

18:00 - 18:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 110                   | 28                      | -                            | -                 | -     | 110                 | 108                         | 0.0               | 0.0             | 0.035     | A                             |
|          |     |       |            |      | C      | 260                   | 65                      | -                            | -                 | -     | 260                 | 262                         | 0.0               | 0.0             | 0.014     | A                             |
|          | B   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 145                   | 36                      | 717                          | 592               | 0.245 | 145                 | 143                         | 0.4               | 0.4             | 7.641     | A                             |
|          |     |       |            | 2    | A      | 107                   | 27                      | 548                          | 377               | 0.284 | 105                 | 107                         | 0.4               | 0.4             | 12.294    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       | 2          | 1    | A      | 107                   | 27                      | -                            | -                 | -     | 107                 | 107                         | 0.1               | 0.0             | 0.934     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 145                   | 36                      | -                            | -                 | -     | 145                 | 143                         | 0.1               | 0.0             | 0.391     | A                             |
|          | C   | Entry | 1          | 1    | A      | 279                   | 70                      | -                            | -                 | -     | 279                 | 281                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 137                   | 34                      | 884                          | 761               | 0.181 | 139                 | 137                         | 0.3               | 0.2             | 5.554     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 279                   | 70                      | -                            | -                 | -     | 279                 | 281                         | 0.0               | 0.0             | 0.039     | A                             |
|          |     |       |            |      | B      | 137                   | 34                      | -                            | -                 | -     | 137                 | 137                         | 0.0               | 0.0             | 0.182     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 15                    | 4                       | -                            | -                 | -     | 15                  | 18                          | 0.0               | 0.0             | 0.018     | A                             |
|          |     |       |            |      | C      | 74                    | 19                      | -                            | -                 | -     | 74                  | 74                          | 0.0               | 0.0             | 0.059     | A                             |
|          | B   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 179                   | 45                      | 767                          | 721               | 0.248 | 178                 | 176                         | 0.4               | 0.3             | 6.749     | A                             |
|          |     |       |            | 2    | A      | 17                    | 4                       | 465                          | 365               | 0.048 | 17                  | 18                          | 0.1               | 0.0             | 11.199    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       | 2          | 1    | A      | 17                    | 4                       | -                            | -                 | -     | 17                  | 18                          | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 179                   | 45                      | -                            | -                 | -     | 179                 | 175                         | 0.0               | 0.0             | 0.040     | A                             |
|          | C   | Entry | 1          | 1    | A      | 58                    | 14                      | -                            | -                 | -     | 57                  | 54                          | 0.5               | 0.0             | 2.343     | A                             |
|          |     |       |            |      | B      | 191                   | 48                      | 644                          | 622               | 0.308 | 190                 | 190                         | 0.5               | 0.4             | 7.741     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |



| Junctions 10                                                                                                                                                     |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| PICADY 10 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |
| Version: 10.0.0.1499                                                                                                                                             |  |  |  |  |  |  |  |  |  |
| © Copyright TRL Software Limited, 2021                                                                                                                           |  |  |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:                                                                    |  |  |  |  |  |  |  |  |  |
| +44 (0)1344 379777    software@trl.co.uk    trlsoftware.com                                                                                                      |  |  |  |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |  |  |

Filename: 45675\_5501\_J004.j10

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\2021 APPLICATION

Report generation date: 03/11/2021 11:05:58

- »2019 Baseline, AM
- »2019 Baseline, PM
- »2026 Future Baseline, AM
- »2026 Future Baseline, PM
- »2026 Future + Development, AM
- »2026 Future + Development, PM

### Summary of junction performance

|                    | AM                                            |             |           |     |     | PM     |             |           |     |     |
|--------------------|-----------------------------------------------|-------------|-----------|-----|-----|--------|-------------|-----------|-----|-----|
|                    | Set ID                                        | Queue (Veh) | Delay (s) | RFC | LOS | Set ID | Queue (Veh) | Delay (s) | RFC | LOS |
|                    | [Lane Simulation] - 2019 Baseline             |             |           |     |     |        |             |           |     |     |
| Junction 1 - Arm A | D3                                            | 0.1         | 0.47      |     | A   | D4     | 0.0         | 0.10      |     | A   |
| Junction 1 - Arm B |                                               | 2.5         | 26.39     |     | D   |        | 1.7         | 17.25     |     | C   |
| Junction 1 - Arm C |                                               | 0.8         | 5.18      |     | A   |        | 0.4         | 2.59      |     | A   |
| Junction 2 - Arm A |                                               | 0.3         | 8.98      |     | A   |        | 0.0         | 1.08      |     | A   |
| Junction 2 - Arm B |                                               | 18.2        | 206.45    |     | F   |        | 1.4         | 17.48     |     | C   |
| Junction 2 - Arm C |                                               | 1.0         | 7.29      |     | A   |        | 0.6         | 7.00      |     | A   |
|                    | [Lane Simulation] - 2026 Future Baseline      |             |           |     |     |        |             |           |     |     |
| Junction 1 - Arm A | D5                                            | 0.2         | 0.74      |     | A   | D6     | 0.0         | 0.08      |     | A   |
| Junction 1 - Arm B |                                               | 2.6         | 28.44     |     | D   |        | 1.7         | 18.20     |     | C   |
| Junction 1 - Arm C |                                               | 1.4         | 6.45      |     | A   |        | 0.5         | 2.54      |     | A   |
| Junction 2 - Arm A |                                               | 0.3         | 9.87      |     | A   |        | 0.1         | 1.40      |     | A   |
| Junction 2 - Arm B |                                               | 30.0        | 323.61    |     | F   |        | 1.8         | 20.20     |     | C   |
| Junction 2 - Arm C |                                               | 1.0         | 7.58      |     | A   |        | 0.8         | 7.01      |     | A   |
|                    | [Lane Simulation] - 2026 Future + Development |             |           |     |     |        |             |           |     |     |
| Junction 1 - Arm A | D7                                            | 0.2         | 0.86      |     | A   | D8     | 0.0         | 0.18      |     | A   |
| Junction 1 - Arm B |                                               | 2.6         | 28.87     |     | D   |        | 1.9         | 18.32     |     | C   |
| Junction 1 - Arm C |                                               | 1.7         | 8.92      |     | A   |        | 0.5         | 2.97      |     | A   |
| Junction 2 - Arm A |                                               | 0.4         | 12.07     |     | B   |        | 0.1         | 1.65      |     | A   |
| Junction 2 - Arm B |                                               | 35.0        | 380.64    |     | F   |        | 2.2         | 25.26     |     | D   |
| Junction 2 - Arm C |                                               | 1.1         | 7.69      |     | A   |        | 0.7         | 7.27      |     | A   |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

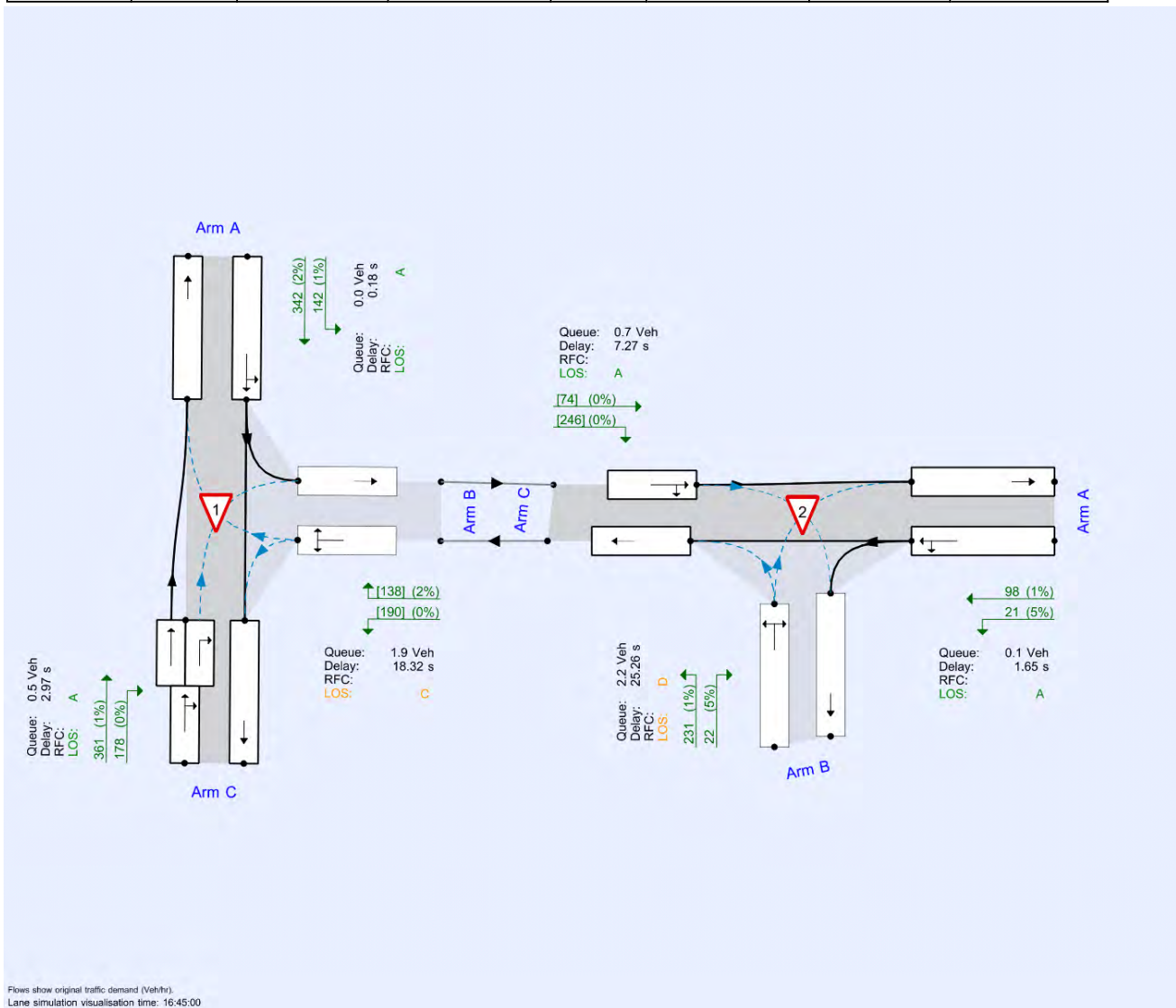
## File summary

### File Description

|             |                                                |
|-------------|------------------------------------------------|
| Title       | 45675_5501_J004                                |
| Location    | Peppard Road - Kiln Road - Caversham Park Road |
| Site number | 4                                              |
| Date        | 25/03/2020                                     |
| Version     |                                                |
| Status      | (new file)                                     |
| Identifier  |                                                |
| Client      |                                                |
| Jobnumber   | 45675                                          |
| Enumerator  | CORP\erdeane                                   |
| 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              |



The junction diagram reflects the last run of Junctions.

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|-------------------------------------|------------------------------------------|
| 5.75               |                             |                                   |                                   |                                   |                             | 0.85          | 36.00                       | 20.00                 |                                     | 500                                      |

## Lane Simulation options

| Criteria type | Stop criteria (%) | Stop criteria time (s) | Stop criteria number of trials | Random seed | Results refresh speed (s) | Individual vehicle animation number of trials | Average animation capture interval (s) | Use quick response | Do flow sampling | Suppress automatic lane creation | Last run random seed | Last run number of trials | Last run time taken (s) |
|---------------|-------------------|------------------------|--------------------------------|-------------|---------------------------|-----------------------------------------------|----------------------------------------|--------------------|------------------|----------------------------------|----------------------|---------------------------|-------------------------|
| Delay         | 1.00              | 100000                 | 100000                         | -1          | 3                         | 1                                             | 60                                     | ✓                  |                  |                                  | 453987435            | 166                       | 16.51                   |

## 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 |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2019 Baseline             | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4 | 2019 Baseline             | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5 | 2026 Future Baseline      | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6 | 2026 Future Baseline      | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D7 | 2026 Future + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D8 | 2026 Future + Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

## Analysis Set Details

| ID | Use Lane Simulation | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|---------------------|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                   | ✓                 | 100.000                         | 100.000                             |

# 2019 Baseline, AM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 8.40               | A            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 77.27              | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 32.18             | D           |

## Arms

### Arms

| Junction | Arm | Name     | Description | Arm type |
|----------|-----|----------|-------------|----------|
| 1        | A   | untitled |             | Major    |
|          | B   | untitled |             | Minor    |
|          | C   | untitled |             | Major    |
| 2        | A   | untitled |             | Major    |
|          | B   | untitled |             | Minor    |
|          | C   | untitled |             | Major    |

### Major Arm Geometry

| Junction | Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) | Vehicles causing blocking (%) |
|----------|-----|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|-------------------------------|
| 1        | C   | 7.19                     |                            | ✓                      | 5.00                             | 178.5                         | ✓       | 2.00                 | 100                           |
| 2        | C   | 6.42                     |                            |                        |                                  | 120.6                         | ✓       | 0.00                 | 100                           |

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        | B   | One lane       | 4.52           | 90                     | 44                      |
| 2        | B   | One lane       | 5.00           | 39                     | 24                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/hr) | Slope for AB | Slope for AC | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|--------------|--------------|---------------|---------------|
| 1        | B-A    | 609                | 0.105        | 0.266        | 0.167         | 0.380         |
|          | B-C    | 751                | 0.109        | 0.276        | -             | -             |
|          | C-B    | 884                | 0.325        | 0.325        | -             | -             |

### 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    | 602                | 0.108         | 0.272         | 0.171         | 0.389         |
|          | B-C    | 767                | 0.115         | 0.292         | -             | -             |
|          | C-B    | 644                | 0.245         | 0.245         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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.

### Lane Simulation: Arm options

| Junction | Arm | Traffic considering secondary lanes (%) |
|----------|-----|-----------------------------------------|
| 1        | A   | 10.00                                   |
|          | B   | 10.00                                   |
|          | C   | 10.00                                   |
| 2        | A   | 10.00                                   |
|          | B   | 10.00                                   |
|          | C   | 10.00                                   |

### Lanes

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Has limited storage | Storage (PCU) | Has bottleneck | Has obstruction | Minimum capacity (PCU/hr) | Maximum capacity (PCU/hr) | Signalised |
|----------|-----|-------|------------|------|------------------|---------------------|---------------|----------------|-----------------|---------------------------|---------------------------|------------|
| 1        | A   | Entry | 1          | 1    | B, C             |                     | Infinity      |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    |                  |                     | Infinity      |                |                 |                           |                           |            |
|          | B   | Entry | 1          | 1    | A, C             | ✓                   | 3.00          |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    |                  | ✓                   | 3.00          |                |                 |                           |                           |            |
|          | C   | Entry | 1          | 1    | A                | ✓                   | 2.00          |                |                 | 0                         | 99999                     |            |
|          |     |       |            | 2    | B                | ✓                   | 2.00          |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    | (A, B)           |                     | Infinity      |                |                 |                           |                           |            |
| 2        | A   | Entry | 1          | 1    | B, C             |                     | Infinity      |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    |                  |                     | Infinity      |                |                 |                           |                           |            |
|          | B   | Entry | 1          | 1    | A, C             |                     | Infinity      |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    |                  |                     | Infinity      |                |                 |                           |                           |            |
|          | C   | Entry | 1          | 1    | A, B             | ✓                   | 2.70          |                |                 | 0                         | 99999                     |            |
|          |     | Exit  | 1          | 1    |                  | ✓                   | 3.00          |                |                 |                           |                           |            |

### Summary of Entry Lane allowed movements

| Junction | Arm | Lane Level | Lane | Destination arm |   |   |
|----------|-----|------------|------|-----------------|---|---|
|          |     |            |      | A               | B | C |
| 1        | A   | 1          | 1    |                 | ✓ | ✓ |
|          |     |            |      | ✓               |   | ✓ |
|          | C   | 1          | 1    | ✓               |   |   |
|          |     |            | 2    |                 | ✓ |   |
|          |     |            | 2    | ✓               | ✓ |   |

### Summary of Entry Lane allowed movements

| Junction | Arm | Lane Level | Lane | Destination arm |   |   |
|----------|-----|------------|------|-----------------|---|---|
|          |     |            |      | A               | B | C |
| 2        | A   | 1          | 1    |                 | ✓ | ✓ |
|          | B   | 1          | 1    | ✓               |   | ✓ |
|          | C   | 1          | 1    | ✓               | ✓ |   |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2019 Baseline | 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 546                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 571                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 101                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 271                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      |    | A   | B   | C   |
| From | A  | 0   | 198 | 348 |
|      | B  | 190 | 0   | 124 |
|      | C  | 366 | 205 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      |    | A   | B   | C   |
| From | A  | 0   | 30  | 71  |
|      | B  | 28  | 0   | 243 |
|      | C  | 115 | 288 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |    |   |   |
|------|----|----|---|---|
|      |    | A  | B | C |
| From | A  | 0  | 5 | 5 |
|      | B  | 21 | 0 | 3 |
|      | C  | 4  | 1 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

| From | To |   |   |
|------|----|---|---|
|      | A  | B | C |
|      | 0  | 0 | 6 |
|      | 11 | 0 | 2 |
| C    | 2  | 3 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.47          | 0.1             | A       | 502                     | 753                           |
|          | B   | 26.39         | 2.5             | D       | 288                     | 432                           |
|          | C   | 5.18          | 0.8             | A       | 525                     | 787                           |
| 2        | A   | 8.98          | 0.3             | A       | 93                      | 140                           |
|          | B   | 206.45        | 18.2            | F       | 250                     | 376                           |
|          | C   | 7.29          | 1.0             | A       | 371                     | 557                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 416                   | 104                     | 416                 | 433                         | 421                             | 0.0               | 0.0             | 0.077     | A                             |
|          | B   | 237                   | 59                      | 237                 | 265                         | 307                             | 0.0               | 1.0             | 15.310    | C                             |
|          | C   | 432                   | 108                     | 432                 | 448                         | 357                             | 0.0               | 0.3             | 2.629     | A                             |
| 2        | A   | 73                    | 18                      | 73                  | 80                          | 105                             | 0.0               | 0.0             | 0.540     | A                             |
|          | B   | 206                   | 52                      | 206                 | 210                         | 243                             | 0.0               | 0.5             | 9.402     | A                             |
|          | C   | 307                   | 77                      | 307                 | 310                         | 237                             | 0.0               | 0.5             | 6.186     | A                             |

#### 08:00 - 08:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 497                   | 124                     | 499                 | 520                         | 520                             | 0.0               | 0.0             | 0.206     | A                             |
|          | B   | 284                   | 71                      | 285                 | 313                         | 364                             | 1.0               | 1.4             | 18.854    | C                             |
|          | C   | 526                   | 131                     | 526                 | 531                         | 427                             | 0.3               | 0.4             | 3.071     | A                             |
| 2        | A   | 97                    | 24                      | 97                  | 93                          | 131                             | 0.0               | 0.1             | 2.015     | A                             |
|          | B   | 249                   | 62                      | 241                 | 245                         | 287                             | 0.5               | 2.0             | 19.518    | C                             |
|          | C   | 364                   | 91                      | 364                 | 373                         | 284                             | 0.5               | 0.7             | 6.686     | A                             |

#### 08:15 - 08:30

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 602                   | 151                     | 601                 | 631                         | 588                             | 0.0               | 0.1             | 0.468     | A                             |
|          | B   | 311                   | 78                      | 310                 | 349                         | 448                             | 1.4               | 2.4             | 24.873    | C                             |
|          | C   | 629                   | 157                     | 632                 | 651                         | 505                             | 0.4               | 0.9             | 4.726     | A                             |
| 2        | A   | 113                   | 28                      | 112                 | 116                         | 156                             | 0.1               | 0.3             | 7.017     | A                             |
|          | B   | 300                   | 75                      | 259                 | 269                         | 351                             | 2.0               | 11.3            | 97.193    | F                             |
|          | C   | 448                   | 112                     | 446                 | 454                         | 311                             | 0.7               | 1.0             | 7.288     | A                             |

### 08:30 - 08:45

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 596                   | 149                     | 597                 | 630                         | 596                             | 0.1               | 0.0             | 0.474     | A                             |
|          | B   | 324                   | 81                      | 327                 | 363                         | 444                             | 2.4               | 2.3             | 26.390    | D                             |
|          | C   | 623                   | 156                     | 626                 | 648                         | 509                             | 0.9               | 0.8             | 5.181     | A                             |
| 2        | A   | 111                   | 28                      | 111                 | 115                         | 159                             | 0.3               | 0.3             | 8.980     | A                             |
|          | B   | 295                   | 74                      | 277                 | 280                         | 348                             | 11.3              | 18.1            | 206.453   | F                             |
|          | C   | 444                   | 111                     | 443                 | 456                         | 324                             | 1.0               | 1.0             | 7.284     | A                             |

### 08:45 - 09:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 485                   | 121                     | 485                 | 517                         | 525                             | 0.0               | 0.1             | 0.157     | A                             |
|          | B   | 320                   | 80                      | 324                 | 372                         | 361                             | 2.3               | 1.8             | 23.476    | C                             |
|          | C   | 509                   | 127                     | 510                 | 533                         | 434                             | 0.8               | 0.4             | 3.094     | A                             |
| 2        | A   | 91                    | 23                      | 92                  | 97                          | 131                             | 0.3               | 0.1             | 4.914     | A                             |
|          | B   | 242                   | 60                      | 278                 | 294                         | 287                             | 18.1              | 7.8             | 154.980   | F                             |
|          | C   | 361                   | 90                      | 361                 | 377                         | 320                             | 1.0               | 0.7             | 6.742     | A                             |

