 18:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	364	0.054	20	0.1	0.1	10.454	B
	C-AB	108	27	631	0.171	108	0.3	0.2	6.891	A
	C-A	621	155			621				
	A-B	0	0			0				
	A-C	613	153			613				
2 - B2419 - West Street (Left-out)	B-AC	139	35	657	0.212	140	0.4	0.3	6.965	A
	C-AB	322	81	947	0.341	327	2.2	1.1	5.895	A
	C-A	407	102			407				
	A-B	0	0			0				
	A-C	613	153			613				
3 - B2419 - West Street (Left-in)	B-AC	22	6	724	0.031	23	0.0	0.0	5.134	A
	C-AB	0	0	550	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	108	27			108				

18:00 - 18:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	419	0.039	17	0.1	0.0	8.940	A
	C-AB	90	23	659	0.137	91	0.2	0.2	6.339	A
	C-A	520	130			520				
	A-B	0	0			0				
	A-C	513	128			513				
2 - B2419 - West Street (Left-out)	B-AC	117	29	686	0.170	117	0.3	0.2	6.326	A
	C-AB	222	55	886	0.250	224	1.1	0.7	5.471	A
	C-A	389	97			389				
	A-B	0	0			0				
	A-C	513	128			513				
3 - B2419 - West Street (Left-in)	B-AC	19	5	728	0.026	19	0.0	0.0	5.077	A
	C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	90	23			90				

2028 Baseline + Committed Development + Development (Sensitivity), 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.82	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.40	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + Committed Development + Development (Sensitivity)	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	688	100.000
	B - West Street		ONE HOUR	✓	27	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	884	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	688	100.000
	B - West Street		ONE HOUR	✓	98	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	884	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	116	100.000
	B - B2419 New Road		ONE HOUR	✓	15	100.000
	C - West Street (South)		ONE HOUR	✓	27	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	688
	B - West Street	27	0	0
	C - B2419 Bedhampton Road	768	116	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	688
	B - West Street	0	0	98
	C - B2419 Bedhampton Road	768	116	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	116
	B - B2419 New Road	0	0	15
	C - West Street (South)	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	1
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	3
	B - West Street	0	0	1
	C - B2419 Bedhampton Road	3	1	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	3
	B - B2419 New Road	0	0	1
	C - West Street (South)	3	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.11	15.31	0.1	C	25	37
	C-AB	0.22	7.95	0.3	A	106	160
	C-A					705	1057
	A-B					0	0
	A-C					631	947
2 - B2419 - West Street (Left-out)	B-AC	0.18	7.25	0.2	A	90	135
	C-AB	0.56	7.64	2.9	A	398	597
	C-A					413	620
	A-B					0	0
	A-C					631	947
3 - B2419 - West Street (Left-in)	B-AC	0.02	5.18	0.0	A	14	21
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					25	37
	A-B					0	0
	A-C					106	160

Main Results for each time segment

07:45 - 08:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	404	0.050	20	0.0	0.1	9.383	A
	C-AB	87	22	648	0.135	87	0.0	0.2	6.405	A
	C-A	578	145			578				
	A-B	0	0			0				
	A-C	518	129			518				
2 - B2419 - West Street (Left-out)	B-AC	74	18	675	0.109	73	0.0	0.1	5.976	A
	C-AB	236	59	917	0.258	234	0.0	0.7	5.271	A
	C-A	429	107			429				
	A-B	0	0			0				
	A-C	518	129			518				
3 - B2419 - West Street (Left-in)	B-AC	11	3	721	0.016	11	0.0	0.0	5.070	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	87	22			87				

08:00 - 08:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	24	6	345	0.070	24	0.1	0.1	11.208	B
	C-AB	104	26	620	0.168	104	0.2	0.2	6.981	A
	C-A	690	173			690				
	A-B	0	0			0				
	A-C	618	155			618				
2 - B2419 - West Street (Left-out)	B-AC	88	22	645	0.137	88	0.1	0.2	6.456	A
	C-AB	353	88	984	0.359	351	0.7	1.2	5.710	A
	C-A	441	110			441				
	A-B	0	0			0				
	A-C	618	155			618				
3 - B2419 - West Street (Left-in)	B-AC	13	3	717	0.019	13	0.0	0.0	5.117	A
	C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
	C-A	24	6			24				
	A-B	0	0			0				
	A-C	104	26			104				

08:15 - 08:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	30	7	265	0.112	30	0.1	0.1	15.273	C
	C-AB	128	32	580	0.220	127	0.2	0.3	7.943	A
	C-A	846	211			846				
	A-B	0	0			0				
	A-C	758	189			758				
2 - B2419 - West Street (Left-out)	B-AC	108	27	604	0.179	108	0.2	0.2	7.244	A
	C-AB	597	149	1082	0.552	590	1.2	2.8	7.409	A
	C-A	377	94			377				
	A-B	0	0			0				
	A-C	758	189			758				
3 - B2419 - West Street (Left-in)	B-AC	17	4	711	0.023	16	0.0	0.0	5.185	A
	C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
	C-A	30	7			30				
	A-B	0	0			0				
	A-C	128	32			128				

08:30 - 08:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	30	7	265	0.112	30	0.1	0.1	15.306	C
	C-AB	128	32	580	0.220	128	0.3	0.3	7.954	A
	C-A	846	211			846				
	A-B	0	0			0				
	A-C	758	189			758				
2 - B2419 - West Street (Left-out)	B-AC	108	27	604	0.179	108	0.2	0.2	7.250	A
	C-AB	603	151	1086	0.555	602	2.8	2.9	7.641	A
	C-A	370	93			370				
	A-B	0	0			0				
	A-C	758	189			758				
3 - B2419 - West Street (Left-in)	B-AC	17	4	711	0.023	17	0.0	0.0	5.185	A
	C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
	C-A	30	7			30				
	A-B	0	0			0				
	A-C	128	32			128				

08:45 - 09:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	24	6	345	0.070	24	0.1	0.1	11.235	B
	C-AB	104	26	620	0.168	105	0.3	0.2	6.992	A
	C-A	690	173			690				
	A-B	0	0			0				
	A-C	618	155			618				
2 - B2419 - West Street (Left-out)	B-AC	88	22	645	0.137	88	0.2	0.2	6.466	A
	C-AB	358	90	989	0.362	365	2.9	1.3	5.880	A
	C-A	436	109			436				
	A-B	0	0			0				
	A-C	618	155			618				
3 - B2419 - West Street (Left-in)	B-AC	13	3	717	0.019	14	0.0	0.0	5.118	A
	C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
	C-A	24	6			24				
	A-B	0	0			0				
	A-C	104	26			104				

09:00 - 09:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	20	5	403	0.050	20	0.1	0.1	9.407	A
	C-AB	87	22	648	0.135	88	0.2	0.2	6.425	A
	C-A	578	145			578				
	A-B	0	0			0				
	A-C	518	129			518				
2 - B2419 - West Street (Left-out)	B-AC	74	18	675	0.109	74	0.2	0.1	5.989	A
	C-AB	240	60	919	0.261	242	1.3	0.8	5.360	A
	C-A	426	106			426				
	A-B	0	0			0				
	A-C	518	129			518				
3 - B2419 - West Street (Left-in)	B-AC	11	3	721	0.016	11	0.0	0.0	5.072	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	20	5			20				
	A-B	0	0			0				
	A-C	87	22			87				

2028 Baseline + Committed Development + Development (Sensitivity), 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	B2419 - West Street (Right-in, Right-out)	T-Junction	Two-way		0.85	A
2	B2419 - West Street (Left-out)	T-Junction	Two-way		2.70	A
3	B2419 - West Street (Left-in)	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Baseline + Committed Development + Development (Sensitivity)	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)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B2419 - West Street (Right-in, Right-out)	A - B2419 New Road		ONE HOUR	✓	708	100.000
	B - West Street		ONE HOUR	✓	23	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	843	100.000
2 - B2419 - West Street (Left-out)	A - B2419 New Road		ONE HOUR	✓	708	100.000
	B - West Street		ONE HOUR	✓	161	100.000
	C - B2419 Bedhampton Road		ONE HOUR	✓	843	100.000
3 - B2419 - West Street (Left-in)	A - West Street (North)		ONE HOUR	✓	125	100.000
	B - B2419 New Road		ONE HOUR	✓	25	100.000
	C - West Street (South)		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	708
	B - West Street	23	0	0
	C - B2419 Bedhampton Road	718	125	0

Demand (Veh/hr)

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	708
	B - West Street	0	0	161
	C - B2419 Bedhampton Road	718	125	0

Demand (Veh/hr)

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	125
	B - B2419 New Road	0	0	25
	C - West Street (South)	23	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - B2419 - West Street (Right-in, Right-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

2 - B2419 - West Street (Left-out)

	To			
		A - B2419 New Road	B - West Street	C - B2419 Bedhampton Road
From				
	A - B2419 New Road	0	0	1
	B - West Street	0	0	0
	C - B2419 Bedhampton Road	1	0	0

Heavy Vehicle Percentages

3 - B2419 - West Street (Left-in)

	To			
		A - West Street (North)	B - B2419 New Road	C - West Street (South)
From				
	A - West Street (North)	0	0	1
	B - B2419 New Road	0	0	0
	C - West Street (South)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B2419 - West Street (Right-in, Right-out)	B-AC	0.09	14.57	0.1	B	21	32
	C-AB	0.24	8.06	0.3	A	115	172
	C-A					659	988
	A-B					0	0
	A-C					650	975
2 - B2419 - West Street (Left-out)	B-AC	0.29	8.35	0.4	A	148	222
	C-AB	0.55	7.80	2.7	A	388	582
	C-A					385	578
	A-B					0	0
	A-C					650	975
3 - B2419 - West Street (Left-in)	B-AC	0.04	5.23	0.0	A	23	34
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					21	32
	A-B					0	0
	A-C					115	172

Main Results for each time segment

16:45 - 17:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	409	0.042	17	0.0	0.0	9.188	A
	C-AB	94	24	653	0.144	93	0.0	0.2	6.422	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	533	133			533				
2 - B2419 - West Street (Left-out)	B-AC	121	30	680	0.178	120	0.0	0.2	6.419	A
	C-AB	237	59	896	0.265	234	0.0	0.7	5.445	A
	C-A	397	99			397				
	A-B	0	0			0				
	A-C	533	133			533				
3 - B2419 - West Street (Left-in)	B-AC	19	5	727	0.026	19	0.0	0.0	5.082	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	94	24			94				