### 09:00 - 09:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 416                   | 104                     | 416                 | 437                         | 425                             | 0.1               | 0.0             | 0.086     | A                             |
|          | B   | 252                   | 63                      | 252                 | 303                         | 304                             | 1.8               | 1.2             | 17.582    | C                             |
|          | C   | 430                   | 107                     | 431                 | 443                         | 370                             | 0.4               | 0.2             | 2.507     | A                             |
| 2        | A   | 75                    | 19                      | 75                  | 81                          | 111                             | 0.1               | 0.0             | 1.495     | A                             |
|          | B   | 211                   | 53                      | 222                 | 237                         | 236                             | 7.8               | 1.5             | 40.655    | E                             |
|          | C   | 304                   | 76                      | 302                 | 312                         | 252                             | 0.7               | 0.6             | 6.194     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

#### 07:45 - 08:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 416                   | 416                 | 433                         | 0.0               | 0.0             | 0.077     | A                             |
|          |     | Exit  | 1          | 1    |                  | 421                   | 421                 | 462                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 237                   | 237                 | 265                         | 0.0               | 1.0             | 15.310    | C                             |
|          |     | Exit  | 1          | 1    |                  | 307                   | 307                 | 314                         | 0.0               | 0.1             | 1.505     | A                             |
|          | C   | Entry | 1          | 1    | A                | 275                   | 275                 | 292                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       | 2          | 1    | B                | 157                   | 158                 | 156                         | 0.0               | 0.3             | 6.361     | A                             |
|          |     | Exit  | 2          | 1    | (A, B)           | 432                   | 432                 | 449                         | 0.0               | 0.0             | 0.366     | A                             |
|          |     |       | 1          | 1    |                  | 357                   | 357                 | 370                         | 0.0               | 0.0             | 0.000     | A                             |
|          | 2   | A     | Entry      | 1    | B, C             | 73                    | 73                  | 80                          | 0.0               | 0.0             | 0.540     | A                             |
|          |     |       | Exit       | 1    |                  | 105                   | 105                 | 111                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     | B     | Entry      | 1    | A, C             | 206                   | 206                 | 210                         | 0.0               | 0.5             | 9.402     | A                             |
|          |     |       | Exit       | 1    |                  | 243                   | 243                 | 245                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     | C     | Entry      | 1    | A, B             | 307                   | 307                 | 310                         | 0.0               | 0.5             | 6.186     | A                             |
|          |     |       | Exit       | 1    |                  | 237                   | 237                 | 243                         | 0.0               | 0.3             | 4.124     | A                             |

## 08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 497                   | 499                 | 520                         | 0.0               | 0.0             | 0.206     | A                             |
|          |     | Exit  | 1          | 1    |                  | 520                   | 520                 | 547                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 284                   | 285                 | 313                         | 1.0               | 1.4             | 18.854    | C                             |
|          |     | Exit  | 1          | 1    |                  | 363                   | 364                 | 374                         | 0.1               | 0.1             | 2.354     | A                             |
|          | C   | Entry | 1          | 1    | A                | 344                   | 344                 | 346                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 182                   | 182                 | 185                         | 0.3               | 0.3             | 6.924     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 526                   | 526                 | 532                         | 0.0               | 0.0             | 0.611     | A                             |
|          |     |       |            | 1    |                  | 427                   | 427                 | 443                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 97                    | 97                  | 93                          | 0.0               | 0.1             | 2.015     | A                             |
|          |     | Exit  | 1          | 1    |                  | 131                   | 131                 | 133                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 249                   | 241                 | 245                         | 0.5               | 2.0             | 19.518    | C                             |
|          |     | Exit  | 1          | 1    |                  | 287                   | 287                 | 292                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 364                   | 364                 | 373                         | 0.5               | 0.7             | 6.686     | A                             |
|          |     | Exit  | 1          | 1    |                  | 284                   | 284                 | 283                         | 0.3               | 0.8             | 8.376     | A                             |

## 08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 602                   | 601                 | 631                         | 0.0               | 0.1             | 0.468     | A                             |
|          |     | Exit  | 1          | 1    |                  | 588                   | 588                 | 647                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 311                   | 310                 | 349                         | 1.4               | 2.4             | 24.873    | C                             |
|          |     | Exit  | 1          | 1    |                  | 450                   | 448                 | 456                         | 0.1               | 0.5             | 3.368     | A                             |
|          | C   | Entry | 1          | 1    | A                | 402                   | 402                 | 422                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 228                   | 229                 | 229                         | 0.3               | 0.5             | 8.410     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 629                   | 630                 | 652                         | 0.0               | 0.3             | 1.695     | A                             |
|          |     |       |            | 1    |                  | 505                   | 505                 | 526                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 113                   | 112                 | 116                         | 0.1               | 0.3             | 7.017     | A                             |
|          |     | Exit  | 1          | 1    |                  | 156                   | 156                 | 158                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 300                   | 259                 | 269                         | 2.0               | 11.3            | 97.193    | F                             |
|          |     | Exit  | 1          | 1    |                  | 351                   | 351                 | 359                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 448                   | 446                 | 454                         | 0.7               | 1.0             | 7.288     | A                             |
|          |     | Exit  | 1          | 1    |                  | 311                   | 311                 | 317                         | 0.8               | 1.8             | 17.823    | C                             |

## 08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 596                   | 597                 | 630                         | 0.1               | 0.0             | 0.474     | A                             |
|          |     | Exit  | 1          | 1    |                  | 596                   | 596                 | 651                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 324                   | 327                 | 363                         | 2.4               | 2.3             | 26.390    | D                             |
|          |     | Exit  | 1          | 1    |                  | 445                   | 444                 | 459                         | 0.5               | 0.5             | 3.346     | A                             |
|          | C   | Entry | 1          | 1    | A                | 402                   | 402                 | 420                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 223                   | 224                 | 228                         | 0.5               | 0.5             | 8.619     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 623                   | 624                 | 648                         | 0.3               | 0.3             | 2.087     | A                             |
|          |     |       |            | 1    |                  | 509                   | 509                 | 531                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 111                   | 111                 | 115                         | 0.3               | 0.3             | 8.980     | A                             |
|          |     | Exit  | 1          | 1    |                  | 159                   | 159                 | 161                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 295                   | 277                 | 280                         | 11.3              | 18.1            | 206.453   | F                             |
|          |     | Exit  | 1          | 1    |                  | 348                   | 348                 | 360                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 444                   | 443                 | 456                         | 1.0               | 1.0             | 7.284     | A                             |
|          |     | Exit  | 1          | 1    |                  | 324                   | 324                 | 329                         | 1.8               | 2.0             | 21.466    | C                             |

## 08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 485                   | 485                 | 517                         | 0.0               | 0.1             | 0.157     | A                             |
|          |     | Exit  | 1          | 1    |                  | 525                   | 525                 | 583                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 320                   | 324                 | 372                         | 2.3               | 1.8             | 23.476    | C                             |
|          |     | Exit  | 1          | 1    |                  | 360                   | 361                 | 376                         | 0.5               | 0.2             | 2.297     | A                             |
|          | C   | Entry | 1          | 1    | A                | 330                   | 330                 | 346                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 179                   | 180                 | 187                         | 0.5               | 0.3             | 7.080     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 509                   | 510                 | 532                         | 0.3               | 0.1             | 0.579     | A                             |
|          |     |       |            | 1    |                  | 434                   | 434                 | 463                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 91                    | 92                  | 97                          | 0.3               | 0.1             | 4.914     | A                             |
|          |     | Exit  | 1          | 1    |                  | 131                   | 131                 | 139                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 242                   | 278                 | 294                         | 18.1              | 7.8             | 154.980   | F                             |
|          |     | Exit  | 1          | 1    |                  | 287                   | 287                 | 299                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 361                   | 361                 | 377                         | 1.0               | 0.7             | 6.742     | A                             |
|          |     | Exit  | 1          | 1    |                  | 313                   | 320                 | 334                         | 2.0               | 1.0             | 17.188    | C                             |

## 09:00 - 09:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 416                   | 416                 | 437                         | 0.1               | 0.0             | 0.086     | A                             |
|          |     | Exit  | 1          | 1    |                  | 425                   | 425                 | 484                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 252                   | 252                 | 303                         | 1.8               | 1.2             | 17.582    | C                             |
|          |     | Exit  | 1          | 1    |                  | 304                   | 304                 | 314                         | 0.2               | 0.1             | 1.550     | A                             |
|          | C   | Entry | 1          | 1    | A                | 275                   | 275                 | 288                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 155                   | 156                 | 155                         | 0.3               | 0.2             | 6.292     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 430                   | 430                 | 442                         | 0.1               | 0.0             | 0.272     | A                             |
|          |     |       |            | 1    |                  | 370                   | 370                 | 386                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 75                    | 75                  | 81                          | 0.1               | 0.0             | 1.495     | A                             |
|          |     | Exit  | 1          | 1    |                  | 111                   | 111                 | 117                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 211                   | 222                 | 237                         | 7.8               | 1.5             | 40.655    | E                             |
|          |     | Exit  | 1          | 1    |                  | 236                   | 236                 | 245                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 304                   | 302                 | 312                         | 0.7               | 0.6             | 6.194     | A                             |
|          |     | Exit  | 1          | 1    |                  | 253                   | 252                 | 270                         | 1.0               | 0.5             | 8.286     | A                             |

## Lane movements: Main Results for each time segment

07:45 - 08:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 149                   | 37                      | -                            | -                 | -     | 149                 | 158                         | 0.0               | 0.0             | 0.124     | A                             |
|          |     |       |            |      | C      | 266                   | 67                      | -                            | -                 | -     | 266                 | 275                         | 0.0               | 0.0             | 0.049     | A                             |
|          | B   | Entry | 1          | 1    | A      | 146                   | 36                      | 609                          | 337               | 0.433 | 147                 | 169                         | 0.0               | 0.7             | 17.280    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 91                    | 23                      | 751                          | 634               | 0.143 | 91                  | 96                          | 0.0               | 0.3             | 12.307    | B                             |
|          | C   | Entry | 1          | 1    | A      | 275                   | 69                      | -                            | -                 | -     | 275                 | 292                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 157                   | 39                      | 884                          | 735               | 0.214 | 158                 | 156                         | 0.0               | 0.3             | 6.361     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 275                   | 69                      | -                            | -                 | -     | 275                 | 292                         | 0.0               | 0.0             | 0.247     | A                             |
|          |     |       |            |      | B      | 157                   | 39                      | -                            | -                 | -     | 157                 | 157                         | 0.0               | 0.0             | 0.582     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 22                    | 6                       | -                            | -                 | -     | 22                  | 23                          | 0.0               | 0.0             | 0.313     | A                             |
|          |     |       |            |      | C      | 51                    | 13                      | -                            | -                 | -     | 51                  | 58                          | 0.0               | 0.0             | 0.633     | A                             |
|          | B   | Entry | 1          | 1    | A      | 20                    | 5                       | 602                          | 430               | 0.046 | 20                  | 23                          | 0.0               | 0.1             | 11.513    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 187                   | 47                      | 767                          | 734               | 0.254 | 186                 | 187                         | 0.0               | 0.4             | 9.167     | A                             |
|          | C   | Entry | 1          | 1    | A      | 86                    | 22                      | -                            | -                 | -     | 86                  | 88                          | 0.0               | 0.1             | 2.527     | A                             |
|          |     |       |            |      | B      | 221                   | 55                      | 644                          | 607               | 0.364 | 221                 | 222                         | 0.0               | 0.5             | 7.638     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 181                   | 45                      | -                            | -                 | -     | 181                 | 189                         | 0.0               | 0.0             | 0.304     | A                             |
|          |     |       |            |      | C      | 317                   | 79                      | -                            | -                 | -     | 317                 | 331                         | 0.0               | 0.0             | 0.150     | A                             |
|          | B   | Entry | 1          | 1    | A      | 175                   | 44                      | 609                          | 304               | 0.575 | 175                 | 201                         | 1.0               | 1.0             | 21.091    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 109                   | 27                      | 751                          | 618               | 0.177 | 110                 | 112                         | 1.0               | 0.4             | 15.442    | C                             |
|          | C   | Entry | 1          | 1    | A      | 344                   | 86                      | -                            | -                 | -     | 344                 | 346                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 182                   | 45                      | 884                          | 707               | 0.257 | 182                 | 185                         | 0.3               | 0.3             | 6.924     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 344                   | 86                      | -                            | -                 | -     | 344                 | 346                         | 0.0               | 0.0             | 0.465     | A                             |
|          |     |       |            |      | B      | 182                   | 45                      | -                            | -                 | -     | 182                 | 185                         | 0.0               | 0.0             | 0.876     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 28                    | 7                       | -                            | -                 | -     | 28                  | 26                          | 0.0               | 0.0             | 0.601     | A                             |
|          |     |       |            |      | C      | 69                    | 17                      | -                            | -                 | -     | 69                  | 67                          | 0.0               | 0.1             | 2.599     | A                             |
|          | B   | Entry | 1          | 1    | A      | 27                    | 7                       | 599                          | 405               | 0.067 | 26                  | 26                          | 0.5               | 0.2             | 22.306    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 222                   | 55                      | 767                          | 726               | 0.306 | 215                 | 218                         | 0.5               | 1.7             | 19.205    | C                             |
|          | C   | Entry | 1          | 1    | A      | 105                   | 26                      | -                            | -                 | -     | 105                 | 107                         | 0.5               | 0.1             | 3.095     | A                             |
|          |     |       |            |      | B      | 259                   | 65                      | 644                          | 600               | 0.432 | 259                 | 266                         | 0.5               | 0.6             | 8.137     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 221                   | 55                      | -                            | -                 | -     | 220                 | 229                         | 0.0               | 0.1             | 0.708     | A                             |
|          |     |       |            |      | C      | 381                   | 95                      | -                            | -                 | -     | 381                 | 403                         | 0.0               | 0.0             | 0.331     | A                             |
|          | B   | Entry | 1          | 1    | A      | 187                   | 47                      | 609                          | 259               | 0.720 | 186                 | 225                         | 1.4               | 1.7             | 27.774    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 124                   | 31                      | 751                          | 596               | 0.209 | 124                 | 124                         | 1.4               | 0.8             | 20.397    | C                             |
|          | C   | Entry | 1          | 1    | A      | 402                   | 101                     | -                            | -                 | -     | 402                 | 422                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 228                   | 57                      | 884                          | 671               | 0.340 | 229                 | 229                         | 0.3               | 0.5             | 8.410     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 402                   | 101                     | -                            | -                 | -     | 402                 | 422                         | 0.0               | 0.2             | 1.402     | A                             |
|          |     |       |            |      | B      | 227                   | 57                      | -                            | -                 | -     | 228                 | 230                         | 0.0               | 0.1             | 2.218     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 33                    | 8                       | -                            | -                 | -     | 33                  | 34                          | 0.1               | 0.0             | 3.439     | A                             |
|          |     |       |            |      | C      | 80                    | 20                      | -                            | -                 | -     | 79                  | 82                          | 0.1               | 0.3             | 8.566     | A                             |
|          | B   | Entry | 1          | 1    | A      | 30                    | 8                       | 599                          | 382               | 0.079 | 28                  | 29                          | 2.0               | 1.0             | 93.198    | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 269                   | 67                      | 767                          | 727               | 0.370 | 231                 | 240                         | 2.0               | 10.3            | 97.632    | F                             |
|          | C   | Entry | 1          | 1    | A      | 128                   | 32                      | -                            | -                 | -     | 128                 | 128                         | 0.7               | 0.1             | 3.756     | A                             |
|          |     |       |            |      | B      | 321                   | 80                      | 644                          | 597               | 0.537 | 318                 | 325                         | 0.7               | 0.9             | 8.690     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 220                   | 55                      | -                            | -                 | -     | 221                 | 230                         | 0.1               | 0.0             | 0.690     | A                             |
|          |     |       |            |      | C      | 376                   | 94                      | -                            | -                 | -     | 376                 | 400                         | 0.1               | 0.0             | 0.351     | A                             |
|          | B   | Entry | 1          | 1    | A      | 193                   | 48                      | 609                          | 267               | 0.727 | 194                 | 232                         | 2.4               | 1.5             | 29.473    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 131                   | 33                      | 751                          | 598               | 0.220 | 132                 | 132                         | 2.4               | 0.7             | 21.754    | C                             |
|          | C   | Entry | 1          | 1    | A      | 402                   | 100                     | -                            | -                 | -     | 402                 | 420                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 223                   | 56                      | 884                          | 673               | 0.331 | 224                 | 228                         | 0.5               | 0.5             | 8.619     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 402                   | 100                     | -                            | -                 | -     | 402                 | 420                         | 0.3               | 0.2             | 1.739     | A                             |
|          |     |       |            |      | B      | 222                   | 55                      | -                            | -                 | -     | 223                 | 228                         | 0.3               | 0.1             | 2.708     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 35                    | 9                       | -                            | -                 | -     | 34                  | 33                          | 0.3               | 0.1             | 4.179     | A                             |
|          |     |       |            |      | C      | 77                    | 19                      | -                            | -                 | -     | 76                  | 81                          | 0.3               | 0.3             | 11.071    | B                             |
|          | B   | Entry | 1          | 1    | A      | 33                    | 8                       | 599                          | 375               | 0.088 | 29                  | 32                          | 11.3              | 2.0             | 200.942   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 263                   | 66                      | 767                          | 721               | 0.364 | 248                 | 249                         | 11.3              | 16.1            | 207.118   | F                             |
|          | C   | Entry | 1          | 1    | A      | 128                   | 32                      | -                            | -                 | -     | 129                 | 130                         | 1.0               | 0.1             | 3.834     | A                             |
|          |     |       |            |      | B      | 316                   | 79                      | 644                          | 595               | 0.529 | 314                 | 326                         | 1.0               | 0.9             | 8.668     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 181                   | 45                      | -                            | -                 | -     | 181                 | 188                         | 0.0               | 0.0             | 0.242     | A                             |
|          |     |       |            |      | C      | 304                   | 76                      | -                            | -                 | -     | 304                 | 328                         | 0.0               | 0.0             | 0.107     | A                             |
|          | B   | Entry | 1          | 1    | A      | 192                   | 48                      | 609                          | 310               | 0.616 | 194                 | 238                         | 2.3               | 1.2             | 26.147    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 128                   | 32                      | 751                          | 625               | 0.205 | 130                 | 135                         | 2.3               | 0.6             | 19.489    | C                             |
|          | C   | Entry | 1          | 1    | A      | 330                   | 83                      | -                            | -                 | -     | 330                 | 346                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 179                   | 45                      | 884                          | 712               | 0.252 | 180                 | 187                         | 0.5               | 0.3             | 7.080     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 330                   | 83                      | -                            | -                 | -     | 330                 | 346                         | 0.3               | 0.0             | 0.460     | A                             |
|          |     |       |            |      | B      | 179                   | 45                      | -                            | -                 | -     | 179                 | 186                         | 0.3               | 0.0             | 0.794     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 28                    | 7                       | -                            | -                 | -     | 28                  | 29                          | 0.3               | 0.0             | 1.751     | A                             |
|          |     |       |            |      | C      | 63                    | 16                      | -                            | -                 | -     | 63                  | 69                          | 0.3               | 0.1             | 6.315     | A                             |
|          | B   | Entry | 1          | 1    | A      | 26                    | 6                       | 602                          | 418               | 0.061 | 28                  | 32                          | 18.1              | 0.9             | 157.919   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 216                   | 54                      | 767                          | 730               | 0.297 | 249                 | 262                         | 18.1              | 6.9             | 154.652   | F                             |
|          | C   | Entry | 1          | 1    | A      | 103                   | 26                      | -                            | -                 | -     | 103                 | 107                         | 1.0               | 0.1             | 3.148     | A                             |
|          |     |       |            |      | B      | 258                   | 64                      | 644                          | 602               | 0.428 | 259                 | 271                         | 1.0               | 0.5             | 8.178     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

09:00 - 09:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 148                   | 37                      | -                            | -                 | -     | 148                 | 158                         | 0.1               | 0.0             | 0.150     | A                             |
|          |     |       |            |      | C      | 268                   | 67                      | -                            | -                 | -     | 268                 | 279                         | 0.1               | 0.0             | 0.051     | A                             |
|          | B   | Entry | 1          | 1    | A      | 152                   | 38                      | 609                          | 337               | 0.451 | 150                 | 196                         | 1.8               | 0.9             | 19.624    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 100                   | 25                      | 751                          | 635               | 0.157 | 102                 | 107                         | 1.8               | 0.3             | 14.408    | B                             |
|          | C   | Entry | 1          | 1    | A      | 275                   | 69                      | -                            | -                 | -     | 275                 | 288                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 155                   | 39                      | 884                          | 733               | 0.211 | 156                 | 155                         | 0.3               | 0.2             | 6.292     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 275                   | 69                      | -                            | -                 | -     | 275                 | 288                         | 0.1               | 0.0             | 0.181     | A                             |
|          |     |       |            |      | B      | 155                   | 39                      | -                            | -                 | -     | 155                 | 155                         | 0.1               | 0.0             | 0.436     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 24                    | 6                       | -                            | -                 | -     | 23                  | 24                          | 0.0               | 0.0             | 0.376     | A                             |
|          |     |       |            |      | C      | 52                    | 13                      | -                            | -                 | -     | 52                  | 57                          | 0.1               | 0.0             | 1.987     | A                             |
|          | B   | Entry | 1          | 1    | A      | 20                    | 5                       | 602                          | 422               | 0.048 | 21                  | 26                          | 7.8               | 0.1             | 40.437    | E                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 191                   | 48                      | 767                          | 733               | 0.260 | 201                 | 211                         | 7.8               | 1.4             | 40.680    | E                             |
|          | C   | Entry | 1          | 1    | A      | 91                    | 23                      | -                            | -                 | -     | 90                  | 91                          | 0.7               | 0.1             | 2.544     | A                             |
|          |     |       |            |      | B      | 213                   | 53                      | 644                          | 607               | 0.352 | 212                 | 222                         | 0.7               | 0.5             | 7.712     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

# 2019 Baseline, PM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 5.07               | A            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 9.78               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 6.64              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2019 Baseline | 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 463                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 507                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 104                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 229                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 136 | 327 |
|      | B  | 132 | 0   | 160 |
|      | C  | 346 | 161 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |    |     |     |
|------|----|----|-----|-----|
|      |    | A  | B   | C   |
| From | A  | 0  | 20  | 84  |
|      | B  | 21 | 0   | 208 |
|      | C  | 67 | 230 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 1 | 2 |
|      | B  | 2 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 5 | 1 |
|      | B  | 5 | 0 | 1 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.10          | 0.0             | A       | 427                     | 641                           |
|          | B   | 17.25         | 1.7             | C       | 270                     | 405                           |
|          | C   | 2.59          | 0.4             | A       | 465                     | 698                           |
| 2        | A   | 1.08          | 0.0             | A       | 99                      | 148                           |
|          | B   | 17.48         | 1.4             | C       | 210                     | 315                           |
|          | C   | 7.00          | 0.6             | A       | 274                     | 412                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 356                   | 89                      | 356                 | 362                         | 356                             | 0.0               | 0.0             | 0.005     | A                             |
|          | B   | 222                   | 55                      | 224                 | 218                         | 237                             | 0.0               | 0.6             | 10.767    | B                             |
|          | C   | 384                   | 96                      | 383                 | 393                         | 370                             | 0.0               | 0.2             | 1.841     | A                             |
| 2        | A   | 80                    | 20                      | 80                  | 81                          | 68                              | 0.0               | 0.0             | 0.024     | A                             |
|          | B   | 172                   | 43                      | 172                 | 172                         | 199                             | 0.0               | 0.3             | 7.070     | A                             |
|          | C   | 237                   | 59                      | 236                 | 228                         | 222                             | 0.0               | 0.5             | 6.204     | A                             |

## 17:00 - 17:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 413                   | 103                     | 413                 | 421                         | 429                             | 0.0               | 0.0             | 0.041     | A                             |
|          | B   | 275                   | 69                      | 276                 | 263                         | 262                             | 0.6               | 0.8             | 12.136    | B                             |
|          | C   | 448                   | 112                     | 447                 | 456                         | 446                             | 0.2               | 0.3             | 2.021     | A                             |
| 2        | A   | 101                   | 25                      | 101                 | 98                          | 76                              | 0.0               | 0.0             | 0.078     | A                             |
|          | B   | 212                   | 53                      | 212                 | 207                         | 226                             | 0.3               | 0.5             | 7.502     | A                             |
|          | C   | 262                   | 66                      | 263                 | 267                         | 275                             | 0.5               | 0.5             | 6.704     | A                             |

## 17:15 - 17:30

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 517                   | 129                     | 517                 | 521                         | 538                             | 0.0               | 0.0             | 0.044     | A                             |
|          | B   | 326                   | 81                      | 324                 | 318                         | 333                             | 0.8               | 1.7             | 16.263    | C                             |
|          | C   | 567                   | 142                     | 568                 | 561                         | 537                             | 0.3               | 0.4             | 2.350     | A                             |
| 2        | A   | 117                   | 29                      | 118                 | 117                         | 102                             | 0.0               | 0.0             | 0.883     | A                             |
|          | B   | 262                   | 65                      | 259                 | 254                         | 277                             | 0.5               | 1.4             | 15.449    | C                             |
|          | C   | 333                   | 83                      | 332                 | 324                         | 326                             | 0.5               | 0.6             | 6.999     | A                             |

## 17:30 - 17:45

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 518                   | 130                     | 519                 | 525                         | 519                             | 0.0               | 0.0             | 0.098     | A                             |
|          | B   | 321                   | 80                      | 323                 | 327                         | 318                             | 1.7               | 1.3             | 17.247    | C                             |
|          | C   | 537                   | 134                     | 539                 | 558                         | 544                             | 0.4               | 0.3             | 2.592     | A                             |
| 2        | A   | 120                   | 30                      | 120                 | 116                         | 86                              | 0.0               | 0.0             | 1.077     | A                             |
|          | B   | 241                   | 60                      | 244                 | 254                         | 277                             | 1.4               | 1.0             | 17.480    | C                             |
|          | C   | 318                   | 79                      | 318                 | 327                         | 321                             | 0.6               | 0.5             | 6.917     | A                             |

## 17:45 - 18:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 415                   | 104                     | 415                 | 423                         | 440                             | 0.0               | 0.0             | 0.025     | A                             |
|          | B   | 262                   | 65                      | 263                 | 272                         | 271                             | 1.3               | 1.0             | 13.907    | B                             |
|          | C   | 468                   | 117                     | 468                 | 469                         | 436                             | 0.3               | 0.3             | 2.149     | A                             |
| 2        | A   | 95                    | 24                      | 95                  | 97                          | 85                              | 0.0               | 0.0             | 0.288     | A                             |
|          | B   | 206                   | 52                      | 208                 | 214                         | 230                             | 1.0               | 0.3             | 8.787     | A                             |
|          | C   | 271                   | 68                      | 274                 | 272                         | 262                             | 0.5               | 0.3             | 6.434     | A                             |

## 18:00 - 18:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 344                   | 86                      | 344                 | 359                         | 358                             | 0.0               | 0.0             | 0.006     | A                             |
|          | B   | 216                   | 54                      | 217                 | 229                         | 225                             | 1.0               | 0.6             | 11.376    | B                             |
|          | C   | 388                   | 97                      | 389                 | 387                         | 367                             | 0.3               | 0.2             | 1.863     | A                             |
| 2        | A   | 79                    | 20                      | 79                  | 81                          | 65                              | 0.0               | 0.0             | 0.134     | A                             |
|          | B   | 166                   | 42                      | 169                 | 179                         | 192                             | 0.3               | 0.3             | 7.032     | A                             |
|          | C   | 225                   | 56                      | 224                 | 230                         | 216                             | 0.3               | 0.4             | 6.239     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

16:45 - 17:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 356                   | 356                 | 362                         | 0.0               | 0.0             | 0.005     | A                             |
|          |     | Exit  | 1          | 1    |                  | 356                   | 356                 | 367                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 222                   | 224                 | 218                         | 0.0               | 0.6             | 10.767    | B                             |
|          |     | Exit  | 1          | 1    |                  | 238                   | 237                 | 231                         | 0.0               | 0.1             | 0.791     | A                             |
|          | C   | Entry | 1          | 1    | A                | 258                   | 258                 | 269                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 126                   | 125                 | 124                         | 0.0               | 0.2             | 5.515     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 384                   | 384                 | 394                         | 0.0               | 0.0             | 0.081     | A                             |
|          |     |       |            | 1    |                  | 370                   | 370                 | 375                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 80                    | 80                  | 81                          | 0.0               | 0.0             | 0.024     | A                             |
|          |     | Exit  | 1          | 1    |                  | 68                    | 68                  | 68                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 172                   | 172                 | 172                         | 0.0               | 0.3             | 7.070     | A                             |
|          |     | Exit  | 1          | 1    |                  | 199                   | 199                 | 191                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 237                   | 236                 | 228                         | 0.0               | 0.5             | 6.204     | A                             |
|          |     | Exit  | 1          | 1    |                  | 221                   | 222                 | 221                         | 0.0               | 0.0             | 0.819     | A                             |

17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 413                   | 413                 | 421                         | 0.0               | 0.0             | 0.041     | A                             |
|          |     | Exit  | 1          | 1    |                  | 429                   | 429                 | 430                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 275                   | 276                 | 263                         | 0.6               | 0.8             | 12.136    | B                             |
|          |     | Exit  | 1          | 1    |                  | 262                   | 262                 | 269                         | 0.1               | 0.1             | 1.320     | A                             |
|          | C   | Entry | 1          | 1    | A                | 306                   | 306                 | 312                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 142                   | 142                 | 144                         | 0.2               | 0.3             | 5.861     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 448                   | 448                 | 456                         | 0.0               | 0.0             | 0.152     | A                             |
|          |     |       |            | 1    |                  | 446                   | 446                 | 441                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 101                   | 101                 | 98                          | 0.0               | 0.0             | 0.078     | A                             |
|          |     | Exit  | 1          | 1    |                  | 76                    | 76                  | 80                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 212                   | 212                 | 207                         | 0.3               | 0.5             | 7.502     | A                             |
|          |     | Exit  | 1          | 1    |                  | 226                   | 226                 | 228                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 262                   | 263                 | 267                         | 0.5               | 0.5             | 6.704     | A                             |
|          |     | Exit  | 1          | 1    |                  | 274                   | 275                 | 265                         | 0.0               | 0.1             | 1.438     | A                             |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 517                   | 517                 | 521                         | 0.0               | 0.0             | 0.044     | A                             |
|          |     | Exit  | 1          | 1    |                  | 538                   | 538                 | 535                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 326                   | 324                 | 318                         | 0.8               | 1.7             | 16.263    | C                             |
|          |     | Exit  | 1          | 1    |                  | 335                   | 333                 | 326                         | 0.1               | 0.3             | 1.797     | A                             |
|          | C   | Entry | 1          | 1    | A                | 393                   | 393                 | 388                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 176                   | 175                 | 173                         | 0.3               | 0.3             | 6.461     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 567                   | 569                 | 561                         | 0.0               | 0.0             | 0.342     | A                             |
|          |     |       |            | 1    |                  | 537                   | 537                 | 538                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 117                   | 118                 | 117                         | 0.0               | 0.0             | 0.883     | A                             |
|          |     | Exit  | 1          | 1    |                  | 102                   | 102                 | 99                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 262                   | 259                 | 254                         | 0.5               | 1.4             | 15.449    | C                             |
|          |     | Exit  | 1          | 1    |                  | 277                   | 277                 | 272                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 333                   | 332                 | 324                         | 0.5               | 0.6             | 6.999     | A                             |
|          |     | Exit  | 1          | 1    |                  | 330                   | 326                 | 323                         | 0.1               | 0.6             | 4.750     | A                             |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 518                   | 519                 | 525                         | 0.0               | 0.0             | 0.098     | A                             |
|          |     | Exit  | 1          | 1    |                  | 519                   | 519                 | 534                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 321                   | 323                 | 327                         | 1.7               | 1.3             | 17.247    | C                             |
|          |     | Exit  | 1          | 1    |                  | 317                   | 318                 | 327                         | 0.3               | 0.0             | 1.809     | A                             |
|          | C   | Entry | 1          | 1    | A                | 373                   | 373                 | 384                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 164                   | 166                 | 174                         | 0.3               | 0.3             | 6.833     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 537                   | 537                 | 558                         | 0.0               | 0.0             | 0.445     | A                             |
|          |     |       |            | 1    |                  | 544                   | 544                 | 549                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 120                   | 120                 | 116                         | 0.0               | 0.0             | 1.077     | A                             |
|          |     | Exit  | 1          | 1    |                  | 86                    | 86                  | 93                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 241                   | 244                 | 254                         | 1.4               | 1.0             | 17.480    | C                             |
|          |     | Exit  | 1          | 1    |                  | 277                   | 277                 | 279                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 318                   | 318                 | 327                         | 0.6               | 0.5             | 6.917     | A                             |
|          |     | Exit  | 1          | 1    |                  | 319                   | 321                 | 326                         | 0.6               | 0.4             | 6.402     | A                             |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 415                   | 415                 | 423                         | 0.0               | 0.0             | 0.025     | A                             |
|          |     | Exit  | 1          | 1    |                  | 440                   | 440                 | 446                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 262                   | 263                 | 272                         | 1.3               | 1.0             | 13.907    | B                             |
|          |     | Exit  | 1          | 1    |                  | 271                   | 271                 | 272                         | 0.0               | 0.0             | 1.069     | A                             |
|          | C   | Entry | 1          | 1    | A                | 319                   | 319                 | 322                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 149                   | 149                 | 147                         | 0.3               | 0.2             | 6.071     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 468                   | 468                 | 469                         | 0.0               | 0.0             | 0.227     | A                             |
|          |     |       |            | 1    |                  | 436                   | 436                 | 445                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 95                    | 95                  | 97                          | 0.0               | 0.0             | 0.288     | A                             |
|          |     | Exit  | 1          | 1    |                  | 85                    | 85                  | 83                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 206                   | 208                 | 214                         | 1.0               | 0.3             | 8.787     | A                             |
|          |     | Exit  | 1          | 1    |                  | 230                   | 230                 | 229                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 271                   | 274                 | 272                         | 0.5               | 0.3             | 6.434     | A                             |
|          |     | Exit  | 1          | 1    |                  | 262                   | 262                 | 271                         | 0.4               | 0.2             | 2.609     | A                             |

**18:00 - 18:15**

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 344                   | 344                 | 359                         | 0.0               | 0.0             | 0.006     | A                             |
|          |     | Exit  | 1          | 1    |                  | 358                   | 358                 | 366                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 216                   | 217                 | 229                         | 1.0               | 0.6             | 11.376    | B                             |
|          |     | Exit  | 1          | 1    |                  | 225                   | 225                 | 231                         | 0.0               | 0.0             | 0.679     | A                             |
|          | C   | Entry | 1          | 1    | A                | 262                   | 262                 | 262                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 126                   | 127                 | 125                         | 0.2               | 0.2             | 5.583     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 388                   | 388                 | 386                         | 0.0               | 0.0             | 0.056     | A                             |
|          |     |       |            | 1    |                  | 367                   | 367                 | 378                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 79                    | 79                  | 81                          | 0.0               | 0.0             | 0.134     | A                             |
|          |     | Exit  | 1          | 1    |                  | 65                    | 65                  | 68                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 166                   | 169                 | 179                         | 0.3               | 0.3             | 7.032     | A                             |
|          |     | Exit  | 1          | 1    |                  | 192                   | 192                 | 195                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 225                   | 224                 | 230                         | 0.3               | 0.4             | 6.239     | A                             |
|          |     | Exit  | 1          | 1    |                  | 216                   | 216                 | 228                         | 0.2               | 0.0             | 1.208     | A                             |

**Lane movements: Main Results for each time segment**
**16:45 - 17:00**

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 112                   | 28                      | -                            | -                 | -     | 112                 | 107                         | 0.0               | 0.0             | 0.016     | A                             |
|          |     |       |            |      | C      | 244                   | 61                      | -                            | -                 | -     | 244                 | 255                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A      | 98                    | 24                      | 609                          | 431               | 0.227 | 98                  | 98                          | 0.0               | 0.3             | 12.596    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 124                   | 31                      | 751                          | 669               | 0.186 | 126                 | 120                         | 0.0               | 0.3             | 9.287     | A                             |
|          | C   | Entry | 1          | 1    | A      | 258                   | 64                      | -                            | -                 | -     | 258                 | 269                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 126                   | 32                      | 884                          | 766               | 0.165 | 125                 | 124                         | 0.0               | 0.2             | 5.515     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 258                   | 64                      | -                            | -                 | -     | 258                 | 269                         | 0.0               | 0.0             | 0.032     | A                             |
|          |     |       |            |      | B      | 126                   | 32                      | -                            | -                 | -     | 126                 | 125                         | 0.0               | 0.0             | 0.186     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 16                    | 4                       | -                            | -                 | -     | 16                  | 15                          | 0.0               | 0.0             | 0.020     | A                             |
|          |     |       |            |      | C      | 64                    | 16                      | -                            | -                 | -     | 64                  | 65                          | 0.0               | 0.0             | 0.025     | A                             |
|          | B   | Entry | 1          | 1    | A      | 14                    | 4                       | 579                          | 469               | 0.030 | 15                  | 16                          | 0.0               | 0.0             | 9.967     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 158                   | 39                      | 767                          | 738               | 0.214 | 157                 | 156                         | 0.0               | 0.3             | 6.780     | A                             |
|          | C   | Entry | 1          | 1    | A      | 53                    | 13                      | -                            | -                 | -     | 53                  | 52                          | 0.0               | 0.0             | 2.205     | A                             |
|          |     |       |            |      | B      | 183                   | 46                      | 644                          | 624               | 0.294 | 183                 | 176                         | 0.0               | 0.5             | 7.380     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 121                   | 30                      | -                            | -                 | -     | 121                 | 125                         | 0.0               | 0.0             | 0.077     | A                             |
|          |     |       |            |      | C      | 293                   | 73                      | -                            | -                 | -     | 293                 | 296                         | 0.0               | 0.0             | 0.026     | A                             |
|          | B   | Entry | 1          | 1    | A      | 122                   | 30                      | 609                          | 403               | 0.302 | 123                 | 118                         | 0.6               | 0.4             | 13.873    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 153                   | 38                      | 751                          | 657               | 0.233 | 153                 | 145                         | 0.6               | 0.4             | 10.756    | B                             |
|          | C   | Entry | 1          | 1    | A      | 306                   | 76                      | -                            | -                 | -     | 306                 | 312                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 142                   | 36                      | 884                          | 748               | 0.190 | 142                 | 144                         | 0.2               | 0.3             | 5.861     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 305                   | 76                      | -                            | -                 | -     | 306                 | 312                         | 0.0               | 0.0             | 0.095     | A                             |
|          |     |       |            |      | B      | 142                   | 36                      | -                            | -                 | -     | 142                 | 144                         | 0.0               | 0.0             | 0.275     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 21                    | 5                       | -                            | -                 | -     | 21                  | 20                          | 0.0               | 0.0             | 0.018     | A                             |
|          |     |       |            |      | C      | 80                    | 20                      | -                            | -                 | -     | 80                  | 78                          | 0.0               | 0.0             | 0.093     | A                             |
|          | B   | Entry | 1          | 1    | A      | 18                    | 5                       | 596                          | 454               | 0.040 | 18                  | 20                          | 0.3               | 0.0             | 10.059    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 194                   | 49                      | 767                          | 734               | 0.264 | 194                 | 187                         | 0.3               | 0.4             | 7.237     | A                             |
|          | C   | Entry | 1          | 1    | A      | 58                    | 15                      | -                            | -                 | -     | 58                  | 60                          | 0.5               | 0.1             | 2.803     | A                             |
|          |     |       |            |      | B      | 204                   | 51                      | 644                          | 619               | 0.330 | 205                 | 208                         | 0.5               | 0.4             | 7.829     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 159                   | 40                      | -                            | -                 | -     | 159                 | 154                         | 0.0               | 0.0             | 0.099     | A                             |
|          |     |       |            |      | C      | 358                   | 89                      | -                            | -                 | -     | 358                 | 367                         | 0.0               | 0.0             | 0.021     | A                             |
|          | B   | Entry | 1          | 1    | A      | 145                   | 36                      | 609                          | 357               | 0.408 | 145                 | 148                         | 0.8               | 0.8             | 18.502    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 180                   | 45                      | 751                          | 633               | 0.285 | 179                 | 171                         | 0.8               | 0.9             | 14.364    | B                             |
|          | C   | Entry | 1          | 1    | A      | 393                   | 98                      | -                            | -                 | -     | 393                 | 388                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 176                   | 44                      | 884                          | 712               | 0.248 | 175                 | 173                         | 0.3               | 0.3             | 6.461     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 391                   | 98                      | -                            | -                 | -     | 393                 | 388                         | 0.0               | 0.0             | 0.229     | A                             |
|          |     |       |            |      | B      | 176                   | 44                      | -                            | -                 | -     | 176                 | 173                         | 0.0               | 0.0             | 0.594     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 21                    | 5                       | -                            | -                 | -     | 21                  | 21                          | 0.0               | 0.0             | 0.358     | A                             |
|          |     |       |            |      | C      | 97                    | 24                      | -                            | -                 | -     | 97                  | 96                          | 0.0               | 0.0             | 0.997     | A                             |
|          | B   | Entry | 1          | 1    | A      | 25                    | 6                       | 602                          | 447               | 0.056 | 26                  | 25                          | 0.5               | 0.1             | 17.225    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 237                   | 59                      | 767                          | 729               | 0.324 | 233                 | 229                         | 0.5               | 1.3             | 15.262    | C                             |
|          | C   | Entry | 1          | 1    | A      | 76                    | 19                      | -                            | -                 | -     | 76                  | 73                          | 0.5               | 0.1             | 3.130     | A                             |
|          |     |       |            |      | B      | 257                   | 64                      | 644                          | 615               | 0.418 | 256                 | 251                         | 0.5               | 0.6             | 8.124     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 151                   | 38                      | -                            | -                 | -     | 151                 | 152                         | 0.0               | 0.0             | 0.154     | A                             |
|          |     |       |            |      | C      | 367                   | 92                      | -                            | -                 | -     | 367                 | 373                         | 0.0               | 0.0             | 0.075     | A                             |
|          | B   | Entry | 1          | 1    | A      | 145                   | 36                      | 609                          | 359               | 0.406 | 146                 | 150                         | 1.7               | 0.7             | 19.708    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 175                   | 44                      | 751                          | 631               | 0.278 | 177                 | 177                         | 1.7               | 0.6             | 15.190    | C                             |
|          | C   | Entry | 1          | 1    | A      | 373                   | 93                      | -                            | -                 | -     | 373                 | 384                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 164                   | 41                      | 884                          | 713               | 0.231 | 166                 | 174                         | 0.3               | 0.3             | 6.833     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 373                   | 93                      | -                            | -                 | -     | 373                 | 384                         | 0.0               | 0.0             | 0.324     | A                             |
|          |     |       |            |      | B      | 164                   | 41                      | -                            | -                 | -     | 164                 | 174                         | 0.0               | 0.0             | 0.707     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 25                    | 6                       | -                            | -                 | -     | 25                  | 23                          | 0.0               | 0.0             | 0.460     | A                             |
|          |     |       |            |      | C      | 95                    | 24                      | -                            | -                 | -     | 94                  | 93                          | 0.0               | 0.0             | 1.225     | A                             |
|          | B   | Entry | 1          | 1    | A      | 20                    | 5                       | 596                          | 442               | 0.046 | 19                  | 22                          | 1.4               | 0.1             | 20.616    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 221                   | 55                      | 767                          | 727               | 0.304 | 225                 | 232                         | 1.4               | 0.8             | 17.187    | C                             |
|          | C   | Entry | 1          | 1    | A      | 66                    | 16                      | -                            | -                 | -     | 66                  | 70                          | 0.6               | 0.0             | 3.332     | A                             |
|          |     |       |            |      | B      | 252                   | 63                      | 644                          | 614               | 0.410 | 252                 | 256                         | 0.6               | 0.5             | 7.900     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 122                   | 30                      | -                            | -                 | -     | 122                 | 125                         | 0.0               | 0.0             | 0.053     | A                             |
|          |     |       |            |      | C      | 293                   | 73                      | -                            | -                 | -     | 293                 | 298                         | 0.0               | 0.0             | 0.013     | A                             |
|          | B   | Entry | 1          | 1    | A      | 120                   | 30                      | 609                          | 395               | 0.303 | 121                 | 124                         | 1.3               | 0.6             | 15.869    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 141                   | 35                      | 751                          | 654               | 0.216 | 142                 | 147                         | 1.3               | 0.5             | 12.283    | B                             |
|          | C   | Entry | 1          | 1    | A      | 319                   | 80                      | -                            | -                 | -     | 319                 | 322                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 149                   | 37                      | 884                          | 746               | 0.199 | 149                 | 147                         | 0.3               | 0.2             | 6.071     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 319                   | 80                      | -                            | -                 | -     | 319                 | 322                         | 0.0               | 0.0             | 0.146     | A                             |
|          |     |       |            |      | B      | 148                   | 37                      | -                            | -                 | -     | 149                 | 147                         | 0.0               | 0.0             | 0.401     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 19                    | 5                       | -                            | -                 | -     | 19                  | 19                          | 0.0               | 0.0             | 0.030     | A                             |
|          |     |       |            |      | C      | 76                    | 19                      | -                            | -                 | -     | 76                  | 78                          | 0.0               | 0.0             | 0.350     | A                             |
|          | B   | Entry | 1          | 1    | A      | 21                    | 5                       | 596                          | 460               | 0.046 | 22                  | 21                          | 1.0               | 0.0             | 10.567    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 185                   | 46                      | 767                          | 732               | 0.252 | 186                 | 193                         | 1.0               | 0.3             | 8.595     | A                             |
|          | C   | Entry | 1          | 1    | A      | 63                    | 16                      | -                            | -                 | -     | 63                  | 62                          | 0.5               | 0.0             | 2.594     | A                             |
|          |     |       |            |      | B      | 208                   | 52                      | 644                          | 620               | 0.336 | 211                 | 210                         | 0.5               | 0.3             | 7.569     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