17:00 - 17:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	351	0.059	21	0.0	0.1	10.877	B
	C-AB	112	28	624	0.180	112	0.2	0.2	7.026	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	636	159			636				
2 - B2419 - West Street (Left-out)	B-AC	145	36	650	0.223	144	0.2	0.3	7.116	A
	C-AB	348	87	957	0.364	347	0.7	1.2	5.920	A
	C-A	409	102			409				
	A-B	0	0			0				
	A-C	636	159			636				
3 - B2419 - West Street (Left-in)	B-AC	22	6	722	0.031	22	0.0	0.0	5.142	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	112	28			112				

17:15 - 17:30

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	25	6	273	0.093	25	0.1	0.1	14.541	B
	C-AB	138	34	584	0.236	137	0.2	0.3	8.050	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	780	195			780				
2 - B2419 - West Street (Left-out)	B-AC	177	44	608	0.291	177	0.3	0.4	8.333	A
	C-AB	573	143	1047	0.547	567	1.2	2.6	7.587	A
	C-A	356	89			356				
	A-B	0	0			0				
	A-C	780	195			780				
3 - B2419 - West Street (Left-in)	B-AC	28	7	716	0.038	27	0.0	0.0	5.228	A
	C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
	C-A	25	6			25				
	A-B	0	0			0				
	A-C	138	34			138				

17:30 - 17:45

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	25	6	272	0.093	25	0.1	0.1	14.566	B
	C-AB	138	34	584	0.236	138	0.3	0.3	8.062	A
	C-A	791	198			791				
	A-B	0	0			0				
	A-C	780	195			780				
2 - B2419 - West Street (Left-out)	B-AC	177	44	608	0.291	177	0.4	0.4	8.350	A
	C-AB	578	144	1050	0.550	577	2.6	2.7	7.798	A
	C-A	350	88			350				
	A-B	0	0			0				
	A-C	780	195			780				
3 - B2419 - West Street (Left-in)	B-AC	28	7	716	0.038	28	0.0	0.0	5.228	A
	C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
	C-A	25	6			25				
	A-B	0	0			0				
	A-C	138	34			138				

17:45 - 18:00

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	21	5	351	0.059	21	0.1	0.1	10.899	B
	C-AB	112	28	624	0.180	113	0.3	0.2	7.044	A
	C-A	645	161			645				
	A-B	0	0			0				
	A-C	636	159			636				
2 - B2419 - West Street (Left-out)	B-AC	145	36	650	0.223	145	0.4	0.3	7.137	A
	C-AB	353	88	962	0.367	358	2.7	1.2	6.075	A
	C-A	405	101			405				
	A-B	0	0			0				
	A-C	636	159			636				
3 - B2419 - West Street (Left-in)	B-AC	22	6	722	0.031	23	0.0	0.0	5.143	A
	C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
	C-A	21	5			21				
	A-B	0	0			0				
	A-C	112	28			112				

18:00 - 18:15

Junction	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
1 - B2419 - West Street (Right-in, Right-out)	B-AC	17	4	408	0.042	17	0.1	0.0	9.208	A
	C-AB	94	24	653	0.144	94	0.2	0.2	6.441	A
	C-A	541	135			541				
	A-B	0	0			0				
	A-C	533	133			533				
2 - B2419 - West Street (Left-out)	B-AC	121	30	680	0.178	121	0.3	0.2	6.443	A
	C-AB	240	60	898	0.267	242	1.2	0.7	5.531	A
	C-A	395	99			395				
	A-B	0	0			0				
	A-C	533	133			533				
3 - B2419 - West Street (Left-in)	B-AC	19	5	727	0.026	19	0.0	0.0	5.084	A
	C-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-A	17	4			17				
	A-B	0	0			0				
	A-C	94	24			94				

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: Brockhampton Road-Marples Way-Solent Road.j9

Path: T:\Projects\15000 Series\15443ITB Kingscroft Farm\Tech\Junction Assessments\Arcady\Brockhampton Rd-Marples Way-Solent Rd

Report generation date: 20/05/2022 12:33:00

-
- »2020 Observed, AM
 - »2020 Observed, PM
 - »2023 Baseline + Committed Development, AM
 - »2023 Baseline + Committed Development, PM
 - »2028 Baseline + Committed Development (Sensitivity), AM
 - »2028 Baseline + Committed Development (Sensitivity), PM
 - »2023 Baseline + Committed Development + Development, AM
 - »2023 Baseline + Committed Development + Development, PM
 - »2028 Baseline + Committed Development + Development (Sensitivity), AM
 - »2028 Baseline + Committed Development + Development (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020 Observed						
1 - Brockhampton Road (N)	0.3	4.78	0.21	0.2	4.51	0.14
2 - Solent Road	0.4	4.11	0.29	0.4	3.96	0.28
3 - Brockhampton Road (S)	0.4	5.29	0.30	0.5	5.40	0.34
4 - Marples Way	0.0	4.52	0.03	0.1	4.90	0.12
2023 Baseline + Committed Development						
1 - Brockhampton Road (N)	0.3	4.84	0.22	0.2	4.58	0.15
2 - Solent Road	0.4	4.17	0.30	0.4	4.01	0.28
3 - Brockhampton Road (S)	0.5	5.39	0.31	0.6	5.64	0.36
4 - Marples Way	0.0	4.56	0.03	0.1	5.03	0.12
2028 Baseline + Committed Development (Sensitivity)						
1 - Brockhampton Road (N)	0.3	4.93	0.23	0.2	4.65	0.16
2 - Solent Road	0.5	4.26	0.31	0.4	4.08	0.30
3 - Brockhampton Road (S)	0.5	5.51	0.32	0.6	5.78	0.38
4 - Marples Way	0.0	4.62	0.04	0.1	5.12	0.13
2023 Baseline + Committed Development + Development						
1 - Brockhampton Road (N)	0.3	4.98	0.25	0.2	4.64	0.16
2 - Solent Road	0.4	4.25	0.31	0.4	4.08	0.29
3 - Brockhampton Road (S)	0.5	5.47	0.32	0.6	5.86	0.38
4 - Marples Way	0.0	4.59	0.03	0.1	5.14	0.13
2028 Baseline + Committed Development + Development (Sensitivity)						
1 - Brockhampton Road (N)	0.3	5.07	0.26	0.2	4.71	0.17
2 - Solent Road	0.5	4.34	0.32	0.4	4.16	0.31
3 - Brockhampton Road (S)	0.5	5.61	0.33	0.7	6.01	0.40
4 - Marples Way	0.0	4.66	0.04	0.2	5.23	0.13

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	Brockhampton Road / Marples Way / Solent Road
Location	
Site number	
Date	02/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\UK
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Baseline (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Baseline (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Baseline + Committed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Baseline + Committed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2023 Baseline + Committed Development + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2028 Baseline + Committed Development + Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Baseline + Committed Development + Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

2020 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brockhampton Road (N)	
2	Solent Road	
3	Brockhampton Road (S)	
4	Marples Way	

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 - Brockhampton Road (N)	3.91	5.10	4.0	6.1	25.3	59.0	
2 - Solent Road	3.81	4.81	8.0	72.4	25.3	45.4	
3 - Brockhampton Road (S)	3.35	3.71	1.7	33.6	25.3	38.0	
4 - Marples Way	3.49	3.51	6.3	38.3	25.3	39.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brockhampton Road (N)	0.467	1077
2 - Solent Road	0.583	1346
3 - Brockhampton Road (S)	0.530	1071
4 - Marples Way	0.526	1054

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	184	100.000
2 - Solent Road		ONE HOUR	✓	324	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	265	100.000
4 - Marples Way		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From	1 - Brockhampton Road (N)	2	87	89	6
	2 - Solent Road	43	2	217	62
	3 - Brockhampton Road (S)	62	148	1	54
	4 - Marples Way	1	13	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From	1 - Brockhampton Road (N)	0	3	3	0
	2 - Solent Road	3	0	4	2
	3 - Brockhampton Road (S)	2	4	0	2
	4 - Marples Way	0	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.21	4.78	0.3	A	169	253
2 - Solent Road	0.29	4.11	0.4	A	297	446
3 - Brockhampton Road (S)	0.30	5.29	0.4	A	243	365
4 - Marples Way	0.03	4.52	0.0	A	23	34

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	139	35	131	985	0.141	138	81	0.0	0.2	4.249	A
2 - Solent Road	244	61	82	1254	0.195	243	187	0.0	0.2	3.558	A
3 - Brockhampton Road (S)	200	50	86	993	0.201	199	238	0.0	0.2	4.524	A
4 - Marples Way	19	5	193	868	0.022	19	91	0.0	0.0	4.238	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	165	41	157	972	0.170	165	97	0.2	0.2	4.459	A
2 - Solent Road	291	73	98	1244	0.234	291	225	0.2	0.3	3.776	A
3 - Brockhampton Road (S)	238	60	103	984	0.242	238	286	0.2	0.3	4.822	A
4 - Marples Way	22	6	232	849	0.026	22	110	0.0	0.0	4.355	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	203	51	192	956	0.212	202	119	0.2	0.3	4.778	A
2 - Solent Road	357	89	120	1232	0.290	356	275	0.3	0.4	4.110	A
3 - Brockhampton Road (S)	292	73	126	972	0.300	291	350	0.3	0.4	5.284	A
4 - Marples Way	28	7	284	823	0.033	27	134	0.0	0.0	4.524	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	203	51	193	955	0.212	203	119	0.3	0.3	4.781	A
2 - Solent Road	357	89	120	1232	0.290	357	275	0.4	0.4	4.114	A
3 - Brockhampton Road (S)	292	73	127	972	0.300	292	350	0.4	0.4	5.291	A
4 - Marples Way	28	7	284	823	0.033	28	134	0.0	0.0	4.525	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	165	41	158	972	0.170	166	97	0.3	0.2	4.465	A
2 - Solent Road	291	73	98	1244	0.234	292	225	0.4	0.3	3.782	A
3 - Brockhampton Road (S)	238	60	104	984	0.242	239	286	0.4	0.3	4.832	A
4 - Marples Way	22	6	232	849	0.026	23	110	0.0	0.0	4.357	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	139	35	132	984	0.141	139	81	0.2	0.2	4.257	A
2 - Solent Road	244	61	82	1253	0.195	244	188	0.3	0.2	3.566	A
3 - Brockhampton Road (S)	200	50	87	993	0.201	200	240	0.3	0.3	4.541	A
4 - Marples Way	19	5	194	867	0.022	19	92	0.0	0.0	4.241	A

2020 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Observed	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	123	100.000
2 - Solent Road		ONE HOUR	✓	316	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	307	100.000
4 - Marples Way		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	60	61	2
	2 - Solent Road	80	0	228	8
	3 - Brockhampton Road (S)	101	197	1	8
	4 - Marples Way	11	23	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	0	0	0
	2 - Solent Road	1	0	1	0
	3 - Brockhampton Road (S)	1	1	0	14
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.14	4.51	0.2	A	113	169
2 - Solent Road	0.28	3.96	0.4	A	290	435
3 - Brockhampton Road (S)	0.34	5.40	0.5	A	282	423
4 - Marples Way	0.12	4.90	0.1	A	82	123