18:00 - 18:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 98                    | 25                      | -                            | -                 | -     | 98                  | 106                         | 0.0               | 0.0             | 0.011     | A                             |
|          |     |       |            |      | C      | 246                   | 61                      | -                            | -                 | -     | 246                 | 253                         | 0.0               | 0.0             | 0.003     | A                             |
|          | B   | Entry | 1          | 1    | A      | 95                    | 24                      | 609                          | 432               | 0.221 | 96                  | 104                         | 1.0               | 0.3             | 13.148    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 121                   | 30                      | 751                          | 670               | 0.180 | 121                 | 125                         | 1.0               | 0.3             | 9.932     | A                             |
|          | C   | Entry | 1          | 1    | A      | 262                   | 66                      | -                            | -                 | -     | 262                 | 262                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 126                   | 32                      | 884                          | 772               | 0.163 | 127                 | 125                         | 0.2               | 0.2             | 5.583     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 262                   | 66                      | -                            | -                 | -     | 262                 | 262                         | 0.0               | 0.0             | 0.026     | A                             |
|          |     |       |            |      | B      | 126                   | 32                      | -                            | -                 | -     | 126                 | 125                         | 0.0               | 0.0             | 0.119     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 15                    | 4                       | -                            | -                 | -     | 15                  | 16                          | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 64                    | 16                      | -                            | -                 | -     | 64                  | 65                          | 0.0               | 0.0             | 0.166     | A                             |
|          | B   | Entry | 1          | 1    | A      | 16                    | 4                       | 596                          | 471               | 0.034 | 17                  | 17                          | 0.3               | 0.0             | 9.443     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 150                   | 38                      | 767                          | 742               | 0.203 | 152                 | 163                         | 0.3               | 0.2             | 6.795     | A                             |
|          | C   | Entry | 1          | 1    | A      | 48                    | 12                      | -                            | -                 | -     | 48                  | 51                          | 0.3               | 0.0             | 2.033     | A                             |
|          |     |       |            |      | B      | 177                   | 44                      | 644                          | 624               | 0.284 | 177                 | 179                         | 0.3               | 0.4             | 7.450     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

# 2026 Future Baseline, AM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 9.42               | A            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 119.17             | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 47.31             | E           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name        | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2026 Future Baseline | 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 574                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 601                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 107                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 285                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 208 | 366 |
|      | B  | 200 | 0   | 130 |
|      | C  | 385 | 216 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      |    | A   | B   | C   |
| From | A  | 0   | 32  | 75  |
|      | B  | 29  | 0   | 256 |
|      | C  | 121 | 303 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |    |   |   |
|------|----|----|---|---|
|      |    | A  | B | C |
| From | A  | 0  | 5 | 5 |
|      | B  | 21 | 0 | 3 |
|      | C  | 4  | 1 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

|      | To |    |   |   |
|------|----|----|---|---|
|      |    | A  | B | C |
| From | A  | 0  | 0 | 6 |
|      | B  | 11 | 0 | 2 |
|      | C  | 2  | 3 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.74          | 0.2             | A       | 529                     | 794                           |
|          | B   | 28.44         | 2.6             | D       | 301                     | 451                           |
|          | C   | 6.45          | 1.4             | A       | 551                     | 827                           |
| 2        | A   | 9.87          | 0.3             | A       | 97                      | 145                           |
|          | B   | 323.61        | 30.0            | F       | 264                     | 396                           |
|          | C   | 7.58          | 1.0             | A       | 389                     | 584                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 438                   | 109                     | 438                 | 455                         | 445                             | 0.0               | 0.0             | 0.072     | A                             |
|          | B   | 250                   | 63                      | 251                 | 276                         | 318                             | 0.0               | 1.1             | 16.486    | C                             |
|          | C   | 454                   | 114                     | 456                 | 468                         | 382                             | 0.0               | 0.3             | 2.690     | A                             |
| 2        | A   | 78                    | 20                      | 78                  | 86                          | 109                             | 0.0               | 0.0             | 0.752     | A                             |
|          | B   | 213                   | 53                      | 214                 | 219                         | 254                             | 0.0               | 0.8             | 12.711    | B                             |
|          | C   | 318                   | 80                      | 319                 | 323                         | 250                             | 0.0               | 0.5             | 6.510     | A                             |

### 08:00 - 08:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 516                   | 129                     | 516                 | 536                         | 518                             | 0.0               | 0.0             | 0.157     | A                             |
|          | B   | 288                   | 72                      | 286                 | 324                         | 383                             | 1.1               | 1.7             | 19.582    | C                             |
|          | C   | 542                   | 136                     | 540                 | 551                         | 439                             | 0.3               | 0.6             | 2.963     | A                             |
| 2        | A   | 94                    | 24                      | 94                  | 99                          | 133                             | 0.0               | 0.1             | 2.238     | A                             |
|          | B   | 257                   | 64                      | 251                 | 258                         | 303                             | 0.8               | 2.3             | 24.669    | C                             |
|          | C   | 383                   | 96                      | 382                 | 386                         | 288                             | 0.5               | 0.8             | 6.764     | A                             |

### 08:15 - 08:30

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 637                   | 159                     | 637                 | 661                         | 605                             | 0.0               | 0.1             | 0.583     | A                             |
|          | B   | 307                   | 77                      | 306                 | 349                         | 467                             | 1.7               | 2.5             | 26.364    | D                             |
|          | C   | 662                   | 166                     | 659                 | 673                         | 530                             | 0.6               | 1.3             | 6.291     | A                             |
| 2        | A   | 117                   | 29                      | 115                 | 119                         | 160                             | 0.1               | 0.3             | 8.343     | A                             |
|          | B   | 318                   | 79                      | 256                 | 267                         | 370                             | 2.3               | 16.2            | 139.360   | F                             |
|          | C   | 467                   | 117                     | 467                 | 473                         | 307                             | 0.8               | 1.0             | 7.392     | A                             |

### 08:30 - 08:45

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 633                   | 158                     | 632                 | 663                         | 611                             | 0.1               | 0.2             | 0.744     | A                             |
|          | B   | 317                   | 79                      | 317                 | 354                         | 464                             | 2.5               | 2.5             | 28.437    | D                             |
|          | C   | 653                   | 163                     | 650                 | 674                         | 525                             | 1.3               | 1.4             | 6.447     | A                             |
| 2        | A   | 118                   | 29                      | 118                 | 122                         | 158                             | 0.3               | 0.3             | 9.870     | A                             |
|          | B   | 315                   | 79                      | 261                 | 267                         | 367                             | 16.2              | 30.0            | 323.611   | F                             |
|          | C   | 464                   | 116                     | 464                 | 477                         | 317                             | 1.0               | 1.0             | 7.577     | A                             |

### 08:45 - 09:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 520                   | 130                     | 520                 | 545                         | 559                             | 0.2               | 0.0             | 0.367     | A                             |
|          | B   | 346                   | 87                      | 347                 | 394                         | 385                             | 2.5               | 2.2             | 24.251    | C                             |
|          | C   | 544                   | 136                     | 544                 | 564                         | 468                             | 1.4               | 0.5             | 4.052     | A                             |
| 2        | A   | 95                    | 24                      | 94                  | 101                         | 142                             | 0.3               | 0.3             | 7.019     | A                             |
|          | B   | 262                   | 65                      | 307                 | 313                         | 301                             | 30.0              | 19.6            | 291.175   | F                             |
|          | C   | 385                   | 96                      | 386                 | 400                         | 346                             | 1.0               | 0.6             | 6.915     | A                             |

### 09:00 - 09:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 430                   | 107                     | 430                 | 448                         | 467                             | 0.0               | 0.0             | 0.123     | A                             |
|          | B   | 296                   | 74                      | 295                 | 360                         | 318                             | 2.2               | 1.5             | 20.011    | C                             |
|          | C   | 453                   | 113                     | 452                 | 464                         | 391                             | 0.5               | 0.4             | 2.679     | A                             |
| 2        | A   | 79                    | 20                      | 80                  | 85                          | 117                             | 0.3               | 0.0             | 3.132     | A                             |
|          | B   | 221                   | 55                      | 260                 | 288                         | 247                             | 19.6              | 3.7             | 102.336   | F                             |
|          | C   | 318                   | 79                      | 318                 | 327                         | 296                             | 0.6               | 0.6             | 6.306     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

07:45 - 08:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 438                   | 438                 | 455                         | 0.0               | 0.0             | 0.072     | A                             |
|          |     | Exit  | 1          | 1    |                  | 445                   | 445                 | 481                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 250                   | 251                 | 276                         | 0.0               | 1.1             | 16.486    | C                             |
|          |     | Exit  | 1          | 1    |                  | 318                   | 318                 | 326                         | 0.0               | 0.1             | 1.682     | A                             |
|          | C   | Entry | 1          | 1    | A                | 294                   | 294                 | 305                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 160                   | 162                 | 163                         | 0.0               | 0.3             | 6.583     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 454                   | 455                 | 469                         | 0.0               | 0.0             | 0.341     | A                             |
|          |     |       |            | 1    |                  | 382                   | 382                 | 391                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 78                    | 78                  | 86                          | 0.0               | 0.0             | 0.752     | A                             |
|          |     | Exit  | 1          | 1    |                  | 109                   | 109                 | 115                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 213                   | 214                 | 219                         | 0.0               | 0.8             | 12.711    | B                             |
|          |     | Exit  | 1          | 1    |                  | 254                   | 254                 | 257                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 318                   | 319                 | 323                         | 0.0               | 0.5             | 6.510     | A                             |
|          |     | Exit  | 1          | 1    |                  | 249                   | 250                 | 255                         | 0.0               | 0.3             | 5.410     | A                             |

08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 516                   | 516                 | 536                         | 0.0               | 0.0             | 0.157     | A                             |
|          |     | Exit  | 1          | 1    |                  | 518                   | 518                 | 565                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 288                   | 286                 | 324                         | 1.1               | 1.7             | 19.582    | C                             |
|          |     | Exit  | 1          | 1    |                  | 385                   | 383                 | 388                         | 0.1               | 0.3             | 2.315     | A                             |
|          | C   | Entry | 1          | 1    | A                | 346                   | 346                 | 359                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 196                   | 194                 | 193                         | 0.3               | 0.5             | 6.968     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 542                   | 542                 | 552                         | 0.0               | 0.1             | 0.460     | A                             |
|          |     |       |            | 1    |                  | 439                   | 439                 | 456                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 94                    | 94                  | 99                          | 0.0               | 0.1             | 2.238     | A                             |
|          |     | Exit  | 1          | 1    |                  | 133                   | 133                 | 138                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 257                   | 251                 | 258                         | 0.8               | 2.3             | 24.669    | C                             |
|          |     | Exit  | 1          | 1    |                  | 303                   | 303                 | 306                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 383                   | 382                 | 386                         | 0.5               | 0.8             | 6.764     | A                             |
|          |     | Exit  | 1          | 1    |                  | 290                   | 288                 | 296                         | 0.3               | 1.0             | 9.440     | A                             |

## 08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 637                   | 637                 | 661                         | 0.0               | 0.1             | 0.583     | A                             |
|          |     | Exit  | 1          | 1    |                  | 605                   | 605                 | 660                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 307                   | 306                 | 349                         | 1.7               | 2.5             | 26.364    | D                             |
|          |     | Exit  | 1          | 1    |                  | 467                   | 467                 | 476                         | 0.3               | 0.5             | 3.824     | A                             |
|          | C   | Entry | 1          | 1    | A                | 420                   | 420                 | 434                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 240                   | 239                 | 239                         | 0.5               | 0.7             | 9.044     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 662                   | 660                 | 674                         | 0.1               | 0.7             | 3.000     | A                             |
|          |     |       |            | 1    |                  | 530                   | 530                 | 547                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 117                   | 115                 | 119                         | 0.1               | 0.3             | 8.343     | A                             |
|          |     | Exit  | 1          | 1    |                  | 160                   | 160                 | 165                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 318                   | 256                 | 267                         | 2.3               | 16.2            | 139.360   | F                             |
|          |     | Exit  | 1          | 1    |                  | 370                   | 370                 | 371                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 467                   | 467                 | 473                         | 0.8               | 1.0             | 7.392     | A                             |
|          |     | Exit  | 1          | 1    |                  | 308                   | 307                 | 318                         | 1.0               | 2.1             | 20.611    | C                             |

## 08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 633                   | 632                 | 663                         | 0.1               | 0.2             | 0.744     | A                             |
|          |     | Exit  | 1          | 1    |                  | 611                   | 611                 | 664                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 317                   | 317                 | 354                         | 2.5               | 2.5             | 28.437    | D                             |
|          |     | Exit  | 1          | 1    |                  | 464                   | 464                 | 477                         | 0.5               | 0.5             | 3.973     | A                             |
|          | C   | Entry | 1          | 1    | A                | 420                   | 420                 | 437                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 232                   | 230                 | 237                         | 0.7               | 0.7             | 9.407     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 653                   | 652                 | 674                         | 0.7               | 0.7             | 3.075     | A                             |
|          |     |       |            | 1    |                  | 525                   | 525                 | 549                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 118                   | 118                 | 122                         | 0.3               | 0.3             | 9.870     | A                             |
|          |     | Exit  | 1          | 1    |                  | 158                   | 158                 | 166                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 315                   | 261                 | 267                         | 16.2              | 30.0            | 323.611   | F                             |
|          |     | Exit  | 1          | 1    |                  | 367                   | 367                 | 377                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 464                   | 464                 | 477                         | 1.0               | 1.0             | 7.577     | A                             |
|          |     | Exit  | 1          | 1    |                  | 318                   | 317                 | 323                         | 2.1               | 2.2             | 24.466    | C                             |

## 08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 520                   | 520                 | 545                         | 0.2               | 0.0             | 0.367     | A                             |
|          |     | Exit  | 1          | 1    |                  | 559                   | 559                 | 619                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 346                   | 347                 | 394                         | 2.5               | 2.2             | 24.251    | C                             |
|          |     | Exit  | 1          | 1    |                  | 384                   | 385                 | 399                         | 0.5               | 0.2             | 2.776     | A                             |
|          | C   | Entry | 1          | 1    | A                | 349                   | 349                 | 364                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 195                   | 195                 | 201                         | 0.7               | 0.4             | 7.755     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 544                   | 544                 | 563                         | 0.7               | 0.1             | 1.273     | A                             |
|          |     |       |            | 1    |                  | 468                   | 468                 | 487                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 95                    | 94                  | 101                         | 0.3               | 0.3             | 7.019     | A                             |
|          |     | Exit  | 1          | 1    |                  | 142                   | 142                 | 148                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 262                   | 307                 | 313                         | 30.0              | 19.6            | 291.175   | F                             |
|          |     | Exit  | 1          | 1    |                  | 301                   | 301                 | 314                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 385                   | 386                 | 400                         | 1.0               | 0.6             | 6.915     | A                             |
|          |     | Exit  | 1          | 1    |                  | 344                   | 346                 | 355                         | 2.2               | 1.6             | 19.239    | C                             |

**09:00 - 09:15**

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 430                   | 430                 | 448                         | 0.0               | 0.0             | 0.123     | A                             |
|          |     | Exit  | 1          | 1    |                  | 467                   | 467                 | 530                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 296                   | 295                 | 360                         | 2.2               | 1.5             | 20.011    | C                             |
|          |     | Exit  | 1          | 1    |                  | 319                   | 318                 | 327                         | 0.2               | 0.2             | 1.675     | A                             |
|          | C   | Entry | 1          | 1    | A                | 291                   | 291                 | 299                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 162                   | 161                 | 165                         | 0.4               | 0.4             | 6.435     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 453                   | 453                 | 464                         | 0.1               | 0.0             | 0.364     | A                             |
|          |     |       |            | 1    |                  | 391                   | 391                 | 416                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 79                    | 80                  | 85                          | 0.3               | 0.0             | 3.132     | A                             |
|          |     | Exit  | 1          | 1    |                  | 117                   | 117                 | 125                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 221                   | 260                 | 288                         | 19.6              | 3.7             | 102.336   | F                             |
|          |     | Exit  | 1          | 1    |                  | 247                   | 247                 | 256                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 318                   | 318                 | 327                         | 0.6               | 0.6             | 6.306     | A                             |
|          |     | Exit  | 1          | 1    |                  | 294                   | 296                 | 322                         | 1.6               | 0.7             | 12.557    | B                             |

**Lane movements: Main Results for each time segment**
**07:45 - 08:00**

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 157                   | 39                      | -                            | -                 | -     | 156                 | 163                         | 0.0               | 0.0             | 0.121     | A                             |
|          |     |       |            |      | C      | 281                   | 70                      | -                            | -                 | -     | 281                 | 292                         | 0.0               | 0.0             | 0.044     | A                             |
|          | B   | Entry | 1          | 1    | A      | 150                   | 37                      | 609                          | 329               | 0.454 | 151                 | 176                         | 0.0               | 0.7             | 18.675    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 101                   | 25                      | 751                          | 638               | 0.158 | 101                 | 100                         | 0.0               | 0.4             | 13.164    | B                             |
|          | C   | Entry | 1          | 1    | A      | 294                   | 74                      | -                            | -                 | -     | 294                 | 305                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 160                   | 40                      | 884                          | 727               | 0.221 | 162                 | 163                         | 0.0               | 0.3             | 6.583     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 294                   | 74                      | -                            | -                 | -     | 294                 | 305                         | 0.0               | 0.0             | 0.220     | A                             |
|          |     |       |            |      | B      | 160                   | 40                      | -                            | -                 | -     | 160                 | 165                         | 0.0               | 0.0             | 0.559     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 23                    | 6                       | -                            | -                 | -     | 23                  | 24                          | 0.0               | 0.0             | 0.177     | A                             |
|          |     |       |            |      | C      | 55                    | 14                      | -                            | -                 | -     | 55                  | 62                          | 0.0               | 0.0             | 0.996     | A                             |
|          | B   | Entry | 1          | 1    | A      | 20                    | 5                       | 602                          | 429               | 0.047 | 20                  | 24                          | 0.0               | 0.1             | 14.676    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 193                   | 48                      | 767                          | 735               | 0.262 | 193                 | 195                         | 0.0               | 0.8             | 12.485    | B                             |
|          | C   | Entry | 1          | 1    | A      | 89                    | 22                      | -                            | -                 | -     | 88                  | 90                          | 0.0               | 0.1             | 2.686     | A                             |
|          |     |       |            |      | B      | 229                   | 57                      | 644                          | 603               | 0.380 | 231                 | 233                         | 0.0               | 0.4             | 8.001     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 192                   | 48                      | -                            | -                 | -     | 192                 | 196                         | 0.0               | 0.0             | 0.256     | A                             |
|          |     |       |            |      | C      | 325                   | 81                      | -                            | -                 | -     | 325                 | 339                         | 0.0               | 0.0             | 0.100     | A                             |
|          | B   | Entry | 1          | 1    | A      | 173                   | 43                      | 609                          | 300               | 0.578 | 172                 | 206                         | 1.1               | 1.1             | 21.795    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 115                   | 29                      | 751                          | 614               | 0.188 | 114                 | 117                         | 1.1               | 0.6             | 16.242    | C                             |
|          | C   | Entry | 1          | 1    | A      | 346                   | 87                      | -                            | -                 | -     | 346                 | 359                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 196                   | 49                      | 884                          | 702               | 0.279 | 194                 | 193                         | 0.3               | 0.5             | 6.968     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 346                   | 87                      | -                            | -                 | -     | 346                 | 359                         | 0.0               | 0.0             | 0.323     | A                             |
|          |     |       |            |      | B      | 196                   | 49                      | -                            | -                 | -     | 196                 | 193                         | 0.0               | 0.1             | 0.707     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 27                    | 7                       | -                            | -                 | -     | 27                  | 28                          | 0.0               | 0.0             | 0.842     | A                             |
|          |     |       |            |      | C      | 67                    | 17                      | -                            | -                 | -     | 67                  | 71                          | 0.0               | 0.1             | 2.830     | A                             |
|          | B   | Entry | 1          | 1    | A      | 28                    | 7                       | 597                          | 396               | 0.071 | 27                  | 30                          | 0.8               | 0.2             | 25.780    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 229                   | 57                      | 767                          | 726               | 0.314 | 223                 | 228                         | 0.8               | 2.1             | 24.536    | C                             |
|          | C   | Entry | 1          | 1    | A      | 107                   | 27                      | -                            | -                 | -     | 106                 | 108                         | 0.5               | 0.1             | 3.136     | A                             |
|          |     |       |            |      | B      | 276                   | 69                      | 644                          | 603               | 0.459 | 276                 | 278                         | 0.5               | 0.6             | 8.189     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 228                   | 57                      | -                            | -                 | -     | 228                 | 238                         | 0.0               | 0.0             | 0.818     | A                             |
|          |     |       |            |      | C      | 410                   | 102                     | -                            | -                 | -     | 409                 | 423                         | 0.0               | 0.1             | 0.451     | A                             |
|          | B   | Entry | 1          | 1    | A      | 187                   | 47                      | 609                          | 246               | 0.756 | 185                 | 226                         | 1.7               | 1.7             | 29.683    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 120                   | 30                      | 751                          | 590               | 0.203 | 121                 | 124                         | 1.7               | 0.7             | 21.194    | C                             |
|          | C   | Entry | 1          | 1    | A      | 420                   | 105                     | -                            | -                 | -     | 420                 | 434                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 240                   | 60                      | 884                          | 659               | 0.364 | 239                 | 239                         | 0.5               | 0.7             | 9.044     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 422                   | 106                     | -                            | -                 | -     | 420                 | 434                         | 0.1               | 0.4             | 2.641     | A                             |
|          |     |       |            |      | B      | 240                   | 60                      | -                            | -                 | -     | 240                 | 240                         | 0.1               | 0.3             | 3.630     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 37                    | 9                       | -                            | -                 | -     | 36                  | 35                          | 0.1               | 0.1             | 4.499     | A                             |
|          |     |       |            |      | C      | 79                    | 20                      | -                            | -                 | -     | 79                  | 84                          | 0.1               | 0.2             | 10.024    | B                             |
|          | B   | Entry | 1          | 1    | A      | 34                    | 8                       | 600                          | 365               | 0.090 | 26                  | 28                          | 2.3               | 1.8             | 146.686   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 284                   | 71                      | 767                          | 723               | 0.394 | 229                 | 239                         | 2.3               | 14.4            | 138.549   | F                             |
|          | C   | Entry | 1          | 1    | A      | 134                   | 34                      | -                            | -                 | -     | 134                 | 137                         | 0.8               | 0.2             | 3.922     | A                             |
|          |     |       |            |      | B      | 333                   | 83                      | 644                          | 596               | 0.559 | 333                 | 337                         | 0.8               | 0.8             | 8.813     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 234                   | 59                      | -                            | -                 | -     | 234                 | 240                         | 0.1               | 0.1             | 1.035     | A                             |
|          |     |       |            |      | C      | 399                   | 100                     | -                            | -                 | -     | 398                 | 422                         | 0.1               | 0.1             | 0.579     | A                             |
|          | B   | Entry | 1          | 1    | A      | 191                   | 48                      | 609                          | 254               | 0.753 | 191                 | 228                         | 2.5               | 1.6             | 31.836    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 126                   | 31                      | 751                          | 592               | 0.213 | 126                 | 127                         | 2.5               | 0.9             | 23.254    | C                             |
|          | C   | Entry | 1          | 1    | A      | 420                   | 105                     | -                            | -                 | -     | 420                 | 437                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 232                   | 58                      | 884                          | 661               | 0.351 | 230                 | 237                         | 0.7               | 0.7             | 9.407     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 420                   | 105                     | -                            | -                 | -     | 420                 | 437                         | 0.7               | 0.4             | 2.731     | A                             |
|          |     |       |            |      | B      | 233                   | 58                      | -                            | -                 | -     | 232                 | 237                         | 0.7               | 0.3             | 3.691     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 34                    | 8                       | -                            | -                 | -     | 34                  | 36                          | 0.3               | 0.0             | 4.320     | A                             |
|          |     |       |            |      | C      | 84                    | 21                      | -                            | -                 | -     | 84                  | 87                          | 0.3               | 0.3             | 12.270    | B                             |
|          | B   | Entry | 1          | 1    | A      | 32                    | 8                       | 602                          | 373               | 0.085 | 27                  | 30                          | 16.2              | 2.9             | 307.865   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 283                   | 71                      | 767                          | 722               | 0.393 | 234                 | 237                         | 16.2              | 27.2            | 325.384   | F                             |
|          | C   | Entry | 1          | 1    | A      | 131                   | 33                      | -                            | -                 | -     | 131                 | 136                         | 1.0               | 0.2             | 4.074     | A                             |
|          |     |       |            |      | B      | 333                   | 83                      | 644                          | 595               | 0.558 | 333                 | 341                         | 1.0               | 0.8             | 8.979     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 189                   | 47                      | -                            | -                 | -     | 190                 | 197                         | 0.2               | 0.0             | 0.548     | A                             |
|          |     |       |            |      | C      | 331                   | 83                      | -                            | -                 | -     | 331                 | 348                         | 0.2               | 0.0             | 0.264     | A                             |
|          | B   | Entry | 1          | 1    | A      | 209                   | 52                      | 609                          | 296               | 0.704 | 209                 | 255                         | 2.5               | 1.4             | 26.743    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 138                   | 34                      | 751                          | 616               | 0.222 | 138                 | 139                         | 2.5               | 0.8             | 20.377    | C                             |
|          | C   | Entry | 1          | 1    | A      | 349                   | 87                      | -                            | -                 | -     | 349                 | 364                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 195                   | 49                      | 884                          | 701               | 0.277 | 195                 | 201                         | 0.7               | 0.4             | 7.755     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 349                   | 87                      | -                            | -                 | -     | 349                 | 364                         | 0.7               | 0.1             | 1.054     | A                             |
|          |     |       |            |      | B      | 195                   | 49                      | -                            | -                 | -     | 195                 | 199                         | 0.7               | 0.1             | 1.661     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 27                    | 7                       | -                            | -                 | -     | 27                  | 29                          | 0.3               | 0.0             | 3.041     | A                             |
|          |     |       |            |      | C      | 68                    | 17                      | -                            | -                 | -     | 67                  | 72                          | 0.3               | 0.2             | 8.708     | A                             |
|          | B   | Entry | 1          | 1    | A      | 27                    | 7                       | 600                          | 394               | 0.068 | 30                  | 33                          | 30.0              | 2.1             | 293.224   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 235                   | 59                      | 767                          | 726               | 0.323 | 277                 | 280                         | 30.0              | 17.6            | 290.944   | F                             |
|          | C   | Entry | 1          | 1    | A      | 112                   | 28                      | -                            | -                 | -     | 112                 | 115                         | 1.0               | 0.1             | 3.355     | A                             |
|          |     |       |            |      | B      | 273                   | 68                      | 644                          | 602               | 0.453 | 274                 | 285                         | 1.0               | 0.5             | 8.359     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

09:00 - 09:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 158                   | 39                      | -                            | -                 | -     | 158                 | 162                         | 0.0               | 0.0             | 0.206     | A                             |
|          |     |       |            |      | C      | 272                   | 68                      | -                            | -                 | -     | 272                 | 286                         | 0.0               | 0.0             | 0.076     | A                             |
|          | B   | Entry | 1          | 1    | A      | 177                   | 44                      | 609                          | 334               | 0.531 | 176                 | 231                         | 2.2               | 1.1             | 22.243    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 119                   | 30                      | 751                          | 634               | 0.188 | 119                 | 129                         | 2.2               | 0.5             | 16.615    | C                             |
|          | C   | Entry | 1          | 1    | A      | 291                   | 73                      | -                            | -                 | -     | 291                 | 299                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 162                   | 40                      | 884                          | 731               | 0.221 | 161                 | 165                         | 0.4               | 0.4             | 6.435     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 291                   | 73                      | -                            | -                 | -     | 291                 | 299                         | 0.1               | 0.0             | 0.263     | A                             |
|          |     |       |            |      | B      | 162                   | 41                      | -                            | -                 | -     | 162                 | 165                         | 0.1               | 0.0             | 0.542     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 23                    | 6                       | -                            | -                 | -     | 23                  | 24                          | 0.3               | 0.0             | 0.940     | A                             |
|          |     |       |            |      | C      | 57                    | 14                      | -                            | -                 | -     | 57                  | 61                          | 0.3               | 0.0             | 4.079     | A                             |
|          | B   | Entry | 1          | 1    | A      | 20                    | 5                       | 602                          | 431               | 0.045 | 23                  | 31                          | 19.6              | 0.4             | 102.157   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 201                   | 50                      | 767                          | 733               | 0.275 | 237                 | 257                         | 19.6              | 3.3             | 102.352   | F                             |
|          | C   | Entry | 1          | 1    | A      | 93                    | 23                      | -                            | -                 | -     | 93                  | 94                          | 0.6               | 0.1             | 2.599     | A                             |
|          |     |       |            |      | B      | 225                   | 56                      | 644                          | 607               | 0.370 | 224                 | 232                         | 0.6               | 0.5             | 7.832     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

# 2026 Future Baseline, PM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 5.23               | A            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 10.85              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 7.10              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name        | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2026 Future Baseline | 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 484                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 529                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 109                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 239                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 142 | 342 |
|      | B  | 138 | 0   | 167 |
|      | C  | 361 | 168 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |    |     |     |
|------|----|----|-----|-----|
|      |    | A  | B   | C   |
| From | A  | 0  | 21  | 88  |
|      | B  | 22 | 0   | 217 |
|      | C  | 70 | 240 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 1 | 2 |
|      | B  | 2 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 5 | 1 |
|      | B  | 5 | 0 | 1 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.08          | 0.0             | A       | 446                     | 669                           |
|          | B   | 18.20         | 1.7             | C       | 278                     | 417                           |
|          | C   | 2.54          | 0.5             | A       | 479                     | 719                           |
| 2        | A   | 1.40          | 0.1             | A       | 100                     | 151                           |
|          | B   | 20.20         | 1.8             | C       | 217                     | 326                           |
|          | C   | 7.01          | 0.8             | A       | 285                     | 427                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 375                   | 94                      | 375                 | 370                         | 375                             | 0.0               | 0.0             | 0.008     | A                             |
|          | B   | 226                   | 57                      | 226                 | 230                         | 232                             | 0.0               | 0.8             | 11.130    | B                             |
|          | C   | 396                   | 99                      | 395                 | 403                         | 389                             | 0.0               | 0.3             | 1.983     | A                             |
| 2        | A   | 82                    | 20                      | 82                  | 85                          | 65                              | 0.0               | 0.0             | 0.076     | A                             |
|          | B   | 175                   | 44                      | 174                 | 181                         | 197                             | 0.0               | 0.4             | 7.059     | A                             |
|          | C   | 232                   | 58                      | 233                 | 231                         | 226                             | 0.0               | 0.3             | 6.163     | A                             |

## 17:00 - 17:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 437                   | 109                     | 437                 | 444                         | 437                             | 0.0               | 0.0             | 0.031     | A                             |
|          | B   | 276                   | 69                      | 278                 | 276                         | 275                             | 0.8               | 1.0             | 13.024    | B                             |
|          | C   | 458                   | 115                     | 458                 | 478                         | 462                             | 0.3               | 0.3             | 2.006     | A                             |
| 2        | A   | 103                   | 26                      | 103                 | 101                         | 78                              | 0.0               | 0.0             | 0.256     | A                             |
|          | B   | 208                   | 52                      | 209                 | 216                         | 238                             | 0.4               | 0.5             | 8.374     | A                             |
|          | C   | 275                   | 69                      | 278                 | 275                         | 276                             | 0.3               | 0.4             | 6.620     | A                             |

## 17:15 - 17:30

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 533                   | 133                     | 533                 | 542                         | 546                             | 0.0               | 0.0             | 0.081     | A                             |
|          | B   | 328                   | 82                      | 328                 | 323                         | 340                             | 1.0               | 1.7             | 17.033    | C                             |
|          | C   | 588                   | 147                     | 586                 | 582                         | 561                             | 0.3               | 0.5             | 2.502     | A                             |
| 2        | A   | 120                   | 30                      | 119                 | 120                         | 103                             | 0.0               | 0.1             | 1.398     | A                             |
|          | B   | 259                   | 65                      | 253                 | 257                         | 282                             | 0.5               | 1.8             | 15.966    | C                             |
|          | C   | 340                   | 85                      | 340                 | 336                         | 328                             | 0.4               | 0.8             | 7.014     | A                             |

## 17:30 - 17:45

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 531                   | 133                     | 531                 | 539                         | 541                             | 0.0               | 0.0             | 0.082     | A                             |
|          | B   | 332                   | 83                      | 335                 | 339                         | 340                             | 1.7               | 1.5             | 18.201    | C                             |
|          | C   | 571                   | 143                     | 571                 | 586                         | 558                             | 0.5               | 0.3             | 2.540     | A                             |
| 2        | A   | 118                   | 29                      | 118                 | 122                         | 100                             | 0.1               | 0.0             | 1.191     | A                             |
|          | B   | 260                   | 65                      | 259                 | 267                         | 284                             | 1.8               | 1.4             | 20.204    | C                             |
|          | C   | 340                   | 85                      | 339                 | 342                         | 332                             | 0.8               | 0.7             | 6.935     | A                             |

## 17:45 - 18:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 432                   | 108                     | 432                 | 449                         | 441                             | 0.0               | 0.0             | 0.043     | A                             |
|          | B   | 270                   | 68                      | 270                 | 283                         | 280                             | 1.5               | 1.0             | 13.672    | B                             |
|          | C   | 467                   | 117                     | 468                 | 471                         | 450                             | 0.3               | 0.2             | 2.160     | A                             |
| 2        | A   | 97                    | 24                      | 97                  | 101                         | 79                              | 0.0               | 0.0             | 0.310     | A                             |
|          | B   | 214                   | 53                      | 211                 | 220                         | 237                             | 1.4               | 0.6             | 10.246    | B                             |
|          | C   | 280                   | 70                      | 277                 | 283                         | 270                             | 0.7               | 0.6             | 6.632     | A                             |

## 18:00 - 18:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 368                   | 92                      | 368                 | 378                         | 370                             | 0.0               | 0.0             | 0.015     | A                             |
|          | B   | 235                   | 59                      | 234                 | 236                         | 241                             | 1.0               | 0.6             | 11.052    | B                             |
|          | C   | 395                   | 99                      | 397                 | 407                         | 388                             | 0.2               | 0.2             | 1.918     | A                             |
| 2        | A   | 83                    | 21                      | 83                  | 85                          | 70                              | 0.0               | 0.0             | 0.072     | A                             |
|          | B   | 187                   | 47                      | 186                 | 184                         | 207                             | 0.6               | 0.4             | 7.318     | A                             |
|          | C   | 241                   | 60                      | 242                 | 239                         | 235                             | 0.6               | 0.5             | 6.311     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

16:45 - 17:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 375                   | 375                 | 370                         | 0.0               | 0.0             | 0.008     | A                             |
|          |     | Exit  | 1          | 1    |                  | 375                   | 375                 | 380                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 226                   | 226                 | 230                         | 0.0               | 0.8             | 11.130    | B                             |
|          |     | Exit  | 1          | 1    |                  | 232                   | 232                 | 233                         | 0.0               | 0.0             | 0.778     | A                             |
|          | C   | Entry | 1          | 1    | A                | 271                   | 271                 | 275                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 125                   | 123                 | 128                         | 0.0               | 0.2             | 5.821     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 396                   | 396                 | 404                         | 0.0               | 0.0             | 0.107     | A                             |
|          |     |       |            | 1    |                  | 389                   | 389                 | 390                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 82                    | 82                  | 85                          | 0.0               | 0.0             | 0.076     | A                             |
|          |     | Exit  | 1          | 1    |                  | 65                    | 65                  | 67                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 175                   | 174                 | 181                         | 0.0               | 0.4             | 7.059     | A                             |
|          |     | Exit  | 1          | 1    |                  | 197                   | 197                 | 196                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 232                   | 233                 | 231                         | 0.0               | 0.3             | 6.163     | A                             |
|          |     | Exit  | 1          | 1    |                  | 227                   | 226                 | 234                         | 0.0               | 0.1             | 1.017     | A                             |

17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 437                   | 437                 | 444                         | 0.0               | 0.0             | 0.031     | A                             |
|          |     | Exit  | 1          | 1    |                  | 437                   | 437                 | 454                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 276                   | 278                 | 276                         | 0.8               | 1.0             | 13.024    | B                             |
|          |     | Exit  | 1          | 1    |                  | 275                   | 275                 | 276                         | 0.0               | 0.1             | 1.268     | A                             |
|          | C   | Entry | 1          | 1    | A                | 310                   | 310                 | 328                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 149                   | 149                 | 150                         | 0.2               | 0.2             | 5.950     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 458                   | 458                 | 478                         | 0.0               | 0.0             | 0.127     | A                             |
|          |     |       |            | 1    |                  | 462                   | 462                 | 467                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 103                   | 103                 | 101                         | 0.0               | 0.0             | 0.256     | A                             |
|          |     | Exit  | 1          | 1    |                  | 78                    | 78                  | 79                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 208                   | 209                 | 216                         | 0.4               | 0.5             | 8.374     | A                             |
|          |     | Exit  | 1          | 1    |                  | 238                   | 238                 | 236                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 275                   | 278                 | 275                         | 0.3               | 0.4             | 6.620     | A                             |
|          |     | Exit  | 1          | 1    |                  | 274                   | 276                 | 277                         | 0.1               | 0.1             | 2.156     | A                             |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 533                   | 533                 | 542                         | 0.0               | 0.0             | 0.081     | A                             |
|          |     | Exit  | 1          | 1    |                  | 546                   | 546                 | 545                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 328                   | 328                 | 323                         | 1.0               | 1.7             | 17.033    | C                             |
|          |     | Exit  | 1          | 1    |                  | 340                   | 340                 | 339                         | 0.1               | 0.2             | 1.831     | A                             |
|          | C   | Entry | 1          | 1    | A                | 398                   | 398                 | 398                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 189                   | 188                 | 184                         | 0.2               | 0.4             | 6.710     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 588                   | 588                 | 583                         | 0.0               | 0.0             | 0.357     | A                             |
|          |     |       |            | 1    |                  | 561                   | 561                 | 562                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 120                   | 119                 | 120                         | 0.0               | 0.1             | 1.398     | A                             |
|          |     | Exit  | 1          | 1    |                  | 103                   | 103                 | 103                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 259                   | 253                 | 257                         | 0.5               | 1.8             | 15.966    | C                             |
|          |     | Exit  | 1          | 1    |                  | 282                   | 282                 | 282                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 340                   | 340                 | 336                         | 0.4               | 0.8             | 7.014     | A                             |
|          |     | Exit  | 1          | 1    |                  | 327                   | 328                 | 327                         | 0.1               | 0.6             | 5.896     | A                             |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 531                   | 531                 | 539                         | 0.0               | 0.0             | 0.082     | A                             |
|          |     | Exit  | 1          | 1    |                  | 541                   | 541                 | 555                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 332                   | 335                 | 339                         | 1.7               | 1.5             | 18.201    | C                             |
|          |     | Exit  | 1          | 1    |                  | 338                   | 340                 | 343                         | 0.2               | 0.1             | 1.889     | A                             |
|          | C   | Entry | 1          | 1    | A                | 387                   | 387                 | 399                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 183                   | 184                 | 187                         | 0.4               | 0.3             | 6.648     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 571                   | 571                 | 585                         | 0.0               | 0.0             | 0.411     | A                             |
|          |     |       |            | 1    |                  | 558                   | 558                 | 567                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 118                   | 118                 | 122                         | 0.1               | 0.0             | 1.191     | A                             |
|          |     | Exit  | 1          | 1    |                  | 100                   | 100                 | 103                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 260                   | 259                 | 267                         | 1.8               | 1.4             | 20.204    | C                             |
|          |     | Exit  | 1          | 1    |                  | 284                   | 284                 | 289                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 340                   | 339                 | 342                         | 0.8               | 0.7             | 6.935     | A                             |
|          |     | Exit  | 1          | 1    |                  | 332                   | 332                 | 339                         | 0.6               | 0.6             | 6.783     | A                             |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 432                   | 432                 | 449                         | 0.0               | 0.0             | 0.043     | A                             |
|          |     | Exit  | 1          | 1    |                  | 441                   | 441                 | 447                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 270                   | 270                 | 283                         | 1.5               | 1.0             | 13.672    | B                             |
|          |     | Exit  | 1          | 1    |                  | 280                   | 280                 | 284                         | 0.1               | 0.1             | 1.303     | A                             |
|          | C   | Entry | 1          | 1    | A                | 317                   | 317                 | 318                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 150                   | 151                 | 152                         | 0.3               | 0.2             | 6.092     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 467                   | 468                 | 471                         | 0.0               | 0.0             | 0.181     | A                             |
|          |     |       |            | 1    |                  | 450                   | 450                 | 472                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 97                    | 97                  | 101                         | 0.0               | 0.0             | 0.310     | A                             |
|          |     | Exit  | 1          | 1    |                  | 79                    | 79                  | 84                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 214                   | 211                 | 220                         | 1.4               | 0.6             | 10.246    | B                             |
|          |     | Exit  | 1          | 1    |                  | 237                   | 237                 | 241                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 280                   | 277                 | 283                         | 0.7               | 0.6             | 6.632     | A                             |
|          |     | Exit  | 1          | 1    |                  | 269                   | 270                 | 281                         | 0.6               | 0.1             | 2.893     | A                             |