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	93	23	207	980	0.095	92	144	0.0	0.1	4.054	A
2 - Solent Road	238	59	89	1281	0.186	237	210	0.0	0.2	3.443	A
3 - Brockhampton Road (S)	231	58	67	1021	0.226	230	259	0.0	0.3	4.543	A
4 - Marples Way	67	17	284	903	0.074	67	13	0.0	0.1	4.301	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	111	28	248	960	0.115	110	172	0.1	0.1	4.235	A
2 - Solent Road	284	71	107	1271	0.223	284	251	0.2	0.3	3.645	A
3 - Brockhampton Road (S)	276	69	81	1014	0.272	276	310	0.3	0.4	4.872	A
4 - Marples Way	80	20	340	874	0.092	80	16	0.1	0.1	4.536	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	135	34	303	934	0.145	135	211	0.1	0.2	4.504	A
2 - Solent Road	348	87	131	1257	0.277	348	308	0.3	0.4	3.955	A
3 - Brockhampton Road (S)	338	85	99	1005	0.336	337	379	0.4	0.5	5.392	A
4 - Marples Way	98	24	417	833	0.118	98	20	0.1	0.1	4.897	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	135	34	304	934	0.145	135	211	0.2	0.2	4.507	A
2 - Solent Road	348	87	131	1257	0.277	348	308	0.4	0.4	3.958	A
3 - Brockhampton Road (S)	338	85	99	1004	0.337	338	380	0.5	0.5	5.400	A
4 - Marples Way	98	24	417	833	0.118	98	20	0.1	0.1	4.900	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	111	28	249	960	0.115	111	173	0.2	0.1	4.238	A
2 - Solent Road	284	71	107	1271	0.224	284	252	0.4	0.3	3.652	A
3 - Brockhampton Road (S)	276	69	81	1014	0.272	276	311	0.5	0.4	4.886	A
4 - Marples Way	80	20	341	873	0.092	80	16	0.1	0.1	4.540	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	93	23	208	979	0.095	93	145	0.1	0.1	4.061	A
2 - Solent Road	238	59	90	1281	0.186	238	211	0.3	0.2	3.454	A
3 - Brockhampton Road (S)	231	58	68	1021	0.226	231	260	0.4	0.3	4.561	A
4 - Marples Way	67	17	286	903	0.074	67	14	0.1	0.1	4.309	A

2023 Baseline + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	189	100.000
2 - Solent Road		ONE HOUR	✓	333	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	275	100.000
4 - Marples Way		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	2	89	92	6
	2 - Solent Road	44	2	223	64
	3 - Brockhampton Road (S)	65	154	1	55
	4 - Marples Way	1	13	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	3	3	0
	2 - Solent Road	3	0	4	2
	3 - Brockhampton Road (S)	2	4	0	2
	4 - Marples Way	0	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.22	4.84	0.3	A	173	260
2 - Solent Road	0.30	4.17	0.4	A	306	458
3 - Brockhampton Road (S)	0.31	5.39	0.5	A	252	379
4 - Marples Way	0.03	4.56	0.0	A	23	34

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	142	36	136	983	0.145	142	84	0.0	0.2	4.277	A
2 - Solent Road	251	63	84	1252	0.200	250	193	0.0	0.2	3.587	A
3 - Brockhampton Road (S)	207	52	88	992	0.209	206	245	0.0	0.3	4.574	A
4 - Marples Way	19	5	201	864	0.022	19	94	0.0	0.0	4.257	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	170	42	163	970	0.175	170	101	0.2	0.2	4.498	A
2 - Solent Road	299	75	101	1243	0.241	299	232	0.2	0.3	3.814	A
3 - Brockhampton Road (S)	247	62	106	983	0.252	247	294	0.3	0.3	4.888	A
4 - Marples Way	22	6	241	845	0.027	22	112	0.0	0.0	4.378	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	208	52	199	952	0.219	208	123	0.2	0.3	4.834	A
2 - Solent Road	367	92	123	1230	0.298	366	284	0.3	0.4	4.167	A
3 - Brockhampton Road (S)	303	76	130	970	0.312	302	360	0.3	0.4	5.385	A
4 - Marples Way	28	7	295	818	0.034	27	137	0.0	0.0	4.555	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	208	52	199	952	0.219	208	123	0.3	0.3	4.837	A
2 - Solent Road	367	92	123	1230	0.298	367	284	0.4	0.4	4.170	A
3 - Brockhampton Road (S)	303	76	130	970	0.312	303	360	0.4	0.5	5.392	A
4 - Marples Way	28	7	295	818	0.034	28	138	0.0	0.0	4.556	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	170	42	163	970	0.175	170	101	0.3	0.2	4.504	A
2 - Solent Road	299	75	101	1243	0.241	300	232	0.4	0.3	3.821	A
3 - Brockhampton Road (S)	247	62	106	983	0.252	248	294	0.5	0.3	4.899	A
4 - Marples Way	22	6	241	844	0.027	23	113	0.0	0.0	4.382	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	142	36	136	982	0.145	142	84	0.2	0.2	4.289	A
2 - Solent Road	251	63	84	1252	0.200	251	194	0.3	0.3	3.595	A
3 - Brockhampton Road (S)	207	52	89	992	0.209	207	246	0.3	0.3	4.590	A
4 - Marples Way	19	5	202	864	0.022	19	94	0.0	0.0	4.262	A

2023 Baseline + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline + Committed Development	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	126	100.000
2 - Solent Road		ONE HOUR	✓	324	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	332	100.000
4 - Marples Way		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	61	63	2
	2 - Solent Road	82	0	234	8
	3 - Brockhampton Road (S)	109	213	1	9
	4 - Marples Way	12	23	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	0	0	0
	2 - Solent Road	1	0	1	0
	3 - Brockhampton Road (S)	1	1	0	14
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.15	4.58	0.2	A	116	173
2 - Solent Road	0.28	4.01	0.4	A	297	446
3 - Brockhampton Road (S)	0.36	5.64	0.6	A	305	457
4 - Marples Way	0.12	5.03	0.1	A	84	127

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	95	24	220	973	0.097	94	152	0.0	0.1	4.093	A
2 - Solent Road	244	61	92	1280	0.191	243	222	0.0	0.2	3.469	A
3 - Brockhampton Road (S)	250	62	69	1020	0.245	249	266	0.0	0.3	4.658	A
4 - Marples Way	69	17	303	893	0.078	69	14	0.0	0.1	4.365	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	113	28	264	953	0.119	113	182	0.1	0.1	4.287	A
2 - Solent Road	291	73	110	1269	0.230	291	267	0.2	0.3	3.680	A
3 - Brockhampton Road (S)	298	75	83	1013	0.295	298	319	0.3	0.4	5.033	A
4 - Marples Way	83	21	364	861	0.096	83	17	0.1	0.1	4.624	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	139	35	323	925	0.150	139	223	0.1	0.2	4.576	A
2 - Solent Road	357	89	135	1255	0.284	356	326	0.3	0.4	4.005	A
3 - Brockhampton Road (S)	366	91	101	1003	0.364	365	390	0.4	0.6	5.635	A
4 - Marples Way	101	25	445	818	0.124	101	21	0.1	0.1	5.022	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	139	35	324	925	0.150	139	224	0.2	0.2	4.579	A
2 - Solent Road	357	89	135	1255	0.284	357	327	0.4	0.4	4.008	A
3 - Brockhampton Road (S)	366	91	101	1003	0.364	366	391	0.6	0.6	5.645	A
4 - Marples Way	101	25	446	817	0.124	101	21	0.1	0.1	5.026	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	113	28	265	952	0.119	113	183	0.2	0.1	4.291	A
2 - Solent Road	291	73	111	1269	0.230	292	267	0.4	0.3	3.686	A
3 - Brockhampton Road (S)	298	75	83	1013	0.295	299	320	0.6	0.4	5.046	A
4 - Marples Way	83	21	365	861	0.096	83	17	0.1	0.1	4.631	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	95	24	222	973	0.098	95	153	0.1	0.1	4.101	A
2 - Solent Road	244	61	93	1279	0.191	244	224	0.3	0.2	3.480	A
3 - Brockhampton Road (S)	250	62	69	1020	0.245	250	268	0.4	0.3	4.680	A
4 - Marples Way	69	17	305	892	0.078	69	14	0.1	0.1	4.375	A

2028 Baseline + Committed Development (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Baseline + Committed Development (Sensitivity)	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	198	100.000
2 - Solent Road		ONE HOUR	✓	347	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	285	100.000
4 - Marples Way		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From				
1 - Brockhampton Road (N)	3	93	96	6
2 - Solent Road	46	3	232	66
3 - Brockhampton Road (S)	67	160	1	57
4 - Marples Way	1	14	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	3	3	0
	2 - Solent Road	3	0	4	2
	3 - Brockhampton Road (S)	2	4	0	2
	4 - Marples Way	0	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.23	4.93	0.3	A	182	273
2 - Solent Road	0.31	4.26	0.5	A	318	478
3 - Brockhampton Road (S)	0.32	5.51	0.5	A	262	392
4 - Marples Way	0.04	4.62	0.0	A	24	36

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	149	37	142	980	0.152	148	88	0.0	0.2	4.326	A
2 - Solent Road	261	65	88	1250	0.209	260	202	0.0	0.3	3.632	A
3 - Brockhampton Road (S)	215	54	93	990	0.217	213	255	0.0	0.3	4.631	A
4 - Marples Way	20	5	210	857	0.023	19	97	0.0	0.0	4.296	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	178	44	170	966	0.184	178	105	0.2	0.2	4.564	A
2 - Solent Road	312	78	105	1240	0.252	312	242	0.3	0.3	3.875	A
3 - Brockhampton Road (S)	256	64	111	980	0.261	256	305	0.3	0.4	4.969	A
4 - Marples Way	23	6	251	837	0.028	23	116	0.0	0.0	4.426	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	218	55	208	948	0.230	218	129	0.2	0.3	4.925	A
2 - Solent Road	382	96	129	1227	0.311	382	297	0.3	0.4	4.258	A
3 - Brockhampton Road (S)	314	78	136	967	0.325	313	374	0.4	0.5	5.507	A
4 - Marples Way	29	7	308	809	0.035	29	142	0.0	0.0	4.614	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	218	55	208	948	0.230	218	129	0.3	0.3	4.930	A
2 - Solent Road	382	96	129	1227	0.311	382	297	0.4	0.5	4.262	A
3 - Brockhampton Road (S)	314	78	137	967	0.325	314	374	0.5	0.5	5.511	A
4 - Marples Way	29	7	308	809	0.035	29	142	0.0	0.0	4.615	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	178	44	170	966	0.184	178	105	0.3	0.2	4.570	A
2 - Solent Road	312	78	105	1240	0.252	312	243	0.5	0.3	3.883	A
3 - Brockhampton Road (S)	256	64	112	980	0.261	257	306	0.5	0.4	4.982	A
4 - Marples Way	23	6	252	836	0.028	23	116	0.0	0.0	4.428	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	149	37	142	979	0.152	149	88	0.2	0.2	4.339	A
2 - Solent Road	261	65	88	1250	0.209	262	204	0.3	0.3	3.641	A
3 - Brockhampton Road (S)	215	54	93	989	0.217	215	256	0.4	0.3	4.649	A
4 - Marples Way	20	5	211	857	0.023	20	97	0.0	0.0	4.302	A

2028 Baseline + Committed Development (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2028 Baseline + Committed Development (Sensitivity)	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	131	100.000
2 - Solent Road		ONE HOUR	✓	337	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	344	100.000
4 - Marples Way		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	64	65	2
	2 - Solent Road	86	0	243	8
	3 - Brockhampton Road (S)	113	221	1	9
	4 - Marples Way	12	24	59	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	0	0	0
	2 - Solent Road	1	0	1	0
	3 - Brockhampton Road (S)	1	1	0	14
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.16	4.65	0.2	A	120	180
2 - Solent Road	0.30	4.08	0.4	A	309	464
3 - Brockhampton Road (S)	0.38	5.78	0.6	A	316	473
4 - Marples Way	0.13	5.12	0.1	A	87	131

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	99	25	228	970	0.102	98	158	0.0	0.1	4.129	A
2 - Solent Road	254	63	95	1278	0.199	253	231	0.0	0.2	3.508	A
3 - Brockhampton Road (S)	259	65	72	1019	0.254	258	276	0.0	0.3	4.721	A
4 - Marples Way	72	18	315	887	0.081	71	14	0.0	0.1	4.412	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	118	29	274	948	0.124	118	189	0.1	0.1	4.334	A
2 - Solent Road	303	76	114	1267	0.239	303	277	0.2	0.3	3.733	A
3 - Brockhampton Road (S)	309	77	86	1011	0.306	309	331	0.3	0.4	5.123	A
4 - Marples Way	85	21	378	853	0.100	85	17	0.1	0.1	4.686	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	144	36	335	919	0.157	144	232	0.1	0.2	4.642	A
2 - Solent Road	371	93	140	1252	0.296	371	340	0.3	0.4	4.081	A
3 - Brockhampton Road (S)	379	95	106	1001	0.378	378	405	0.4	0.6	5.773	A
4 - Marples Way	105	26	463	808	0.129	104	21	0.1	0.1	5.112	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	144	36	336	919	0.157	144	232	0.2	0.2	4.645	A
2 - Solent Road	371	93	140	1252	0.296	371	340	0.4	0.4	4.085	A
3 - Brockhampton Road (S)	379	95	106	1001	0.378	379	405	0.6	0.6	5.784	A
4 - Marples Way	105	26	464	808	0.129	105	21	0.1	0.1	5.117	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	118	29	275	948	0.124	118	190	0.2	0.1	4.340	A
2 - Solent Road	303	76	114	1267	0.239	303	278	0.4	0.3	3.739	A
3 - Brockhampton Road (S)	309	77	86	1011	0.306	310	331	0.6	0.4	5.137	A
4 - Marples Way	85	21	379	853	0.100	86	17	0.1	0.1	4.694	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	99	25	230	969	0.102	99	159	0.1	0.1	4.139	A
2 - Solent Road	254	63	96	1278	0.199	254	233	0.3	0.2	3.519	A
3 - Brockhampton Road (S)	259	65	72	1019	0.254	259	277	0.4	0.3	4.745	A
4 - Marples Way	72	18	317	886	0.081	72	14	0.1	0.1	4.424	A

2023 Baseline + Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	213	100.000
2 - Solent Road		ONE HOUR	✓	338	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	282	100.000
4 - Marples Way		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From	1 - Brockhampton Road (N)	2	94	111	6
	2 - Solent Road	49	2	223	64
	3 - Brockhampton Road (S)	72	154	1	55
	4 - Marples Way	1	13	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	3	2	0
	2 - Solent Road	2	0	4	2
	3 - Brockhampton Road (S)	2	4	0	2
	4 - Marples Way	0	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.25	4.98	0.3	A	195	293
2 - Solent Road	0.31	4.25	0.4	A	310	465
3 - Brockhampton Road (S)	0.32	5.47	0.5	A	259	388
4 - Marples Way	0.03	4.59	0.0	A	23	34

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	160	40	136	987	0.162	160	93	0.0	0.2	4.345	A
2 - Solent Road	254	64	98	1246	0.204	253	197	0.0	0.3	3.622	A
3 - Brockhampton Road (S)	212	53	92	991	0.214	211	259	0.0	0.3	4.612	A
4 - Marples Way	19	5	210	860	0.022	19	94	0.0	0.0	4.278	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	191	48	163	975	0.196	191	111	0.2	0.2	4.595	A
2 - Solent Road	304	76	118	1235	0.246	304	236	0.3	0.3	3.863	A
3 - Brockhampton Road (S)	254	63	110	981	0.258	253	311	0.3	0.3	4.944	A
4 - Marples Way	22	6	251	839	0.027	22	112	0.0	0.0	4.406	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	235	59	199	957	0.245	234	136	0.2	0.3	4.977	A
2 - Solent Road	372	93	144	1220	0.305	372	289	0.3	0.4	4.241	A
3 - Brockhampton Road (S)	310	78	135	968	0.321	310	380	0.3	0.5	5.467	A
4 - Marples Way	28	7	308	811	0.034	27	137	0.0	0.0	4.591	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	235	59	199	957	0.245	235	137	0.3	0.3	4.982	A
2 - Solent Road	372	93	144	1220	0.305	372	290	0.4	0.4	4.245	A
3 - Brockhampton Road (S)	310	78	135	968	0.321	310	381	0.5	0.5	5.475	A
4 - Marples Way	28	7	308	811	0.034	28	138	0.0	0.0	4.593	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	191	48	163	974	0.197	192	112	0.3	0.2	4.602	A
2 - Solent Road	304	76	118	1235	0.246	304	237	0.4	0.3	3.870	A
3 - Brockhampton Road (S)	254	63	111	981	0.258	254	312	0.5	0.4	4.955	A
4 - Marples Way	22	6	252	839	0.027	23	113	0.0	0.0	4.410	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	160	40	136	987	0.162	161	93	0.2	0.2	4.356	A
2 - Solent Road	254	64	99	1246	0.204	255	198	0.3	0.3	3.631	A
3 - Brockhampton Road (S)	212	53	93	990	0.214	213	261	0.4	0.3	4.630	A
4 - Marples Way	19	5	211	859	0.022	19	94	0.0	0.0	4.282	A

2023 Baseline + Committed Development + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Baseline + Committed Development + Development	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	136	100.000
2 - Solent Road		ONE HOUR	✓	333	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	349	100.000
4 - Marples Way		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From	1 - Brockhampton Road (N)	0	63	71	2
	2 - Solent Road	91	0	234	8
	3 - Brockhampton Road (S)	126	213	1	9
	4 - Marples Way	12	23	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	0	0	0
	2 - Solent Road	1	0	1	0
	3 - Brockhampton Road (S)	1	1	0	13
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.16	4.64	0.2	A	125	187
2 - Solent Road	0.29	4.08	0.4	A	306	458
3 - Brockhampton Road (S)	0.38	5.86	0.6	A	320	480
4 - Marples Way	0.13	5.14	0.1	A	84	127

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	102	26	220	973	0.105	102	172	0.0	0.1	4.129	A
2 - Solent Road	251	63	98	1276	0.196	250	224	0.0	0.2	3.504	A
3 - Brockhampton Road (S)	263	66	76	1017	0.258	261	272	0.0	0.3	4.755	A
4 - Marples Way	69	17	323	883	0.078	69	14	0.0	0.1	4.421	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	122	31	264	953	0.128	122	206	0.1	0.1	4.333	A
2 - Solent Road	299	75	118	1265	0.237	299	268	0.2	0.3	3.727	A
3 - Brockhampton Road (S)	314	78	91	1009	0.311	313	326	0.3	0.4	5.169	A
4 - Marples Way	83	21	387	849	0.097	83	17	0.1	0.1	4.699	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	150	37	323	925	0.162	150	252	0.1	0.2	4.641	A
2 - Solent Road	367	92	144	1250	0.293	366	329	0.3	0.4	4.073	A
3 - Brockhampton Road (S)	384	96	111	998	0.385	384	399	0.4	0.6	5.849	A
4 - Marples Way	101	25	474	803	0.126	101	21	0.1	0.1	5.130	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	150	37	324	925	0.162	150	252	0.2	0.2	4.644	A
2 - Solent Road	367	92	144	1250	0.293	367	329	0.4	0.4	4.076	A
3 - Brockhampton Road (S)	384	96	111	998	0.385	384	400	0.6	0.6	5.861	A
4 - Marples Way	101	25	475	802	0.126	101	21	0.1	0.1	5.135	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	122	31	265	952	0.128	122	206	0.2	0.1	4.339	A
2 - Solent Road	299	75	118	1265	0.237	300	269	0.4	0.3	3.734	A
3 - Brockhampton Road (S)	314	78	91	1009	0.311	314	327	0.6	0.5	5.186	A
4 - Marples Way	83	21	388	848	0.098	83	17	0.1	0.1	4.705	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	102	26	222	973	0.105	103	173	0.1	0.1	4.136	A
2 - Solent Road	251	63	99	1276	0.196	251	225	0.3	0.2	3.512	A
3 - Brockhampton Road (S)	263	66	76	1017	0.258	263	274	0.5	0.4	4.780	A
4 - Marples Way	69	17	325	882	0.079	69	14	0.1	0.1	4.431	A

2028 Baseline + Committed Development + Development (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	4.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + Committed Development + Development (Sensitivity)	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	221	100.000
2 - Solent Road		ONE HOUR	✓	352	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	293	100.000
4 - Marples Way		ONE HOUR	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From				
1 - Brockhampton Road (N)	3	98	114	6
2 - Solent Road	51	3	232	66
3 - Brockhampton Road (S)	75	160	1	57
4 - Marples Way	1	14	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	3	2	0
	2 - Solent Road	2	0	4	2
	3 - Brockhampton Road (S)	2	4	0	2
	4 - Marples Way	0	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.26	5.07	0.3	A	203	304
2 - Solent Road	0.32	4.34	0.5	A	323	485
3 - Brockhampton Road (S)	0.33	5.61	0.5	A	269	403
4 - Marples Way	0.04	4.66	0.0	A	24	36