**18:00 - 18:15**

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 368                   | 368                 | 378                         | 0.0               | 0.0             | 0.015     | A                             |
|          |     | Exit  | 1          | 1    |                  | 370                   | 370                 | 384                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 235                   | 234                 | 236                         | 1.0               | 0.6             | 11.052    | B                             |
|          |     | Exit  | 1          | 1    |                  | 240                   | 241                 | 239                         | 0.1               | 0.0             | 0.945     | A                             |
|          | C   | Entry | 1          | 1    | A                | 264                   | 264                 | 277                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 131                   | 133                 | 130                         | 0.2               | 0.2             | 5.672     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 395                   | 396                 | 407                         | 0.0               | 0.0             | 0.103     | A                             |
|          |     |       |            | 1    |                  | 388                   | 388                 | 397                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 83                    | 83                  | 85                          | 0.0               | 0.0             | 0.072     | A                             |
|          |     | Exit  | 1          | 1    |                  | 70                    | 70                  | 72                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 187                   | 186                 | 184                         | 0.6               | 0.4             | 7.318     | A                             |
|          |     | Exit  | 1          | 1    |                  | 207                   | 207                 | 201                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 241                   | 242                 | 239                         | 0.6               | 0.5             | 6.311     | A                             |
|          |     | Exit  | 1          | 1    |                  | 235                   | 235                 | 234                         | 0.1               | 0.1             | 1.188     | A                             |

**Lane movements: Main Results for each time segment**
**16:45 - 17:00**

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 109                   | 27                      | -                            | -                 | -     | 109                 | 105                         | 0.0               | 0.0             | 0.027     | A                             |
|          |     |       |            |      | C      | 266                   | 67                      | -                            | -                 | -     | 266                 | 265                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A      | 104                   | 26                      | 609                          | 427               | 0.244 | 104                 | 105                         | 0.0               | 0.4             | 12.938    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 122                   | 31                      | 751                          | 665               | 0.184 | 123                 | 125                         | 0.0               | 0.3             | 9.626     | A                             |
|          | C   | Entry | 1          | 1    | A      | 271                   | 68                      | -                            | -                 | -     | 271                 | 275                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 125                   | 31                      | 884                          | 761               | 0.164 | 123                 | 128                         | 0.0               | 0.2             | 5.821     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 271                   | 68                      | -                            | -                 | -     | 271                 | 275                         | 0.0               | 0.0             | 0.063     | A                             |
|          |     |       |            |      | B      | 125                   | 31                      | -                            | -                 | -     | 125                 | 129                         | 0.0               | 0.0             | 0.200     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 14                    | 4                       | -                            | -                 | -     | 14                  | 16                          | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 67                    | 17                      | -                            | -                 | -     | 67                  | 69                          | 0.0               | 0.0             | 0.093     | A                             |
|          | B   | Entry | 1          | 1    | A      | 15                    | 4                       | 602                          | 474               | 0.032 | 15                  | 16                          | 0.0               | 0.0             | 9.961     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 160                   | 40                      | 767                          | 738               | 0.216 | 159                 | 165                         | 0.0               | 0.3             | 6.788     | A                             |
|          | C   | Entry | 1          | 1    | A      | 50                    | 12                      | -                            | -                 | -     | 50                  | 51                          | 0.0               | 0.0             | 2.161     | A                             |
|          |     |       |            |      | B      | 182                   | 46                      | 644                          | 623               | 0.292 | 183                 | 180                         | 0.0               | 0.3             | 7.292     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B      | 126                   | 32                      | -                            | -                 | -     | 126                 | 127                         | 0.0               | 0.0             | 0.074     | A                             |
|          |     |       |            |      | C      | 311                   | 78                      | -                            | -                 | -     | 311                 | 317                         | 0.0               | 0.0             | 0.014     | A                             |
|          |     |       |            |      | A      | 127                   | 32                      | 609                          | 390               | 0.326 | 127                 | 126                         | 0.8               | 0.5             | 15.039    | C                             |
|          | B   | Entry | 1          | 1    | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 149                   | 37                      | 751                          | 650               | 0.230 | 151                 | 150                         | 0.8               | 0.4             | 11.358    | B                             |
|          |     |       |            |      | A      | 310                   | 77                      | -                            | -                 | -     | 310                 | 328                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B      | 149                   | 37                      | 884                          | 738               | 0.201 | 149                 | 150                         | 0.2               | 0.2             | 5.950     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 310                   | 77                      | -                            | -                 | -     | 310                 | 328                         | 0.0               | 0.0             | 0.077     | A                             |
|          |     |       | 2          | 1    | B      | 149                   | 37                      | -                            | -                 | -     | 149                 | 150                         | 0.0               | 0.0             | 0.235     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 310                   | 77                      | -                            | -                 | -     | 310                 | 328                         | 0.0               | 0.0             | 0.077     | A                             |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 20                    | 5                       | -                            | -                 | -     | 20                  | 21                          | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 83                    | 21                      | -                            | -                 | -     | 83                  | 79                          | 0.0               | 0.0             | 0.321     | A                             |
|          | B   | Entry | 1          | 1    | A      | 17                    | 4                       | 596                          | 459               | 0.037 | 17                  | 19                          | 0.4               | 0.1             | 10.439    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 191                   | 48                      | 767                          | 733               | 0.260 | 192                 | 198                         | 0.4               | 0.4             | 8.188     | A                             |
|          | C   | Entry | 1          | 1    | A      | 61                    | 15                      | -                            | -                 | -     | 61                  | 60                          | 0.3               | 0.0             | 2.680     | A                             |
|          |     |       |            |      | B      | 214                   | 53                      | 644                          | 618               | 0.346 | 217                 | 215                         | 0.3               | 0.4             | 7.718     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 152                   | 38                      | -                            | -                 | -     | 152                 | 156                         | 0.0               | 0.0             | 0.150     | A                             |
|          |     |       |            |      | C      | 380                   | 95                      | -                            | -                 | -     | 380                 | 386                         | 0.0               | 0.0             | 0.053     | A                             |
|          | B   | Entry | 1          | 1    | A      | 147                   | 37                      | 609                          | 345               | 0.426 | 148                 | 147                         | 1.0               | 0.8             | 19.650    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 181                   | 45                      | 751                          | 627               | 0.289 | 181                 | 176                         | 1.0               | 0.9             | 14.880    | B                             |
|          | C   | Entry | 1          | 1    | A      | 398                   | 100                     | -                            | -                 | -     | 398                 | 398                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 189                   | 47                      | 884                          | 708               | 0.267 | 188                 | 184                         | 0.2               | 0.4             | 6.710     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 398                   | 100                     | -                            | -                 | -     | 398                 | 398                         | 0.0               | 0.0             | 0.253     | A                             |
|          |     |       |            |      | B      | 190                   | 47                      | -                            | -                 | -     | 189                 | 185                         | 0.0               | 0.0             | 0.578     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 24                    | 6                       | -                            | -                 | -     | 24                  | 24                          | 0.0               | 0.0             | 0.954     | A                             |
|          |     |       |            |      | C      | 96                    | 24                      | -                            | -                 | -     | 96                  | 96                          | 0.0               | 0.1             | 1.506     | A                             |
|          | B   | Entry | 1          | 1    | A      | 24                    | 6                       | 602                          | 447               | 0.053 | 22                  | 24                          | 0.5               | 0.2             | 16.995    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 236                   | 59                      | 767                          | 729               | 0.323 | 231                 | 233                         | 0.5               | 1.5             | 15.862    | C                             |
|          | C   | Entry | 1          | 1    | A      | 81                    | 20                      | -                            | -                 | -     | 81                  | 78                          | 0.4               | 0.1             | 3.047     | A                             |
|          |     |       |            |      | B      | 259                   | 65                      | 644                          | 614               | 0.422 | 258                 | 258                         | 0.4               | 0.7             | 8.217     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 155                   | 39                      | -                            | -                 | -     | 155                 | 156                         | 0.0               | 0.0             | 0.154     | A                             |
|          |     |       |            |      | C      | 376                   | 94                      | -                            | -                 | -     | 376                 | 384                         | 0.0               | 0.0             | 0.052     | A                             |
|          | B   | Entry | 1          | 1    | A      | 152                   | 38                      | 609                          | 347               | 0.441 | 154                 | 156                         | 1.7               | 0.8             | 20.849    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 180                   | 45                      | 751                          | 629               | 0.286 | 182                 | 183                         | 1.7               | 0.7             | 15.993    | C                             |
|          | C   | Entry | 1          | 1    | A      | 387                   | 97                      | -                            | -                 | -     | 387                 | 399                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 183                   | 46                      | 884                          | 709               | 0.259 | 184                 | 187                         | 0.4               | 0.3             | 6.648     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 387                   | 97                      | -                            | -                 | -     | 387                 | 399                         | 0.0               | 0.0             | 0.324     | A                             |
|          |     |       |            |      | B      | 184                   | 46                      | -                            | -                 | -     | 183                 | 186                         | 0.0               | 0.0             | 0.593     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 22                    | 5                       | -                            | -                 | -     | 22                  | 24                          | 0.0               | 0.0             | 0.422     | A                             |
|          |     |       |            |      | C      | 96                    | 24                      | -                            | -                 | -     | 97                  | 97                          | 0.1               | 0.0             | 1.377     | A                             |
|          | B   | Entry | 1          | 1    | A      | 23                    | 6                       | 602                          | 434               | 0.054 | 23                  | 26                          | 1.8               | 0.1             | 22.258    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 237                   | 59                      | 767                          | 725               | 0.327 | 236                 | 241                         | 1.8               | 1.2             | 19.993    | C                             |
|          | C   | Entry | 1          | 1    | A      | 77                    | 19                      | -                            | -                 | -     | 77                  | 77                          | 0.8               | 0.1             | 3.205     | A                             |
|          |     |       |            |      | B      | 263                   | 66                      | 644                          | 614               | 0.429 | 262                 | 265                         | 0.8               | 0.6             | 8.026     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 129                   | 32                      | -                            | -                 | -     | 129                 | 131                         | 0.0               | 0.0             | 0.072     | A                             |
|          |     |       |            |      | C      | 303                   | 76                      | -                            | -                 | -     | 303                 | 317                         | 0.0               | 0.0             | 0.031     | A                             |
|          | B   | Entry | 1          | 1    | A      | 123                   | 31                      | 609                          | 396               | 0.312 | 123                 | 129                         | 1.5               | 0.6             | 15.837    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 147                   | 37                      | 751                          | 652               | 0.225 | 147                 | 155                         | 1.5               | 0.4             | 11.911    | B                             |
|          | C   | Entry | 1          | 1    | A      | 317                   | 79                      | -                            | -                 | -     | 317                 | 318                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 150                   | 38                      | 884                          | 743               | 0.202 | 151                 | 152                         | 0.3               | 0.2             | 6.092     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 317                   | 79                      | -                            | -                 | -     | 317                 | 318                         | 0.0               | 0.0             | 0.125     | A                             |
|          |     |       |            |      | B      | 150                   | 38                      | -                            | -                 | -     | 150                 | 152                         | 0.0               | 0.0             | 0.295     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 19                    | 5                       | -                            | -                 | -     | 19                  | 21                          | 0.0               | 0.0             | 0.043     | A                             |
|          |     |       |            |      | C      | 78                    | 19                      | -                            | -                 | -     | 78                  | 80                          | 0.0               | 0.0             | 0.377     | A                             |
|          | B   | Entry | 1          | 1    | A      | 19                    | 5                       | 602                          | 451               | 0.043 | 19                  | 21                          | 1.4               | 0.1             | 12.879    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 194                   | 49                      | 767                          | 733               | 0.265 | 191                 | 199                         | 1.4               | 0.5             | 9.983     | A                             |
|          | C   | Entry | 1          | 1    | A      | 60                    | 15                      | -                            | -                 | -     | 60                  | 63                          | 0.7               | 0.1             | 2.666     | A                             |
|          |     |       |            |      | B      | 220                   | 55                      | 644                          | 619               | 0.355 | 218                 | 219                         | 0.7               | 0.5             | 7.774     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

18:00 - 18:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 107                   | 27                      | -                            | -                 | -     | 107                 | 110                         | 0.0               | 0.0             | 0.031     | A                             |
|          |     |       |            |      | C      | 260                   | 65                      | -                            | -                 | -     | 260                 | 268                         | 0.0               | 0.0             | 0.008     | A                             |
|          | B   | Entry | 1          | 1    | A      | 107                   | 27                      | 609                          | 423               | 0.254 | 106                 | 107                         | 1.0               | 0.4             | 12.932    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 128                   | 32                      | 751                          | 667               | 0.192 | 127                 | 129                         | 1.0               | 0.3             | 9.528     | A                             |
|          | C   | Entry | 1          | 1    | A      | 264                   | 66                      | -                            | -                 | -     | 264                 | 277                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 131                   | 33                      | 884                          | 762               | 0.172 | 133                 | 130                         | 0.2               | 0.2             | 5.672     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 264                   | 66                      | -                            | -                 | -     | 264                 | 277                         | 0.0               | 0.0             | 0.059     | A                             |
|          |     |       |            |      | B      | 131                   | 33                      | -                            | -                 | -     | 131                 | 129                         | 0.0               | 0.0             | 0.197     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 16                    | 4                       | -                            | -                 | -     | 16                  | 16                          | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 68                    | 17                      | -                            | -                 | -     | 68                  | 68                          | 0.0               | 0.0             | 0.089     | A                             |
|          | B   | Entry | 1          | 1    | A      | 19                    | 5                       | 602                          | 478               | 0.039 | 19                  | 17                          | 0.6               | 0.1             | 9.692     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 168                   | 42                      | 767                          | 739               | 0.228 | 167                 | 166                         | 0.6               | 0.4             | 7.080     | A                             |
|          | C   | Entry | 1          | 1    | A      | 51                    | 13                      | -                            | -                 | -     | 51                  | 54                          | 0.6               | 0.0             | 2.312     | A                             |
|          |     |       |            |      | B      | 190                   | 47                      | 644                          | 623               | 0.305 | 191                 | 185                         | 0.6               | 0.4             | 7.486     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

# 2026 Future + Development, AM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 10.54              | B            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 136.41             | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 54.47             | F           |

## 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 | 2026 Future + 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 574                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 617                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 109                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 288                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
| From |    | A   | B   | C   |
|      | A  | 0   | 208 | 366 |
|      | B  | 200 | 0   | 135 |
|      | C  | 385 | 232 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |     |     |     |
|------|----|-----|-----|-----|
| From |    | A   | B   | C   |
|      | A  | 0   | 32  | 77  |
|      | B  | 29  | 0   | 259 |
|      | C  | 127 | 312 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |    |   |   |
|------|----|----|---|---|
| From |    | A  | B | C |
|      | A  | 0  | 5 | 5 |
|      | B  | 21 | 0 | 3 |
|      | C  | 4  | 1 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

|      | To |    |   |   |
|------|----|----|---|---|
| From |    | A  | B | C |
|      | A  | 0  | 0 | 6 |
|      | B  | 11 | 0 | 2 |
|      | C  | 2  | 3 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.86          | 0.2             | A       | 526                     | 790                           |
|          | B   | 28.87         | 2.6             | D       | 302                     | 453                           |
|          | C   | 8.92          | 1.7             | A       | 568                     | 853                           |
| 2        | A   | 12.07         | 0.4             | B       | 101                     | 151                           |
|          | B   | 380.64        | 35.0            | F       | 265                     | 397                           |
|          | C   | 7.69          | 1.1             | A       | 406                     | 608                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 425                   | 106                     | 424                 | 449                         | 442                             | 0.0               | 0.0             | 0.145     | A                             |
|          | B   | 253                   | 63                      | 255                 | 283                         | 330                             | 0.0               | 1.2             | 16.680    | C                             |
|          | C   | 465                   | 116                     | 466                 | 482                         | 374                             | 0.0               | 0.4             | 2.931     | A                             |
| 2        | A   | 83                    | 21                      | 83                  | 88                          | 116                             | 0.0               | 0.0             | 0.929     | A                             |
|          | B   | 219                   | 55                      | 218                 | 225                         | 263                             | 0.0               | 1.0             | 13.028    | B                             |
|          | C   | 330                   | 83                      | 330                 | 338                         | 253                             | 0.0               | 0.6             | 6.586     | A                             |

## 08:00 - 08:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 519                   | 130                     | 518                 | 540                         | 521                             | 0.0               | 0.1             | 0.296     | A                             |
|          | B   | 294                   | 73                      | 293                 | 327                         | 394                             | 1.2               | 1.7             | 20.149    | C                             |
|          | C   | 555                   | 139                     | 551                 | 567                         | 445                             | 0.4               | 0.7             | 3.639     | A                             |
| 2        | A   | 101                   | 25                      | 100                 | 100                         | 140                             | 0.0               | 0.1             | 2.781     | A                             |
|          | B   | 255                   | 64                      | 249                 | 257                         | 309                             | 1.0               | 2.4             | 25.976    | D                             |
|          | C   | 394                   | 99                      | 395                 | 401                         | 294                             | 0.6               | 0.7             | 7.031     | A                             |

## 08:15 - 08:30

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 630                   | 158                     | 632                 | 657                         | 609                             | 0.1               | 0.1             | 0.865     | A                             |
|          | B   | 307                   | 77                      | 307                 | 348                         | 490                             | 1.7               | 2.5             | 26.662    | D                             |
|          | C   | 681                   | 170                     | 683                 | 690                         | 523                             | 0.7               | 1.7             | 8.130     | A                             |
| 2        | A   | 120                   | 30                      | 120                 | 125                         | 165                             | 0.1               | 0.3             | 8.489     | A                             |
|          | B   | 316                   | 79                      | 248                 | 261                         | 388                             | 2.4               | 18.3            | 158.805   | F                             |
|          | C   | 490                   | 123                     | 491                 | 493                         | 307                             | 0.7               | 1.0             | 7.693     | A                             |

## 08:30 - 08:45

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 630                   | 157                     | 629                 | 663                         | 620                             | 0.1               | 0.2             | 0.809     | A                             |
|          | B   | 310                   | 77                      | 311                 | 353                         | 486                             | 2.5               | 2.5             | 28.873    | D                             |
|          | C   | 690                   | 172                     | 690                 | 698                         | 523                             | 1.7               | 1.7             | 8.921     | A                             |
| 2        | A   | 121                   | 30                      | 122                 | 127                         | 166                             | 0.3               | 0.4             | 12.068    | B                             |
|          | B   | 319                   | 80                      | 249                 | 259                         | 382                             | 18.3              | 35.0            | 380.637   | F                             |
|          | C   | 486                   | 121                     | 486                 | 496                         | 310                             | 1.0               | 1.1             | 7.584     | A                             |