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	166	42	142	985	0.169	166	97	0.0	0.2	4.391	A
2 - Solent Road	265	66	101	1245	0.213	264	206	0.0	0.3	3.667	A
3 - Brockhampton Road (S)	221	55	97	988	0.223	219	268	0.0	0.3	4.676	A
4 - Marples Way	20	5	219	853	0.023	19	97	0.0	0.0	4.320	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	199	50	170	971	0.205	198	117	0.2	0.3	4.658	A
2 - Solent Road	316	79	121	1233	0.257	316	247	0.3	0.3	3.924	A
3 - Brockhampton Road (S)	263	66	116	978	0.269	263	322	0.3	0.4	5.031	A
4 - Marples Way	23	6	263	831	0.028	23	116	0.0	0.0	4.456	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	243	61	208	953	0.255	243	143	0.3	0.3	5.068	A
2 - Solent Road	388	97	148	1218	0.318	387	302	0.3	0.5	4.331	A
3 - Brockhampton Road (S)	323	81	142	965	0.334	322	394	0.4	0.5	5.598	A
4 - Marples Way	29	7	322	802	0.036	29	142	0.0	0.0	4.654	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	243	61	208	953	0.255	243	143	0.3	0.3	5.073	A
2 - Solent Road	388	97	149	1218	0.318	388	303	0.5	0.5	4.336	A
3 - Brockhampton Road (S)	323	81	142	965	0.334	323	394	0.5	0.5	5.607	A
4 - Marples Way	29	7	323	802	0.036	29	142	0.0	0.0	4.656	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	199	50	170	971	0.205	199	117	0.3	0.3	4.665	A
2 - Solent Road	316	79	122	1233	0.257	317	248	0.5	0.3	3.932	A
3 - Brockhampton Road (S)	263	66	116	978	0.269	264	322	0.5	0.4	5.046	A
4 - Marples Way	23	6	264	831	0.028	23	116	0.0	0.0	4.460	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	166	42	142	984	0.169	167	98	0.3	0.2	4.404	A
2 - Solent Road	265	66	102	1245	0.213	265	207	0.3	0.3	3.676	A
3 - Brockhampton Road (S)	221	55	97	988	0.223	221	270	0.4	0.3	4.695	A
4 - Marples Way	20	5	221	852	0.023	20	97	0.0	0.0	4.326	A

2028 Baseline + Committed Development + Development (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Marples Way / Solent Road	Standard Roundabout		1, 2, 3, 4	5.06	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)	Run automatically
D14	2028 Baseline + Committed Development + Development (Sensitivity)	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 (%)
1 - Brockhampton Road (N)		ONE HOUR	✓	141	100.000
2 - Solent Road		ONE HOUR	✓	346	100.000
3 - Brockhampton Road (S)		ONE HOUR	✓	361	100.000
4 - Marples Way		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
From				
1 - Brockhampton Road (N)	0	66	73	2
2 - Solent Road	95	0	243	8
3 - Brockhampton Road (S)	130	221	1	9
4 - Marples Way	12	24	59	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road (N)	2 - Solent Road	3 - Brockhampton Road (S)	4 - Marples Way
	1 - Brockhampton Road (N)	0	0	0	0
	2 - Solent Road	1	0	1	0
	3 - Brockhampton Road (S)	1	1	0	13
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road (N)	0.17	4.71	0.2	A	129	194
2 - Solent Road	0.31	4.16	0.4	A	317	476
3 - Brockhampton Road (S)	0.40	6.01	0.7	A	331	497
4 - Marples Way	0.13	5.23	0.2	A	87	131

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	106	27	228	970	0.109	106	178	0.0	0.1	4.165	A
2 - Solent Road	260	65	101	1274	0.204	259	233	0.0	0.3	3.543	A
3 - Brockhampton Road (S)	272	68	79	1016	0.268	270	282	0.0	0.4	4.822	A
4 - Marples Way	72	18	335	876	0.082	71	14	0.0	0.1	4.468	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	127	32	274	948	0.134	127	213	0.1	0.2	4.382	A
2 - Solent Road	311	78	121	1263	0.246	311	279	0.3	0.3	3.781	A
3 - Brockhampton Road (S)	325	81	94	1007	0.322	324	338	0.4	0.5	5.265	A
4 - Marples Way	85	21	401	841	0.102	85	17	0.1	0.1	4.763	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	155	39	335	919	0.169	155	261	0.2	0.2	4.709	A
2 - Solent Road	381	95	148	1247	0.305	381	342	0.3	0.4	4.152	A
3 - Brockhampton Road (S)	397	99	115	996	0.399	397	413	0.5	0.7	5.997	A
4 - Marples Way	105	26	491	793	0.132	104	21	0.1	0.2	5.224	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	155	39	336	919	0.169	155	261	0.2	0.2	4.712	A
2 - Solent Road	381	95	149	1247	0.305	381	342	0.4	0.4	4.156	A
3 - Brockhampton Road (S)	397	99	116	996	0.399	397	414	0.7	0.7	6.012	A
4 - Marples Way	105	26	492	793	0.132	105	21	0.2	0.2	5.230	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	127	32	275	948	0.134	127	213	0.2	0.2	4.388	A
2 - Solent Road	311	78	122	1263	0.246	311	280	0.4	0.3	3.788	A
3 - Brockhampton Road (S)	325	81	95	1007	0.322	325	339	0.7	0.5	5.283	A
4 - Marples Way	85	21	403	840	0.102	86	17	0.2	0.1	4.769	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road (N)	106	27	230	969	0.110	106	179	0.2	0.1	4.173	A
2 - Solent Road	260	65	102	1274	0.204	261	234	0.3	0.3	3.555	A
3 - Brockhampton Road (S)	272	68	79	1015	0.268	272	283	0.5	0.4	4.848	A
4 - Marples Way	72	18	337	875	0.082	72	14	0.1	0.1	4.479	A

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Brockhampton Road-Harts Farm Way-Southmoor Lane-Brookside Road.j9

Path: T:\Projects\15000 Series\15443ITB Kingscroft Farm\Tech\Junction Assessments\Arcady\Brockhampton Rd -Harts Farm Way -Southmoor Ln-Brookside Rd

Report generation date: 20/05/2022 12:30:58

-
- »2020 Observed, AM
 - »2020 Observed, PM
 - »2023 Baseline + Committed Development, AM
 - »2023 Baseline + Committed Development, PM
 - »2028 Baseline + Committed Development (Sensitivity), AM
 - »2028 Baseline + Committed Development (Sensitivity), PM
 - »2023 Baseline + Committed Development + Development, AM
 - »2023 Baseline + Committed Development + Development, PM
 - »2028 Baseline + Committed Development + Development (Sensitivity), AM
 - »2028 Baseline + Committed Development + Development (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2020 Observed						
1 - Brockhampton Road	0.4	4.36	0.30	0.4	3.71	0.28
2 - Brookside Road	0.2	8.03	0.14	0.2	7.75	0.17
3 - Southmoor Lane	0.2	3.31	0.13	0.3	3.84	0.26
4 - Harts Farm Way	0.9	5.83	0.46	0.3	4.25	0.26
2023 Baseline + Committed Development						
1 - Brockhampton Road	0.4	4.45	0.31	0.4	3.75	0.29
2 - Brookside Road	0.2	8.23	0.15	0.3	8.14	0.21
3 - Southmoor Lane	0.2	3.34	0.14	0.4	3.95	0.27
4 - Harts Farm Way	0.9	6.01	0.48	0.4	4.35	0.27
2028 Baseline + Committed Development (Sensitivity)						
1 - Brockhampton Road	0.5	4.57	0.32	0.4	3.82	0.30
2 - Brookside Road	0.2	8.42	0.16	0.3	8.33	0.22
3 - Southmoor Lane	0.2	3.38	0.14	0.4	4.05	0.28
4 - Harts Farm Way	1.0	6.24	0.50	0.4	4.42	0.28
2023 Baseline + Committed Development + Development						
1 - Brockhampton Road	0.5	4.52	0.32	0.4	3.79	0.30
2 - Brookside Road	0.2	8.35	0.15	0.3	8.21	0.21
3 - Southmoor Lane	0.2	3.37	0.14	0.4	3.96	0.27
4 - Harts Farm Way	0.9	6.08	0.48	0.4	4.43	0.28
2028 Baseline + Committed Development + Development (Sensitivity)						
1 - Brockhampton Road	0.5	4.65	0.34	0.4	3.85	0.31
2 - Brookside Road	0.2	8.56	0.16	0.3	8.39	0.22
3 - Southmoor Lane	0.2	3.41	0.14	0.4	4.06	0.28
4 - Harts Farm Way	1.0	6.31	0.50	0.4	4.51	0.29

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	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road
Location	
Site number	
Date	02/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\UK
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Baseline (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Baseline (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023 Baseline + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023 Baseline + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D9	2028 Baseline + Committed Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2028 Baseline + Committed Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2023 Baseline + Committed Development + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2028 Baseline + Committed Development + Development (Sensitivity)	AM	ONE HOUR	07:45	09:15	15	✓
D14	2028 Baseline + Committed Development + Development (Sensitivity)	PM	ONE HOUR	16:45	18:15	15	✓
D15	2028 Baseline + Committed Development + Development (CD Test)	AM	ONE HOUR	07:45	09:15	15	✓
D16	2028 Baseline + Committed Development + Development (CD Test)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set (s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

2020 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brockhampton Road	
2	Brookside Road	
3	Southmoor Lane	
4	Harts Farm Way	

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 - Brockhampton Road	3.17	7.35	11.1	48.1	25.3	59.0	
2 - Brookside Road	2.92	3.70	7.2	3.0	25.3	38.7	
3 - Southmoor Lane	3.95	6.72	19.4	9.6	25.3	51.6	
4 - Harts Farm Way	3.03	5.21	11.4	12.9	25.3	38.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brockhampton Road	0.583	1424
2 - Brookside Road	0.367	735
3 - Southmoor Lane	0.591	1547
4 - Harts Farm Way	0.553	1255

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	318	100.000
2 - Brookside Road		ONE HOUR	✓	66	100.000
3 - Southmoor Lane		ONE HOUR	✓	149	100.000
4 - Harts Farm Way		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Road	1	31	82	204
	2 - Brookside Road	14	0	17	35
	3 - Southmoor Lane	56	5	0	88
	4 - Harts Farm Way	189	104	185	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Road	0	0	3	5
	2 - Brookside Road	0	0	7	0
	3 - Southmoor Lane	2	0	0	15
	4 - Harts Farm Way	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.30	4.36	0.4	A	292	438
2 - Brookside Road	0.14	8.03	0.2	A	61	91
3 - Southmoor Lane	0.13	3.31	0.2	A	137	205
4 - Harts Farm Way	0.46	5.83	0.9	A	442	663

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	239	60	223	1237	0.194	238	195	0.0	0.2	3.601	A
2 - Brookside Road	50	12	357	585	0.085	49	105	0.0	0.1	6.715	A
3 - Southmoor Lane	112	28	193	1303	0.086	112	213	0.0	0.1	3.021	A
4 - Harts Farm Way	363	91	57	1162	0.312	361	248	0.0	0.5	4.483	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	286	71	268	1211	0.236	286	233	0.2	0.3	3.890	A
2 - Brookside Road	59	15	427	558	0.106	59	126	0.1	0.1	7.215	A
3 - Southmoor Lane	134	33	232	1282	0.104	134	255	0.1	0.1	3.135	A
4 - Harts Farm Way	433	108	68	1156	0.375	433	297	0.5	0.6	4.970	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	350	88	327	1175	0.298	350	286	0.3	0.4	4.358	A
2 - Brookside Road	73	18	523	521	0.139	72	154	0.1	0.2	8.022	A
3 - Southmoor Lane	164	41	284	1253	0.131	164	312	0.1	0.2	3.305	A
4 - Harts Farm Way	531	133	84	1148	0.462	530	364	0.6	0.8	5.811	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	350	88	328	1175	0.298	350	286	0.4	0.4	4.364	A
2 - Brookside Road	73	18	524	521	0.139	73	154	0.2	0.2	8.030	A
3 - Southmoor Lane	164	41	284	1253	0.131	164	313	0.2	0.2	3.306	A
4 - Harts Farm Way	531	133	84	1148	0.462	531	364	0.8	0.9	5.830	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	286	71	269	1210	0.236	286	234	0.4	0.3	3.899	A
2 - Brookside Road	59	15	429	557	0.106	59	126	0.2	0.1	7.233	A
3 - Southmoor Lane	134	33	232	1282	0.105	134	256	0.2	0.1	3.136	A
4 - Harts Farm Way	433	108	68	1156	0.375	434	298	0.9	0.6	4.993	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	239	60	225	1236	0.194	240	196	0.3	0.2	3.612	A
2 - Brookside Road	50	12	359	584	0.085	50	106	0.1	0.1	6.736	A
3 - Southmoor Lane	112	28	194	1303	0.086	112	214	0.1	0.1	3.025	A
4 - Harts Farm Way	363	91	57	1162	0.312	363	249	0.6	0.5	4.510	A

2020 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Observed	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	344	100.000
2 - Brookside Road		ONE HOUR	✓	87	100.000
3 - Southmoor Lane		ONE HOUR	✓	295	100.000
4 - Harts Farm Way		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	8	29	307
	2 - Brookside Road	18	0	5	64
	3 - Southmoor Lane	96	16	1	182
	4 - Harts Farm Way	193	27	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	12	0
	2 - Brookside Road	0	0	25	2
	3 - Southmoor Lane	4	0	0	2
	4 - Harts Farm Way	1	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.28	3.71	0.4	A	316	473
2 - Brookside Road	0.17	7.75	0.2	A	80	120
3 - Southmoor Lane	0.26	3.84	0.3	A	271	406
4 - Harts Farm Way	0.26	4.25	0.3	A	243	365

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	259	65	67	1369	0.189	258	230	0.0	0.2	3.237	A
2 - Brookside Road	65	16	287	609	0.108	65	38	0.0	0.1	6.610	A
3 - Southmoor Lane	222	56	292	1341	0.166	221	60	0.0	0.2	3.215	A
4 - Harts Farm Way	200	50	98	1165	0.171	199	415	0.0	0.2	3.721	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	309	77	80	1361	0.227	309	276	0.2	0.3	3.422	A
2 - Brookside Road	78	20	343	588	0.133	78	46	0.1	0.2	7.051	A
3 - Southmoor Lane	265	66	349	1307	0.203	265	72	0.2	0.3	3.453	A
4 - Harts Farm Way	238	60	118	1154	0.206	238	497	0.2	0.3	3.927	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	379	95	98	1350	0.281	378	338	0.3	0.4	3.703	A
2 - Brookside Road	96	24	420	560	0.171	96	56	0.2	0.2	7.743	A
3 - Southmoor Lane	325	81	428	1262	0.257	324	88	0.3	0.3	3.837	A
4 - Harts Farm Way	292	73	144	1140	0.256	291	608	0.3	0.3	4.240	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	379	95	98	1350	0.281	379	338	0.4	0.4	3.706	A
2 - Brookside Road	96	24	421	560	0.171	96	56	0.2	0.2	7.752	A
3 - Southmoor Lane	325	81	428	1262	0.257	325	88	0.3	0.3	3.842	A
4 - Harts Farm Way	292	73	144	1140	0.256	292	609	0.3	0.3	4.245	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	309	77	80	1361	0.227	310	276	0.4	0.3	3.425	A
2 - Brookside Road	78	20	344	588	0.133	78	46	0.2	0.2	7.063	A
3 - Southmoor Lane	265	66	350	1307	0.203	266	72	0.3	0.3	3.457	A
4 - Harts Farm Way	238	60	118	1154	0.206	239	498	0.3	0.3	3.934	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	259	65	67	1369	0.189	259	231	0.3	0.2	3.247	A
2 - Brookside Road	65	16	288	609	0.108	66	38	0.2	0.1	6.632	A
3 - Southmoor Lane	222	56	293	1340	0.166	222	60	0.3	0.2	3.221	A
4 - Harts Farm Way	200	50	99	1165	0.171	200	417	0.3	0.2	3.733	A

2023 Baseline + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	5.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brockhampton Road		ONE HOUR	✓	328	100.000
2 - Brookside Road		ONE HOUR	✓	71	100.000
3 - Southmoor Lane		ONE HOUR	✓	154	100.000
4 - Harts Farm Way		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	1	32	85	210
	2 - Brookside Road	18	0	17	36
	3 - Southmoor Lane	58	5	0	91
	4 - Harts Farm Way	195	107	190	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	3	5
	2 - Brookside Road	0	0	7	0
	3 - Southmoor Lane	2	0	0	15
	4 - Harts Farm Way	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.31	4.45	0.4	A	301	451
2 - Brookside Road	0.15	8.23	0.2	A	65	98
3 - Southmoor Lane	0.14	3.34	0.2	A	141	212
4 - Harts Farm Way	0.48	6.01	0.9	A	455	683

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	247	62	229	1234	0.200	246	204	0.0	0.2	3.641	A
2 - Brookside Road	53	13	367	582	0.092	53	108	0.0	0.1	6.805	A
3 - Southmoor Lane	116	29	202	1299	0.089	116	219	0.0	0.1	3.042	A
4 - Harts Farm Way	373	93	61	1160	0.322	372	256	0.0	0.5	4.554	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	295	74	275	1207	0.244	295	244	0.2	0.3	3.946	A
2 - Brookside Road	64	16	440	554	0.115	64	129	0.1	0.1	7.342	A
3 - Southmoor Lane	138	35	242	1276	0.108	138	262	0.1	0.1	3.162	A
4 - Harts Farm Way	446	111	74	1154	0.387	445	306	0.5	0.6	5.079	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	361	90	336	1170	0.309	361	299	0.3	0.4	4.444	A
2 - Brookside Road	78	20	539	516	0.151	78	158	0.1	0.2	8.214	A
3 - Southmoor Lane	170	42	296	1246	0.136	169	321	0.1	0.2	3.343	A
4 - Harts Farm Way	546	137	90	1145	0.477	545	375	0.6	0.9	5.992	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	361	90	337	1170	0.309	361	299	0.4	0.4	4.451	A
2 - Brookside Road	78	20	539	516	0.152	78	159	0.2	0.2	8.227	A
3 - Southmoor Lane	170	42	296	1246	0.136	170	321	0.2	0.2	3.344	A
4 - Harts Farm Way	546	137	90	1145	0.477	546	375	0.9	0.9	6.014	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	295	74	276	1206	0.244	295	245	0.4	0.3	3.956	A
2 - Brookside Road	64	16	441	553	0.115	64	130	0.2	0.1	7.361	A
3 - Southmoor Lane	138	35	242	1276	0.109	139	263	0.2	0.1	3.164	A
4 - Harts Farm Way	446	111	74	1153	0.387	447	307	0.9	0.6	5.103	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	247	62	231	1233	0.200	247	205	0.3	0.3	3.655	A
2 - Brookside Road	53	13	369	581	0.092	54	109	0.1	0.1	6.827	A
3 - Southmoor Lane	116	29	203	1298	0.089	116	220	0.1	0.1	3.047	A
4 - Harts Farm Way	373	93	62	1160	0.322	374	257	0.6	0.5	4.584	A

2023 Baseline + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	4.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2023 Baseline + Committed Development	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	353	100.000
2 - Brookside Road		ONE HOUR	✓	106	100.000
3 - Southmoor Lane		ONE HOUR	✓	303	100.000
4 - Harts Farm Way		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Road	0	8	30	315
	2 - Brookside Road	35	0	5	66
	3 - Southmoor Lane	99	16	1	187
	4 - Harts Farm Way	198	28	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	12	0
	2 - Brookside Road	0	0	25	2
	3 - Southmoor Lane	4	0	0	2
	4 - Harts Farm Way	1	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.29	3.75	0.4	A	324	486
2 - Brookside Road	0.21	8.14	0.3	A	97	146
3 - Southmoor Lane	0.27	3.95	0.4	A	278	417
4 - Harts Farm Way	0.27	4.35	0.4	A	250	374