## 08:45 - 09:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 520                   | 130                     | 520                 | 545                         | 550                             | 0.2               | 0.0             | 0.309     | A                             |
|          | B   | 345                   | 86                      | 344                 | 390                         | 392                             | 2.5               | 2.3             | 24.667    | C                             |
|          | C   | 547                   | 137                     | 547                 | 574                         | 469                             | 1.7               | 0.6             | 4.256     | A                             |
| 2        | A   | 100                   | 25                      | 100                 | 105                         | 141                             | 0.4               | 0.2             | 7.275     | A                             |
|          | B   | 257                   | 64                      | 300                 | 307                         | 310                             | 35.0              | 25.3            | 360.509   | F                             |
|          | C   | 392                   | 98                      | 393                 | 417                         | 345                             | 1.1               | 0.7             | 7.018     | A                             |

## 09:00 - 09:15

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 436                   | 109                     | 436                 | 457                         | 474                             | 0.0               | 0.0             | 0.131     | A                             |
|          | B   | 304                   | 76                      | 306                 | 373                         | 340                             | 2.3               | 1.6             | 20.693    | C                             |
|          | C   | 471                   | 118                     | 472                 | 481                         | 400                             | 0.6               | 0.3             | 2.930     | A                             |
| 2        | A   | 81                    | 20                      | 81                  | 87                          | 125                             | 0.2               | 0.1             | 3.875     | A                             |
|          | B   | 223                   | 56                      | 273                 | 303                         | 267                             | 25.3              | 7.0             | 137.636   | F                             |
|          | C   | 340                   | 85                      | 339                 | 345                         | 304                             | 0.7               | 0.6             | 6.381     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

07:45 - 08:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 425                   | 424                 | 449                         | 0.0               | 0.0             | 0.145     | A                             |
|          |     | Exit  | 1          | 1    |                  | 442                   | 442                 | 485                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 253                   | 255                 | 283                         | 0.0               | 1.2             | 16.680    | C                             |
|          |     | Exit  | 1          | 1    |                  | 330                   | 330                 | 340                         | 0.0               | 0.2             | 1.910     | A                             |
|          | C   | Entry | 1          | 1    | A                | 290                   | 290                 | 304                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 176                   | 176                 | 178                         | 0.0               | 0.3             | 6.668     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 465                   | 466                 | 484                         | 0.0               | 0.0             | 0.420     | A                             |
|          |     |       |            | 1    |                  | 374                   | 374                 | 388                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 83                    | 83                  | 88                          | 0.0               | 0.0             | 0.929     | A                             |
|          |     | Exit  | 1          | 1    |                  | 116                   | 116                 | 120                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 219                   | 218                 | 225                         | 0.0               | 1.0             | 13.028    | B                             |
|          |     | Exit  | 1          | 1    |                  | 263                   | 263                 | 267                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 330                   | 330                 | 338                         | 0.0               | 0.6             | 6.586     | A                             |
|          |     | Exit  | 1          | 1    |                  | 252                   | 253                 | 262                         | 0.0               | 0.4             | 5.527     | A                             |

08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 519                   | 518                 | 540                         | 0.0               | 0.1             | 0.296     | A                             |
|          |     | Exit  | 1          | 1    |                  | 521                   | 521                 | 566                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 294                   | 293                 | 327                         | 1.2               | 1.7             | 20.149    | C                             |
|          |     | Exit  | 1          | 1    |                  | 396                   | 394                 | 402                         | 0.2               | 0.3             | 2.762     | A                             |
|          | C   | Entry | 1          | 1    | A                | 346                   | 346                 | 359                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 207                   | 205                 | 208                         | 0.3               | 0.5             | 7.303     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 555                   | 552                 | 567                         | 0.0               | 0.3             | 0.894     | A                             |
|          |     |       |            | 1    |                  | 445                   | 445                 | 466                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 101                   | 100                 | 100                         | 0.0               | 0.1             | 2.781     | A                             |
|          |     | Exit  | 1          | 1    |                  | 140                   | 140                 | 144                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 255                   | 249                 | 257                         | 1.0               | 2.4             | 25.976    | D                             |
|          |     | Exit  | 1          | 1    |                  | 309                   | 309                 | 313                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 394                   | 395                 | 401                         | 0.6               | 0.7             | 7.031     | A                             |
|          |     | Exit  | 1          | 1    |                  | 296                   | 294                 | 298                         | 0.4               | 1.1             | 10.458    | B                             |

## 08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 630                   | 632                 | 657                         | 0.1               | 0.1             | 0.865     | A                             |
|          |     | Exit  | 1          | 1    |                  | 609                   | 609                 | 655                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 307                   | 307                 | 348                         | 1.7               | 2.5             | 26.662    | D                             |
|          |     | Exit  | 1          | 1    |                  | 489                   | 490                 | 494                         | 0.3               | 0.5             | 4.337     | A                             |
|          | C   | Entry | 1          | 1    | A                | 424                   | 424                 | 436                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 259                   | 259                 | 254                         | 0.5               | 0.7             | 9.685     | A                             |
|          |     |       |            | 2    | (A, B)           | 681                   | 683                 | 691                         | 0.3               | 1.0             | 4.483     | A                             |
|          |     | Exit  | 1          | 1    |                  | 523                   | 523                 | 544                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 120                   | 120                 | 125                         | 0.1               | 0.3             | 8.489     | A                             |
|          |     | Exit  | 1          | 1    |                  | 165                   | 165                 | 169                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 316                   | 248                 | 261                         | 2.4               | 18.3            | 158.805   | F                             |
|          |     | Exit  | 1          | 1    |                  | 388                   | 388                 | 388                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 490                   | 491                 | 493                         | 0.7               | 1.0             | 7.693     | A                             |
|          |     | Exit  | 1          | 1    |                  | 307                   | 307                 | 318                         | 1.1               | 2.1             | 20.738    | C                             |

## 08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 630                   | 629                 | 663                         | 0.1               | 0.2             | 0.809     | A                             |
|          |     | Exit  | 1          | 1    |                  | 620                   | 620                 | 665                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 310                   | 311                 | 353                         | 2.5               | 2.5             | 28.873    | D                             |
|          |     | Exit  | 1          | 1    |                  | 488                   | 486                 | 498                         | 0.5               | 0.7             | 4.287     | A                             |
|          | C   | Entry | 1          | 1    | A                | 433                   | 433                 | 441                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 256                   | 256                 | 257                         | 0.7               | 0.7             | 10.068    | B                             |
|          |     |       |            | 2    | (A, B)           | 690                   | 689                 | 698                         | 1.0               | 1.0             | 5.158     | A                             |
|          |     | Exit  | 1          | 1    |                  | 523                   | 523                 | 550                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 121                   | 122                 | 127                         | 0.3               | 0.4             | 12.068    | B                             |
|          |     | Exit  | 1          | 1    |                  | 166                   | 166                 | 173                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 319                   | 249                 | 259                         | 18.3              | 35.0            | 380.637   | F                             |
|          |     | Exit  | 1          | 1    |                  | 382                   | 382                 | 389                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 486                   | 486                 | 496                         | 1.0               | 1.1             | 7.584     | A                             |
|          |     | Exit  | 1          | 1    |                  | 309                   | 310                 | 320                         | 2.1               | 2.0             | 25.126    | D                             |

## 08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 520                   | 520                 | 545                         | 0.2               | 0.0             | 0.309     | A                             |
|          |     | Exit  | 1          | 1    |                  | 550                   | 550                 | 609                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 345                   | 344                 | 390                         | 2.5               | 2.3             | 24.667    | C                             |
|          |     | Exit  | 1          | 1    |                  | 392                   | 392                 | 416                         | 0.7               | 0.3             | 2.938     | A                             |
|          | C   | Entry | 1          | 1    | A                | 342                   | 342                 | 361                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 205                   | 204                 | 213                         | 0.7               | 0.4             | 7.711     | A                             |
|          |     |       |            | 2    | (A, B)           | 547                   | 547                 | 573                         | 1.0               | 0.1             | 1.375     | A                             |
|          |     | Exit  | 1          | 1    |                  | 469                   | 469                 | 486                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 100                   | 100                 | 105                         | 0.4               | 0.2             | 7.275     | A                             |
|          |     | Exit  | 1          | 1    |                  | 141                   | 141                 | 152                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 257                   | 300                 | 307                         | 35.0              | 25.3            | 360.509   | F                             |
|          |     | Exit  | 1          | 1    |                  | 310                   | 310                 | 327                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 392                   | 393                 | 417                         | 1.1               | 0.7             | 7.018     | A                             |
|          |     | Exit  | 1          | 1    |                  | 342                   | 345                 | 352                         | 2.0               | 1.7             | 19.915    | C                             |

## 09:00 - 09:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 436                   | 436                 | 457                         | 0.0               | 0.0             | 0.131     | A                             |
|          |     | Exit  | 1          | 1    |                  | 474                   | 474                 | 540                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 304                   | 306                 | 373                         | 2.3               | 1.6             | 20.693    | C                             |
|          |     | Exit  | 1          | 1    |                  | 340                   | 340                 | 346                         | 0.3               | 0.1             | 1.835     | A                             |
|          | C   | Entry | 1          | 1    | A                | 291                   | 291                 | 303                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 180                   | 182                 | 178                         | 0.4               | 0.3             | 6.633     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 471                   | 471                 | 480                         | 0.1               | 0.1             | 0.445     | A                             |
|          |     |       |            | 1    |                  | 400                   | 400                 | 426                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 81                    | 81                  | 87                          | 0.2               | 0.1             | 3.875     | A                             |
|          |     | Exit  | 1          | 1    |                  | 125                   | 125                 | 132                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 223                   | 273                 | 303                         | 25.3              | 7.0             | 137.636   | F                             |
|          |     | Exit  | 1          | 1    |                  | 267                   | 267                 | 271                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 340                   | 339                 | 345                         | 0.7               | 0.6             | 6.381     | A                             |
|          |     | Exit  | 1          | 1    |                  | 301                   | 304                 | 335                         | 1.7               | 0.9             | 13.836    | B                             |

## Lane movements: Main Results for each time segment

## 07:45 - 08:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 154                   | 39                      | -                            | -                 | -     | 154                 | 163                         | 0.0               | 0.0             | 0.223     | A                             |
|          |     |       |            |      | C      | 270                   | 68                      | -                            | -                 | -     | 270                 | 286                         | 0.0               | 0.0             | 0.100     | A                             |
|          | B   | Entry | 1          | 1    | A      | 151                   | 38                      | 609                          | 329               | 0.459 | 152                 | 181                         | 0.0               | 0.9             | 18.892    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 102                   | 26                      | 751                          | 631               | 0.162 | 104                 | 103                         | 0.0               | 0.3             | 13.313    | B                             |
|          | C   | Entry | 1          | 1    | A      | 290                   | 73                      | -                            | -                 | -     | 290                 | 304                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 176                   | 44                      | 884                          | 729               | 0.241 | 176                 | 178                         | 0.0               | 0.3             | 6.668     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 290                   | 72                      | -                            | -                 | -     | 290                 | 304                         | 0.0               | 0.0             | 0.288     | A                             |
|          |     |       |            |      | B      | 176                   | 44                      | -                            | -                 | -     | 176                 | 179                         | 0.0               | 0.0             | 0.638     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 27                    | 7                       | -                            | -                 | -     | 27                  | 26                          | 0.0               | 0.0             | 0.290     | A                             |
|          |     |       |            |      | C      | 56                    | 14                      | -                            | -                 | -     | 56                  | 63                          | 0.0               | 0.0             | 1.206     | A                             |
|          | B   | Entry | 1          | 1    | A      | 22                    | 6                       | 598                          | 415               | 0.054 | 22                  | 24                          | 0.0               | 0.1             | 16.456    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 197                   | 49                      | 767                          | 729               | 0.270 | 196                 | 201                         | 0.0               | 0.8             | 12.658    | B                             |
|          | C   | Entry | 1          | 1    | A      | 94                    | 23                      | -                            | -                 | -     | 94                  | 96                          | 0.0               | 0.1             | 2.879     | A                             |
|          |     |       |            |      | B      | 236                   | 59                      | 644                          | 603               | 0.391 | 236                 | 241                         | 0.0               | 0.5             | 8.070     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:00 - 08:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 191                   | 48                      | -                            | -                 | -     | 190                 | 195                         | 0.0               | 0.0             | 0.451     | A                             |
|          |     |       |            |      | C      | 328                   | 82                      | -                            | -                 | -     | 328                 | 346                         | 0.0               | 0.0             | 0.208     | A                             |
|          | B   | Entry | 1          | 1    | A      | 175                   | 44                      | 609                          | 292               | 0.597 | 175                 | 207                         | 1.2               | 1.1             | 22.389    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 119                   | 30                      | 751                          | 612               | 0.194 | 117                 | 120                         | 1.2               | 0.7             | 16.853    | C                             |
|          | C   | Entry | 1          | 1    | A      | 346                   | 86                      | -                            | -                 | -     | 346                 | 359                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 207                   | 52                      | 884                          | 698               | 0.296 | 205                 | 208                         | 0.3               | 0.5             | 7.303     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 347                   | 87                      | -                            | -                 | -     | 346                 | 359                         | 0.0               | 0.1             | 0.663     | A                             |
|          |     |       |            |      | B      | 208                   | 52                      | -                            | -                 | -     | 207                 | 209                         | 0.0               | 0.1             | 1.279     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 29                    | 7                       | -                            | -                 | -     | 29                  | 28                          | 0.0               | 0.0             | 1.138     | A                             |
|          |     |       |            |      | C      | 71                    | 18                      | -                            | -                 | -     | 71                  | 72                          | 0.0               | 0.1             | 3.464     | A                             |
|          | B   | Entry | 1          | 1    | A      | 26                    | 6                       | 602                          | 400               | 0.064 | 25                  | 28                          | 1.0               | 0.3             | 26.548    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 229                   | 57                      | 767                          | 729               | 0.314 | 225                 | 229                         | 1.0               | 2.1             | 25.913    | D                             |
|          | C   | Entry | 1          | 1    | A      | 114                   | 29                      | -                            | -                 | -     | 115                 | 116                         | 0.6               | 0.1             | 3.412     | A                             |
|          |     |       |            |      | B      | 280                   | 70                      | 644                          | 601               | 0.467 | 279                 | 284                         | 0.6               | 0.7             | 8.523     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:15 - 08:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 230                   | 58                      | -                            | -                 | -     | 230                 | 241                         | 0.1               | 0.1             | 1.180     | A                             |
|          |     |       |            |      | C      | 400                   | 100                     | -                            | -                 | -     | 401                 | 416                         | 0.1               | 0.0             | 0.681     | A                             |
|          | B   | Entry | 1          | 1    | A      | 184                   | 46                      | 609                          | 244               | 0.750 | 185                 | 220                         | 1.7               | 1.5             | 30.117    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 123                   | 31                      | 751                          | 586               | 0.210 | 121                 | 128                         | 1.7               | 0.9             | 21.627    | C                             |
|          | C   | Entry | 1          | 1    | A      | 424                   | 106                     | -                            | -                 | -     | 424                 | 436                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 259                   | 65                      | 884                          | 662               | 0.391 | 259                 | 254                         | 0.5               | 0.7             | 9.685     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 423                   | 106                     | -                            | -                 | -     | 424                 | 436                         | 0.3               | 0.5             | 3.899     | A                             |
|          |     |       |            |      | B      | 258                   | 64                      | -                            | -                 | -     | 259                 | 255                         | 0.3               | 0.4             | 5.454     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 36                    | 9                       | -                            | -                 | -     | 36                  | 35                          | 0.1               | 0.0             | 3.924     | A                             |
|          |     |       |            |      | C      | 84                    | 21                      | -                            | -                 | -     | 84                  | 89                          | 0.1               | 0.3             | 10.406    | B                             |
|          | B   | Entry | 1          | 1    | A      | 33                    | 8                       | 598                          | 359               | 0.092 | 25                  | 28                          | 2.4               | 1.9             | 158.014   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 283                   | 71                      | 767                          | 721               | 0.392 | 223                 | 233                         | 2.4               | 16.4            | 158.893   | F                             |
|          | C   | Entry | 1          | 1    | A      | 140                   | 35                      | -                            | -                 | -     | 140                 | 141                         | 0.7               | 0.2             | 4.212     | A                             |
|          |     |       |            |      | B      | 351                   | 88                      | 644                          | 595               | 0.589 | 352                 | 352                         | 0.7               | 0.8             | 9.097     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:30 - 08:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 231                   | 58                      | -                            | -                 | -     | 231                 | 242                         | 0.1               | 0.1             | 1.139     | A                             |
|          |     |       |            |      | C      | 398                   | 100                     | -                            | -                 | -     | 398                 | 421                         | 0.1               | 0.1             | 0.619     | A                             |
|          | B   | Entry | 1          | 1    | A      | 185                   | 46                      | 609                          | 243               | 0.762 | 187                 | 224                         | 2.5               | 1.6             | 32.377    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 125                   | 31                      | 751                          | 594               | 0.212 | 125                 | 129                         | 2.5               | 0.9             | 23.683    | C                             |
|          | C   | Entry | 1          | 1    | A      | 433                   | 108                     | -                            | -                 | -     | 433                 | 441                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 256                   | 64                      | 884                          | 662               | 0.387 | 256                 | 257                         | 0.7               | 0.7             | 10.068    | B                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 434                   | 108                     | -                            | -                 | -     | 433                 | 441                         | 1.0               | 0.6             | 4.572     | A                             |
|          |     |       |            |      | B      | 256                   | 64                      | -                            | -                 | -     | 256                 | 257                         | 1.0               | 0.5             | 6.137     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 36                    | 9                       | -                            | -                 | -     | 37                  | 37                          | 0.3               | 0.0             | 6.126     | A                             |
|          |     |       |            |      | C      | 85                    | 21                      | -                            | -                 | -     | 85                  | 90                          | 0.3               | 0.3             | 14.665    | B                             |
|          | B   | Entry | 1          | 1    | A      | 33                    | 8                       | 600                          | 364               | 0.091 | 26                  | 29                          | 18.3              | 3.5             | 377.778   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 286                   | 72                      | 767                          | 721               | 0.396 | 223                 | 230                         | 18.3              | 31.5            | 380.960   | F                             |
|          | C   | Entry | 1          | 1    | A      | 141                   | 35                      | -                            | -                 | -     | 140                 | 144                         | 1.0               | 0.2             | 4.140     | A                             |
|          |     |       |            |      | B      | 345                   | 86                      | 644                          | 595               | 0.580 | 345                 | 352                         | 1.0               | 0.9             | 9.004     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 08:45 - 09:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 187                   | 47                      | -                            | -                 | -     | 187                 | 201                         | 0.2               | 0.0             | 0.453     | A                             |
|          |     |       |            |      | C      | 333                   | 83                      | -                            | -                 | -     | 333                 | 344                         | 0.2               | 0.0             | 0.225     | A                             |
|          | B   | Entry | 1          | 1    | A      | 208                   | 52                      | 609                          | 293               | 0.709 | 208                 | 248                         | 2.5               | 1.6             | 27.542    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 136                   | 34                      | 751                          | 615               | 0.222 | 136                 | 142                         | 2.5               | 0.7             | 20.372    | C                             |
|          | C   | Entry | 1          | 1    | A      | 342                   | 86                      | -                            | -                 | -     | 342                 | 361                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 205                   | 51                      | 884                          | 699               | 0.293 | 204                 | 213                         | 0.7               | 0.4             | 7.711     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 342                   | 86                      | -                            | -                 | -     | 342                 | 361                         | 1.0               | 0.1             | 1.127     | A                             |
|          |     |       |            |      | B      | 204                   | 51                      | -                            | -                 | -     | 205                 | 212                         | 1.0               | 0.1             | 1.789     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 28                    | 7                       | -                            | -                 | -     | 28                  | 29                          | 0.4               | 0.0             | 2.876     | A                             |
|          |     |       |            |      | C      | 72                    | 18                      | -                            | -                 | -     | 72                  | 76                          | 0.4               | 0.2             | 9.037     | A                             |
|          | B   | Entry | 1          | 1    | A      | 25                    | 6                       | 600                          | 400               | 0.065 | 29                  | 33                          | 35.0              | 2.6             | 369.215   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 232                   | 58                      | 767                          | 724               | 0.319 | 270                 | 274                         | 35.0              | 22.7            | 359.551   | F                             |
|          | C   | Entry | 1          | 1    | A      | 111                   | 28                      | -                            | -                 | -     | 111                 | 119                         | 1.1               | 0.1             | 3.412     | A                             |
|          |     |       |            |      | B      | 281                   | 70                      | 644                          | 601               | 0.467 | 282                 | 298                         | 1.1               | 0.6             | 8.468     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