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	266	66	68	1368	0.194	265	249	0.0	0.2	3.260	A
2 - Brookside Road	80	20	294	609	0.131	79	39	0.0	0.1	6.784	A
3 - Southmoor Lane	228	57	312	1329	0.172	227	61	0.0	0.2	3.267	A
4 - Harts Farm Way	205	51	113	1157	0.177	204	426	0.0	0.2	3.773	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	317	79	82	1360	0.233	317	298	0.2	0.3	3.453	A
2 - Brookside Road	95	24	352	588	0.162	95	47	0.1	0.2	7.303	A
3 - Southmoor Lane	272	68	374	1293	0.211	272	74	0.2	0.3	3.525	A
4 - Harts Farm Way	245	61	136	1145	0.214	244	510	0.2	0.3	3.997	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	389	97	100	1348	0.288	388	365	0.3	0.4	3.747	A
2 - Brookside Road	117	29	431	559	0.209	116	57	0.2	0.3	8.131	A
3 - Southmoor Lane	334	83	457	1245	0.268	333	90	0.3	0.4	3.947	A
4 - Harts Farm Way	299	75	166	1128	0.266	299	625	0.3	0.4	4.341	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	389	97	100	1348	0.288	389	366	0.4	0.4	3.750	A
2 - Brookside Road	117	29	432	559	0.209	117	57	0.3	0.3	8.143	A
3 - Southmoor Lane	334	83	458	1244	0.268	334	90	0.4	0.4	3.952	A
4 - Harts Farm Way	299	75	166	1128	0.266	299	625	0.4	0.4	4.345	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	317	79	82	1359	0.233	318	299	0.4	0.3	3.456	A
2 - Brookside Road	95	24	353	588	0.162	96	47	0.3	0.2	7.318	A
3 - Southmoor Lane	272	68	375	1293	0.211	273	74	0.4	0.3	3.530	A
4 - Harts Farm Way	245	61	136	1145	0.214	245	511	0.4	0.3	4.004	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	266	66	69	1368	0.194	266	250	0.3	0.2	3.267	A
2 - Brookside Road	80	20	295	609	0.131	80	39	0.2	0.2	6.811	A
3 - Southmoor Lane	228	57	314	1328	0.172	228	62	0.3	0.2	3.274	A
4 - Harts Farm Way	205	51	114	1157	0.177	205	428	0.3	0.2	3.785	A

2028 Baseline + Committed Development (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028 Baseline + Committed Development (Sensitivity)	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	340	100.000
2 - Brookside Road		ONE HOUR	✓	73	100.000
3 - Southmoor Lane		ONE HOUR	✓	159	100.000
4 - Harts Farm Way		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	1	33	88	218
	2 - Brookside Road	18	0	18	37
	3 - Southmoor Lane	60	5	0	94
	4 - Harts Farm Way	203	111	197	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	3	5
	2 - Brookside Road	0	0	7	0
	3 - Southmoor Lane	2	0	0	15
	4 - Harts Farm Way	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.32	4.57	0.5	A	312	468
2 - Brookside Road	0.16	8.42	0.2	A	67	100
3 - Southmoor Lane	0.14	3.38	0.2	A	146	219
4 - Harts Farm Way	0.50	6.24	1.0	A	473	709

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	256	64	237	1229	0.208	255	211	0.0	0.3	3.694	A
2 - Brookside Road	55	14	381	576	0.095	55	112	0.0	0.1	6.893	A
3 - Southmoor Lane	120	30	208	1295	0.092	119	227	0.0	0.1	3.062	A
4 - Harts Farm Way	388	97	63	1159	0.334	386	265	0.0	0.5	4.642	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	306	76	285	1201	0.255	305	253	0.3	0.3	4.019	A
2 - Brookside Road	66	16	456	547	0.120	66	134	0.1	0.1	7.468	A
3 - Southmoor Lane	143	36	250	1272	0.112	143	272	0.1	0.1	3.188	A
4 - Harts Farm Way	463	116	75	1153	0.402	462	317	0.5	0.7	5.209	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	374	94	348	1163	0.322	374	310	0.3	0.5	4.559	A
2 - Brookside Road	80	20	558	508	0.158	80	164	0.1	0.2	8.407	A
3 - Southmoor Lane	175	44	306	1240	0.141	175	333	0.1	0.2	3.378	A
4 - Harts Farm Way	567	142	92	1144	0.496	566	388	0.7	1.0	6.219	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	374	94	349	1163	0.322	374	310	0.5	0.5	4.567	A
2 - Brookside Road	80	20	559	508	0.158	80	164	0.2	0.2	8.420	A
3 - Southmoor Lane	175	44	306	1240	0.141	175	334	0.2	0.2	3.379	A
4 - Harts Farm Way	567	142	92	1143	0.496	567	389	1.0	1.0	6.244	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	306	76	286	1200	0.255	306	254	0.5	0.3	4.030	A
2 - Brookside Road	66	16	458	547	0.120	66	134	0.2	0.1	7.486	A
3 - Southmoor Lane	143	36	250	1271	0.112	143	273	0.2	0.1	3.192	A
4 - Harts Farm Way	463	116	76	1152	0.402	464	318	1.0	0.7	5.239	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	256	64	239	1228	0.208	256	213	0.3	0.3	3.708	A
2 - Brookside Road	55	14	383	575	0.096	55	112	0.1	0.1	6.921	A
3 - Southmoor Lane	120	30	210	1294	0.092	120	228	0.1	0.1	3.067	A
4 - Harts Farm Way	388	97	63	1159	0.335	388	266	0.7	0.5	4.677	A

2028 Baseline + Committed Development (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	4.51	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)	Run automatically
D10	2028 Baseline + Committed Development (Sensitivity)	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	367	100.000
2 - Brookside Road		ONE HOUR	✓	109	100.000
3 - Southmoor Lane		ONE HOUR	✓	314	100.000
4 - Harts Farm Way		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From				
1 - Brockhampton Road	0	8	31	328
2 - Brookside Road	35	0	5	69
3 - Southmoor Lane	102	17	1	194
4 - Harts Farm Way	206	29	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	12	0
	2 - Brookside Road	0	0	25	2
	3 - Southmoor Lane	4	0	0	2
	4 - Harts Farm Way	1	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.30	3.82	0.4	A	337	505
2 - Brookside Road	0.22	8.33	0.3	A	100	150
3 - Southmoor Lane	0.28	4.05	0.4	A	288	432
4 - Harts Farm Way	0.28	4.42	0.4	A	260	390

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	276	69	71	1366	0.202	275	257	0.0	0.3	3.297	A
2 - Brookside Road	82	21	306	605	0.136	81	40	0.0	0.2	6.866	A
3 - Southmoor Lane	236	59	324	1322	0.179	236	64	0.0	0.2	3.309	A
4 - Harts Farm Way	213	53	116	1155	0.184	212	443	0.0	0.2	3.813	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	330	82	85	1357	0.243	330	308	0.3	0.3	3.502	A
2 - Brookside Road	98	24	366	583	0.168	98	49	0.2	0.2	7.422	A
3 - Southmoor Lane	282	71	388	1285	0.220	282	76	0.2	0.3	3.589	A
4 - Harts Farm Way	254	64	139	1143	0.223	254	531	0.2	0.3	4.050	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	404	101	104	1346	0.300	404	377	0.3	0.4	3.819	A
2 - Brookside Road	120	30	449	553	0.217	120	59	0.2	0.3	8.311	A
3 - Southmoor Lane	346	86	475	1235	0.280	345	93	0.3	0.4	4.046	A
4 - Harts Farm Way	312	78	170	1125	0.277	311	650	0.3	0.4	4.419	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	404	101	105	1346	0.300	404	378	0.4	0.4	3.822	A
2 - Brookside Road	120	30	449	552	0.217	120	59	0.3	0.3	8.326	A
3 - Southmoor Lane	346	86	476	1234	0.280	346	94	0.4	0.4	4.051	A
4 - Harts Farm Way	312	78	171	1125	0.277	312	651	0.4	0.4	4.423	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	330	82	86	1357	0.243	330	309	0.4	0.3	3.505	A
2 - Brookside Road	98	24	367	582	0.168	98	49	0.3	0.2	7.441	A
3 - Southmoor Lane	282	71	389	1284	0.220	283	77	0.4	0.3	3.597	A
4 - Harts Farm Way	254	64	140	1142	0.223	255	532	0.4	0.3	4.058	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	276	69	72	1366	0.202	277	259	0.3	0.3	3.307	A
2 - Brookside Road	82	21	307	604	0.136	82	41	0.2	0.2	6.895	A
3 - Southmoor Lane	236	59	326	1321	0.179	237	64	0.3	0.2	3.322	A
4 - Harts Farm Way	213	53	117	1155	0.184	213	445	0.3	0.2	3.822	A

2023 Baseline + Committed Development + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	5.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2023 Baseline + Committed Development + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brockhampton Road		ONE HOUR	✓	346	100.000
2 - Brookside Road		ONE HOUR	✓	71	100.000
3 - Southmoor Lane		ONE HOUR	✓	154	100.000
4 - Harts Farm Way		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	1	32	86	227
	2 - Brookside Road	18	0	17	36
	3 - Southmoor Lane	58	5	0	91
	4 - Harts Farm Way	201	107	190	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	3	4
	2 - Brookside Road	0	0	7	0
	3 - Southmoor Lane	2	0	0	15
	4 - Harts Farm Way	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.32	4.52	0.5	A	317	476
2 - Brookside Road	0.15	8.35	0.2	A	65	98
3 - Southmoor Lane	0.14	3.37	0.2	A	141	212
4 - Harts Farm Way	0.48	6.08	0.9	A	461	691

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	260	65	229	1241	0.210	259	208	0.0	0.3	3.665	A
2 - Brookside Road	53	13	381	577	0.093	53	108	0.0	0.1	6.863	A
3 - Southmoor Lane	116	29	214	1293	0.090	116	219	0.0	0.1	3.059	A
4 - Harts Farm Way	378	94	61	1160	0.326	376	268	0.0	0.5	4.580	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	311	78	275	1214	0.256	311	250	0.3	0.3	3.986	A
2 - Brookside Road	64	16	456	548	0.116	64	129	0.1	0.1	7.424	A
3 - Southmoor Lane	138	35	257	1269	0.109	138	263	0.1	0.1	3.183	A
4 - Harts Farm Way	451	113	74	1154	0.391	451	322	0.5	0.6	5.116	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	381	95	336	1177	0.324	380	306	0.3	0.5	4.516	A
2 - Brookside Road	78	20	558	509	0.153	78	158	0.1	0.2	8.340	A
3 - Southmoor Lane	170	42	314	1237	0.137	169	322	0.1	0.2	3.372	A
4 - Harts Farm Way	553	138	90	1145	0.483	552	394	0.6	0.9	6.057	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	381	95	337	1177	0.324	381	306	0.5	0.5	4.523	A
2 - Brookside Road	78	20	559	509	0.154	78	159	0.2	0.2	8.353	A
3 - Southmoor Lane	170	42	315	1237	0.137	170	323	0.2	0.2	3.373	A
4 - Harts Farm Way	553	138	90	1145	0.483	553	394	0.9	0.9	6.079	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	311	78	276	1213	0.256	312	250	0.5	0.3	3.995	A
2 - Brookside Road	64	16	458	548	0.116	64	130	0.2	0.1	7.444	A
3 - Southmoor Lane	138	35	258	1268	0.109	139	264	0.2	0.1	3.188	A
4 - Harts Farm Way	451	113	74	1154	0.391	452	322	0.9	0.6	5.142	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	260	65	231	1240	0.210	261	210	0.3	0.3	3.676	A
2 - Brookside Road	53	13	383	576	0.093	54	109	0.1	0.1	6.889	A
3 - Southmoor Lane	116	29	216	1292	0.090	116	221	0.1	0.1	3.063	A
4 - Harts Farm Way	378	94	62	1160	0.326	379	270	0.6	0.5	4.612	A

2023 Baseline + Committed Development + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	4.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2023 Baseline + Committed Development + Development	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	362	100.000
2 - Brookside Road		ONE HOUR	✓	106	100.000
3 - Southmoor Lane		ONE HOUR	✓	304	100.000
4 - Harts Farm Way		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From				
1 - Brockhampton Road	0	8	31	323
2 - Brookside Road	35	0	5	66
3 - Southmoor Lane	100	16	1	187
4 - Harts Farm Way	213	28	46	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	11	0
	2 - Brookside Road	0	0	25	2
	3 - Southmoor Lane	3	0	0	2
	4 - Harts Farm Way	1	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.30	3.79	0.4	A	332	498
2 - Brookside Road	0.21	8.21	0.3	A	97	146
3 - Southmoor Lane	0.27	3.96	0.4	A	279	418
4 - Harts Farm Way	0.28	4.43	0.4	A	263	395

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	273	68	68	1369	0.199	272	261	0.0	0.2	3.277	A
2 - Brookside Road	80	20	301	607	0.131	79	39	0.0	0.2	6.815	A
3 - Southmoor Lane	229	57	318	1330	0.172	228	62	0.0	0.2	3.267	A
4 - Harts Farm Way	216	54	114	1158	0.187	215	432	0.0	0.2	3.814	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	325	81	82	1361	0.239	325	313	0.2	0.3	3.476	A
2 - Brookside Road	95	24	360	585	0.163	95	47	0.2	0.2	7.345	A
3 - Southmoor Lane	273	68	381	1293	0.211	273	75	0.2	0.3	3.529	A
4 - Harts Farm Way	258	65	136	1146	0.225	258	517	0.2	0.3	4.052	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	399	100	100	1349	0.295	398	383	0.3	0.4	3.782	A
2 - Brookside Road	117	29	441	555	0.210	116	57	0.2	0.3	8.195	A
3 - Southmoor Lane	335	84	466	1244	0.269	334	91	0.3	0.4	3.957	A
4 - Harts Farm Way	316	79	167	1129	0.280	316	633	0.3	0.4	4.423	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	399	100	100	1349	0.295	399	383	0.4	0.4	3.785	A
2 - Brookside Road	117	29	442	555	0.210	117	57	0.3	0.3	8.208	A
3 - Southmoor Lane	335	84	467	1243	0.269	335	91	0.4	0.4	3.962	A
4 - Harts Farm Way	316	79	167	1129	0.280	316	634	0.4	0.4	4.428	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	325	81	82	1361	0.239	326	313	0.4	0.3	3.479	A
2 - Brookside Road	95	24	361	585	0.163	96	47	0.3	0.2	7.361	A
3 - Southmoor Lane	273	68	382	1293	0.211	274	75	0.4	0.3	3.536	A
4 - Harts Farm Way	258	65	137	1146	0.225	258	519	0.4	0.3	4.060	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	273	68	69	1369	0.199	273	262	0.3	0.2	3.284	A
2 - Brookside Road	80	20	302	606	0.132	80	39	0.2	0.2	6.842	A
3 - Southmoor Lane	229	57	320	1329	0.172	229	63	0.3	0.2	3.274	A
4 - Harts Farm Way	216	54	115	1158	0.187	216	434	0.3	0.2	3.823	A

2028 Baseline + Committed Development + Development (Sensitivity), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	5.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2028 Baseline + Committed Development + Development (Sensitivity)	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	359	100.000
2 - Brookside Road		ONE HOUR	✓	73	100.000
3 - Southmoor Lane		ONE HOUR	✓	159	100.000
4 - Harts Farm Way		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Road	1	33	90	235
	2 - Brookside Road	18	0	18	37
	3 - Southmoor Lane	60	5	0	94
	4 - Harts Farm Way	209	111	197	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	3	4
	2 - Brookside Road	0	0	7	0
	3 - Southmoor Lane	2	0	0	15
	4 - Harts Farm Way	4	1	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.34	4.65	0.5	A	329	494
2 - Brookside Road	0.16	8.56	0.2	A	67	100
3 - Southmoor Lane	0.14	3.41	0.2	A	146	219
4 - Harts Farm Way	0.50	6.31	1.0	A	478	717

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	270	68	237	1236	0.219	269	216	0.0	0.3	3.720	A
2 - Brookside Road	55	14	395	572	0.096	55	112	0.0	0.1	6.956	A
3 - Southmoor Lane	120	30	221	1289	0.093	119	228	0.0	0.1	3.078	A
4 - Harts Farm Way	392	98	63	1159	0.338	390	277	0.0	0.5	4.668	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	323	81	285	1208	0.267	322	259	0.3	0.4	4.066	A
2 - Brookside Road	66	16	473	542	0.121	66	134	0.1	0.1	7.557	A
3 - Southmoor Lane	143	36	265	1264	0.113	143	274	0.1	0.1	3.209	A
4 - Harts Farm Way	468	117	75	1153	0.406	468	332	0.5	0.7	5.249	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	395	99	348	1170	0.338	395	316	0.4	0.5	4.641	A
2 - Brookside Road	80	20	579	501	0.160	80	164	0.1	0.2	8.544	A
3 - Southmoor Lane	175	44	324	1231	0.142	175	335	0.1	0.2	3.407	A
4 - Harts Farm Way	574	143	92	1144	0.502	572	407	0.7	1.0	6.287	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	395	99	349	1169	0.338	395	317	0.5	0.5	4.649	A
2 - Brookside Road	80	20	580	501	0.160	80	164	0.2	0.2	8.560	A
3 - Southmoor Lane	175	44	325	1231	0.142	175	336	0.2	0.2	3.408	A
4 - Harts Farm Way	574	143	92	1144	0.502	574	407	1.0	1.0	6.315	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	323	81	286	1207	0.267	323	260	0.5	0.4	4.075	A
2 - Brookside Road	66	16	475	541	0.121	66	134	0.2	0.1	7.576	A
3 - Southmoor Lane	143	36	266	1264	0.113	143	275	0.2	0.1	3.214	A
4 - Harts Farm Way	468	117	76	1153	0.406	470	333	1.0	0.7	5.281	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	270	68	239	1235	0.219	271	217	0.4	0.3	3.736	A
2 - Brookside Road	55	14	397	571	0.096	55	112	0.1	0.1	6.986	A
3 - Southmoor Lane	120	30	222	1288	0.093	120	230	0.1	0.1	3.081	A
4 - Harts Farm Way	392	98	63	1159	0.338	393	279	0.7	0.5	4.702	A

2028 Baseline + Committed Development + Development (Sensitivity), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Brockhampton Road / Harts Farm Way / Southmoor Lane / Brookside Road	Standard Roundabout		1, 2, 3, 4	4.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2028 Baseline + Committed Development + Development (Sensitivity)	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 (%)
1 - Brockhampton Road		ONE HOUR	✓	375	100.000
2 - Brookside Road		ONE HOUR	✓	109	100.000
3 - Southmoor Lane		ONE HOUR	✓	316	100.000
4 - Harts Farm Way		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Road	0	8	32	335
	2 - Brookside Road	35	0	5	69
	3 - Southmoor Lane	104	17	1	194
	4 - Harts Farm Way	221	29	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brockhampton Road	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
	1 - Brockhampton Road	0	0	11	0
	2 - Brookside Road	0	0	25	2
	3 - Southmoor Lane	3	0	0	2
	4 - Harts Farm Way	1	0	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brockhampton Road	0.31	3.85	0.4	A	344	516
2 - Brookside Road	0.22	8.39	0.3	A	100	150
3 - Southmoor Lane	0.28	4.06	0.4	A	290	435
4 - Harts Farm Way	0.29	4.51	0.4	A	273	410

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	282	71	71	1367	0.207	281	270	0.0	0.3	3.312	A
2 - Brookside Road	82	21	312	603	0.136	81	40	0.0	0.2	6.895	A
3 - Southmoor Lane	238	59	329	1323	0.180	237	64	0.0	0.2	3.311	A
4 - Harts Farm Way	224	56	118	1156	0.194	223	448	0.0	0.2	3.856	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	337	84	85	1358	0.248	337	323	0.3	0.3	3.523	A
2 - Brookside Road	98	24	374	580	0.169	98	48	0.2	0.2	7.462	A
3 - Southmoor Lane	284	71	394	1285	0.221	284	77	0.2	0.3	3.594	A
4 - Harts Farm Way	268	67	141	1143	0.234	268	537	0.2	0.3	4.110	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	413	103	104	1347	0.307	412	396	0.3	0.4	3.851	A
2 - Brookside Road	120	30	458	549	0.218	120	59	0.2	0.3	8.371	A
3 - Southmoor Lane	348	87	483	1234	0.282	347	95	0.3	0.4	4.058	A
4 - Harts Farm Way	328	82	173	1126	0.291	328	658	0.3	0.4	4.508	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	413	103	105	1347	0.307	413	396	0.4	0.4	3.855	A
2 - Brookside Road	120	30	458	549	0.218	120	59	0.3	0.3	8.386	A
3 - Southmoor Lane	348	87	483	1234	0.282	348	95	0.4	0.4	4.063	A
4 - Harts Farm Way	328	82	173	1126	0.291	328	658	0.4	0.4	4.512	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	337	84	86	1358	0.248	338	324	0.4	0.3	3.530	A
2 - Brookside Road	98	24	374	580	0.169	98	49	0.3	0.2	7.477	A
3 - Southmoor Lane	284	71	395	1285	0.221	285	77	0.4	0.3	3.602	A
4 - Harts Farm Way	268	67	141	1143	0.234	268	538	0.4	0.3	4.117	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brockhampton Road	282	71	72	1367	0.207	283	271	0.3	0.3	3.320	A
2 - Brookside Road	82	21	314	602	0.136	82	41	0.2	0.2	6.923	A
3 - Southmoor Lane	238	59	331	1322	0.180	238	65	0.3	0.2	3.321	A
4 - Harts Farm Way	224	56	118	1156	0.194	225	451	0.3	0.2	3.867	A

**APPENDIX L. EXTRACT OF FORTY ACRE FARM
BASELINE TRAFFIC SURVEY DATA – A27 /
HAVANT BYPASS TEARDROP JUNCTION**

PCU Values						
CAR	LGV	OGV1	OGV2	PSV	MC	PC
1,0	1,0	1,5	2,3	2,0	0,4	0,2

AM: 07:30-08:30