09:00 - 09:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 159                   | 40                      | -                            | -                 | -     | 159                 | 167                         | 0.0               | 0.0             | 0.220     | A                             |
|          |     |       |            |      | C      | 277                   | 69                      | -                            | -                 | -     | 277                 | 290                         | 0.0               | 0.0             | 0.080     | A                             |
|          | B   | Entry | 1          | 1    | A      | 183                   | 46                      | 609                          | 329               | 0.556 | 183                 | 237                         | 2.3               | 1.1             | 22.865    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 121                   | 30                      | 751                          | 632               | 0.192 | 123                 | 136                         | 2.3               | 0.5             | 17.469    | C                             |
|          | C   | Entry | 1          | 1    | A      | 291                   | 73                      | -                            | -                 | -     | 291                 | 303                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 180                   | 45                      | 884                          | 730               | 0.247 | 182                 | 178                         | 0.4               | 0.3             | 6.633     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 291                   | 73                      | -                            | -                 | -     | 291                 | 303                         | 0.1               | 0.0             | 0.284     | A                             |
|          |     |       |            |      | B      | 180                   | 45                      | -                            | -                 | -     | 180                 | 177                         | 0.1               | 0.0             | 0.711     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 24                    | 6                       | -                            | -                 | -     | 25                  | 25                          | 0.2               | 0.0             | 1.431     | A                             |
|          |     |       |            |      | C      | 56                    | 14                      | -                            | -                 | -     | 56                  | 62                          | 0.2               | 0.1             | 4.910     | A                             |
|          | B   | Entry | 1          | 1    | A      | 24                    | 6                       | 602                          | 422               | 0.057 | 28                  | 33                          | 25.3              | 0.8             | 136.395   | F                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 199                   | 50                      | 767                          | 731               | 0.271 | 245                 | 270                         | 25.3              | 6.3             | 137.829   | F                             |
|          | C   | Entry | 1          | 1    | A      | 98                    | 24                      | -                            | -                 | -     | 97                  | 99                          | 0.7               | 0.1             | 2.924     | A                             |
|          |     |       |            |      | B      | 242                   | 61                      | 644                          | 604               | 0.401 | 242                 | 246                         | 0.7               | 0.5             | 7.790     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

# 2026 Future + Development, PM

## Data Errors and Warnings

| Severity | Area            | Item                   | Description                                                                                                    |
|----------|-----------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| Info     | Lane Simulation | A1 - [Lane Simulation] | This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 5.66               | A            |
| 2        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 12.86              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 8.10              | A           |

## 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 | 2026 Future + 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                      |

### Linked Arm Data

| Junction | Arm | Feeding Junction | Feeding Arm | Link Type                  | Flow source | Uniform flow (Veh/hr) | Flow multiplier (%) | Internal storage space (PCU) |
|----------|-----|------------------|-------------|----------------------------|-------------|-----------------------|---------------------|------------------------------|
| 1        | B   | 2                | C           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |
| 2        | C   | 1                | B           | Simple (vertical queueing) | Normal      | 0                     | 100.00              |                              |

### Demand overview (Traffic)

| Junction | Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1        | A   |            | ONE HOUR     | ✓            | 484                     | 100.000            |
|          | B   | ✓          |              |              |                         |                    |
|          | C   |            | ONE HOUR     | ✓            | 539                     | 100.000            |
| 2        | A   |            | ONE HOUR     | ✓            | 119                     | 100.000            |
|          | B   |            | ONE HOUR     | ✓            | 253                     | 100.000            |
|          | C   | ✓          |              |              |                         |                    |

## Origin-Destination Data

### Demand (Veh/hr)

#### Junction 1

|      | To |     |     |     |
|------|----|-----|-----|-----|
| From |    | A   | B   | C   |
|      | A  | 0   | 142 | 342 |
|      | B  | 138 | 0   | 190 |
|      | C  | 361 | 178 | 0   |

### Demand (Veh/hr)

#### Junction 2

|      | To |    |     |     |
|------|----|----|-----|-----|
|      |    | A  | B   | C   |
| From | A  | 0  | 21  | 98  |
|      | B  | 22 | 0   | 231 |
|      | C  | 74 | 246 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

#### Junction 1

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 1 | 2 |
|      | B  | 2 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

### Heavy Vehicle Percentages

#### Junction 2

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 5 | 1 |
|      | B  | 5 | 0 | 1 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Junction | Arm | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|----------|-----|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1        | A   | 0.18          | 0.0             | A       | 447                     | 670                           |
|          | B   | 18.32         | 1.9             | C       | 300                     | 450                           |
|          | C   | 2.97          | 0.5             | A       | 492                     | 738                           |
| 2        | A   | 1.65          | 0.1             | A       | 110                     | 165                           |
|          | B   | 25.26         | 2.2             | D       | 231                     | 346                           |
|          | C   | 7.27          | 0.7             | A       | 295                     | 442                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 363                   | 91                      | 363                 | 372                         | 372                             | 0.0               | 0.0             | 0.025     | A                             |
|          | B   | 246                   | 62                      | 247                 | 247                         | 239                             | 0.0               | 0.7             | 11.353    | B                             |
|          | C   | 399                   | 100                     | 402                 | 408                         | 401                             | 0.0               | 0.1             | 1.983     | A                             |
| 2        | A   | 90                    | 22                      | 90                  | 93                          | 73                              | 0.0               | 0.0             | 0.091     | A                             |
|          | B   | 191                   | 48                      | 191                 | 193                         | 201                             | 0.0               | 0.4             | 7.608     | A                             |
|          | C   | 239                   | 60                      | 239                 | 237                         | 246                             | 0.0               | 0.4             | 6.030     | A                             |

**17:00 - 17:15**

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 440                   | 110                     | 440                 | 444                         | 452                             | 0.0               | 0.0             | 0.059     | A                             |
|          | B   | 297                   | 74                      | 297                 | 293                         | 295                             | 0.7               | 1.1             | 13.508    | B                             |
|          | C   | 487                   | 122                     | 487                 | 484                         | 477                             | 0.1               | 0.2             | 2.183     | A                             |
| 2        | A   | 107                   | 27                      | 107                 | 107                         | 91                              | 0.0               | 0.0             | 0.192     | A                             |
|          | B   | 231                   | 58                      | 230                 | 229                         | 244                             | 0.4               | 0.6             | 8.990     | A                             |
|          | C   | 295                   | 74                      | 295                 | 287                         | 297                             | 0.4               | 0.6             | 6.756     | A                             |

**17:15 - 17:30**

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 527                   | 132                     | 527                 | 538                         | 549                             | 0.0               | 0.0             | 0.105     | A                             |
|          | B   | 354                   | 88                      | 352                 | 349                         | 352                             | 1.1               | 1.9             | 17.771    | C                             |
|          | C   | 596                   | 149                     | 597                 | 603                         | 576                             | 0.2               | 0.5             | 2.934     | A                             |
| 2        | A   | 135                   | 34                      | 134                 | 130                         | 107                             | 0.0               | 0.1             | 1.645     | A                             |
|          | B   | 271                   | 68                      | 268                 | 272                         | 293                             | 0.6               | 2.2             | 21.728    | C                             |
|          | C   | 352                   | 88                      | 353                 | 352                         | 354                             | 0.6               | 0.6             | 7.261     | A                             |

**17:30 - 17:45**

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 533                   | 133                     | 534                 | 544                         | 547                             | 0.0               | 0.0             | 0.175     | A                             |
|          | B   | 358                   | 90                      | 356                 | 366                         | 349                             | 1.9               | 1.9             | 18.318    | C                             |
|          | C   | 585                   | 146                     | 587                 | 592                         | 583                             | 0.5               | 0.3             | 2.971     | A                             |
| 2        | A   | 135                   | 34                      | 135                 | 137                         | 106                             | 0.1               | 0.1             | 1.566     | A                             |
|          | B   | 273                   | 68                      | 271                 | 282                         | 290                             | 2.2               | 2.0             | 25.256    | D                             |
|          | C   | 349                   | 87                      | 349                 | 344                         | 358                             | 0.6               | 0.7             | 7.268     | A                             |

**17:45 - 18:00**

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 441                   | 110                     | 441                 | 442                         | 440                             | 0.0               | 0.0             | 0.032     | A                             |
|          | B   | 295                   | 74                      | 294                 | 307                         | 292                             | 1.9               | 1.2             | 14.751    | B                             |
|          | C   | 477                   | 119                     | 478                 | 490                         | 481                             | 0.3               | 0.3             | 2.258     | A                             |
| 2        | A   | 103                   | 26                      | 103                 | 108                         | 86                              | 0.1               | 0.0             | 0.795     | A                             |
|          | B   | 228                   | 57                      | 230                 | 238                         | 245                             | 2.0               | 0.6             | 12.101    | B                             |
|          | C   | 292                   | 73                      | 292                 | 291                         | 295                             | 0.7               | 0.5             | 6.659     | A                             |

**18:00 - 18:15**

| Junction | Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-----------------------|-------------------------|---------------------|-----------------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | 375                   | 94                      | 375                 | 377                         | 376                             | 0.0               | 0.0             | 0.014     | A                             |
|          | B   | 248                   | 62                      | 247                 | 254                         | 241                             | 1.2               | 0.9             | 11.770    | B                             |
|          | C   | 408                   | 102                     | 407                 | 407                         | 413                             | 0.3               | 0.3             | 1.909     | A                             |
| 2        | A   | 91                    | 23                      | 91                  | 93                          | 75                              | 0.0               | 0.0             | 0.129     | A                             |
|          | B   | 192                   | 48                      | 190                 | 194                         | 199                             | 0.6               | 0.5             | 7.714     | A                             |
|          | C   | 241                   | 60                      | 243                 | 244                         | 248                             | 0.5               | 0.3             | 6.204     | A                             |

## Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

### Lanes: Main Results for each time segment

16:45 - 17:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 363                   | 363                 | 372                         | 0.0               | 0.0             | 0.025     | A                             |
|          |     | Exit  | 1          | 1    |                  | 372                   | 372                 | 380                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 246                   | 247                 | 247                         | 0.0               | 0.7             | 11.353    | B                             |
|          |     | Exit  | 1          | 1    |                  | 239                   | 239                 | 239                         | 0.0               | 0.0             | 0.801     | A                             |
|          | C   | Entry | 1          | 1    | A                | 269                   | 269                 | 275                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 131                   | 133                 | 133                         | 0.0               | 0.1             | 5.732     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 399                   | 400                 | 408                         | 0.0               | 0.0             | 0.100     | A                             |
|          |     |       |            | 1    |                  | 401                   | 401                 | 408                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 90                    | 90                  | 93                          | 0.0               | 0.0             | 0.091     | A                             |
|          |     | Exit  | 1          | 1    |                  | 73                    | 73                  | 72                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 191                   | 191                 | 193                         | 0.0               | 0.4             | 7.608     | A                             |
|          |     | Exit  | 1          | 1    |                  | 201                   | 201                 | 199                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 239                   | 239                 | 237                         | 0.0               | 0.4             | 6.030     | A                             |
|          |     | Exit  | 1          | 1    |                  | 246                   | 246                 | 251                         | 0.0               | 0.1             | 1.246     | A                             |

17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 440                   | 440                 | 444                         | 0.0               | 0.0             | 0.059     | A                             |
|          |     | Exit  | 1          | 1    |                  | 452                   | 452                 | 450                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 297                   | 297                 | 293                         | 0.7               | 1.1             | 13.508    | B                             |
|          |     | Exit  | 1          | 1    |                  | 295                   | 295                 | 289                         | 0.0               | 0.1             | 1.314     | A                             |
|          | C   | Entry | 1          | 1    | A                | 326                   | 326                 | 325                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 161                   | 161                 | 159                         | 0.1               | 0.2             | 6.033     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 487                   | 487                 | 485                         | 0.0               | 0.0             | 0.180     | A                             |
|          |     |       |            | 1    |                  | 477                   | 477                 | 481                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 107                   | 107                 | 107                         | 0.0               | 0.0             | 0.192     | A                             |
|          |     | Exit  | 1          | 1    |                  | 91                    | 91                  | 88                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 231                   | 230                 | 229                         | 0.4               | 0.6             | 8.990     | A                             |
|          |     | Exit  | 1          | 1    |                  | 244                   | 244                 | 239                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 295                   | 295                 | 287                         | 0.4               | 0.6             | 6.756     | A                             |
|          |     | Exit  | 1          | 1    |                  | 296                   | 297                 | 295                         | 0.1               | 0.2             | 2.465     | A                             |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 527                   | 527                 | 538                         | 0.0               | 0.0             | 0.105     | A                             |
|          |     | Exit  | 1          | 1    |                  | 549                   | 549                 | 553                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 354                   | 352                 | 349                         | 1.1               | 1.9             | 17.771    | C                             |
|          |     | Exit  | 1          | 1    |                  | 351                   | 352                 | 353                         | 0.1               | 0.2             | 2.167     | A                             |
|          | C   | Entry | 1          | 1    | A                | 398                   | 398                 | 403                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 198                   | 199                 | 200                         | 0.2               | 0.4             | 6.957     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 596                   | 597                 | 604                         | 0.0               | 0.1             | 0.602     | A                             |
|          |     |       |            | 1    |                  | 576                   | 576                 | 584                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 135                   | 134                 | 130                         | 0.0               | 0.1             | 1.645     | A                             |
|          |     | Exit  | 1          | 1    |                  | 107                   | 107                 | 105                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 271                   | 268                 | 272                         | 0.6               | 2.2             | 21.728    | C                             |
|          |     | Exit  | 1          | 1    |                  | 293                   | 293                 | 294                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 352                   | 353                 | 352                         | 0.6               | 0.6             | 7.261     | A                             |
|          |     | Exit  | 1          | 1    |                  | 354                   | 354                 | 352                         | 0.2               | 0.9             | 6.926     | A                             |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 533                   | 534                 | 544                         | 0.0               | 0.0             | 0.175     | A                             |
|          |     | Exit  | 1          | 1    |                  | 547                   | 547                 | 558                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 358                   | 356                 | 366                         | 1.9               | 1.9             | 18.318    | C                             |
|          |     | Exit  | 1          | 1    |                  | 347                   | 349                 | 346                         | 0.2               | 0.2             | 2.236     | A                             |
|          | C   | Entry | 1          | 1    | A                | 395                   | 395                 | 401                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 192                   | 192                 | 191                         | 0.4               | 0.3             | 7.029     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 585                   | 587                 | 592                         | 0.1               | 0.0             | 0.690     | A                             |
|          |     |       |            | 1    |                  | 583                   | 583                 | 598                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 135                   | 135                 | 137                         | 0.1               | 0.1             | 1.566     | A                             |
|          |     | Exit  | 1          | 1    |                  | 106                   | 106                 | 106                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 273                   | 271                 | 282                         | 2.2               | 2.0             | 25.256    | D                             |
|          |     | Exit  | 1          | 1    |                  | 290                   | 290                 | 290                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 349                   | 349                 | 344                         | 0.6               | 0.7             | 7.268     | A                             |
|          |     | Exit  | 1          | 1    |                  | 359                   | 358                 | 367                         | 0.9               | 0.8             | 7.923     | A                             |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 441                   | 441                 | 442                         | 0.0               | 0.0             | 0.032     | A                             |
|          |     | Exit  | 1          | 1    |                  | 440                   | 440                 | 457                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 295                   | 294                 | 307                         | 1.9               | 1.2             | 14.751    | B                             |
|          |     | Exit  | 1          | 1    |                  | 291                   | 292                 | 292                         | 0.2               | 0.1             | 1.354     | A                             |
|          | C   | Entry | 1          | 1    | A                | 315                   | 315                 | 328                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 162                   | 163                 | 163                         | 0.3               | 0.3             | 6.179     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 477                   | 477                 | 490                         | 0.0               | 0.0             | 0.198     | A                             |
|          |     |       |            | 1    |                  | 481                   | 481                 | 491                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 103                   | 103                 | 108                         | 0.1               | 0.0             | 0.795     | A                             |
|          |     | Exit  | 1          | 1    |                  | 86                    | 86                  | 88                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 228                   | 230                 | 238                         | 2.0               | 0.6             | 12.101    | B                             |
|          |     | Exit  | 1          | 1    |                  | 245                   | 245                 | 246                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 292                   | 292                 | 291                         | 0.7               | 0.5             | 6.659     | A                             |
|          |     | Exit  | 1          | 1    |                  | 295                   | 295                 | 305                         | 0.8               | 0.2             | 3.987     | A                             |

**18:00 - 18:15**

| Junction | Arm | Side  | Lane level | Lane | Destination arms | Total Demand (Veh/hr) | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|------------------|-----------------------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | B, C             | 375                   | 375                 | 377                         | 0.0               | 0.0             | 0.014     | A                             |
|          |     | Exit  | 1          | 1    |                  | 376                   | 376                 | 383                         | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 248                   | 247                 | 254                         | 1.2               | 0.9             | 11.770    | B                             |
|          |     | Exit  | 1          | 1    |                  | 241                   | 241                 | 244                         | 0.1               | 0.0             | 0.732     | A                             |
|          | C   | Entry | 1          | 1    | A                | 274                   | 274                 | 274                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            | 2    | B                | 134                   | 134                 | 133                         | 0.3               | 0.3             | 5.612     | A                             |
|          |     | Exit  | 1          | 1    | (A, B)           | 408                   | 408                 | 407                         | 0.0               | 0.0             | 0.076     | A                             |
|          |     |       |            | 1    |                  | 413                   | 413                 | 410                         | 0.0               | 0.0             | 0.000     | A                             |
| 2        | A   | Entry | 1          | 1    | B, C             | 91                    | 91                  | 93                          | 0.0               | 0.0             | 0.129     | A                             |
|          |     | Exit  | 1          | 1    |                  | 75                    | 75                  | 75                          | 0.0               | 0.0             | 0.000     | A                             |
|          | B   | Entry | 1          | 1    | A, C             | 192                   | 190                 | 194                         | 0.6               | 0.5             | 7.714     | A                             |
|          |     | Exit  | 1          | 1    |                  | 199                   | 199                 | 203                         | 0.0               | 0.0             | 0.000     | A                             |
|          | C   | Entry | 1          | 1    | A, B             | 241                   | 243                 | 244                         | 0.5               | 0.3             | 6.204     | A                             |
|          |     | Exit  | 1          | 1    |                  | 249                   | 248                 | 253                         | 0.2               | 0.1             | 1.572     | A                             |

**Lane movements: Main Results for each time segment**
**16:45 - 17:00**

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 106                   | 26                      | -                            | -                 | -     | 106                 | 106                         | 0.0               | 0.0             | 0.041     | A                             |
|          |     |       |            |      | C      | 257                   | 64                      | -                            | -                 | -     | 257                 | 265                         | 0.0               | 0.0             | 0.019     | A                             |
|          | B   | Entry | 1          | 1    | A      | 103                   | 26                      | 609                          | 424               | 0.244 | 103                 | 105                         | 0.0               | 0.4             | 12.891    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 143                   | 36                      | 751                          | 667               | 0.214 | 144                 | 143                         | 0.0               | 0.4             | 10.238    | B                             |
|          | C   | Entry | 1          | 1    | A      | 269                   | 67                      | -                            | -                 | -     | 269                 | 275                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 131                   | 33                      | 884                          | 764               | 0.171 | 133                 | 133                         | 0.0               | 0.1             | 5.732     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 269                   | 67                      | -                            | -                 | -     | 269                 | 275                         | 0.0               | 0.0             | 0.055     | A                             |
|          |     |       |            |      | B      | 131                   | 33                      | -                            | -                 | -     | 131                 | 133                         | 0.0               | 0.0             | 0.193     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 16                    | 4                       | -                            | -                 | -     | 16                  | 17                          | 0.0               | 0.0             | 0.005     | A                             |
|          |     |       |            |      | C      | 73                    | 18                      | -                            | -                 | -     | 73                  | 75                          | 0.0               | 0.0             | 0.110     | A                             |
|          | B   | Entry | 1          | 1    | A      | 18                    | 4                       | 591                          | 468               | 0.038 | 18                  | 17                          | 0.0               | 0.0             | 10.178    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 173                   | 43                      | 767                          | 735               | 0.235 | 173                 | 176                         | 0.0               | 0.3             | 7.370     | A                             |
|          | C   | Entry | 1          | 1    | A      | 54                    | 14                      | -                            | -                 | -     | 54                  | 55                          | 0.0               | 0.0             | 1.998     | A                             |
|          |     |       |            |      | B      | 185                   | 46                      | 644                          | 622               | 0.297 | 185                 | 181                         | 0.0               | 0.3             | 7.253     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:00 - 17:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 135                   | 34                      | -                            | -                 | -     | 135                 | 131                         | 0.0               | 0.0             | 0.101     | A                             |
|          |     |       |            |      | C      | 306                   | 76                      | -                            | -                 | -     | 306                 | 313                         | 0.0               | 0.0             | 0.041     | A                             |
|          | B   | Entry | 1          | 1    | A      | 126                   | 32                      | 609                          | 390               | 0.323 | 126                 | 125                         | 0.7               | 0.6             | 15.486    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 171                   | 43                      | 751                          | 650               | 0.262 | 171                 | 168                         | 0.7               | 0.6             | 12.065    | B                             |
|          | C   | Entry | 1          | 1    | A      | 326                   | 82                      | -                            | -                 | -     | 326                 | 325                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 161                   | 40                      | 884                          | 739               | 0.218 | 161                 | 159                         | 0.1               | 0.2             | 6.033     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 326                   | 82                      | -                            | -                 | -     | 326                 | 325                         | 0.0               | 0.0             | 0.114     | A                             |
|          |     |       |            |      | B      | 161                   | 40                      | -                            | -                 | -     | 161                 | 160                         | 0.0               | 0.0             | 0.314     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 20                    | 5                       | -                            | -                 | -     | 20                  | 19                          | 0.0               | 0.0             | 0.007     | A                             |
|          |     |       |            |      | C      | 87                    | 22                      | -                            | -                 | -     | 87                  | 88                          | 0.0               | 0.0             | 0.230     | A                             |
|          | B   | Entry | 1          | 1    | A      | 21                    | 5                       | 595                          | 446               | 0.047 | 21                  | 21                          | 0.4               | 0.0             | 11.456    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 210                   | 52                      | 767                          | 731               | 0.287 | 209                 | 208                         | 0.4               | 0.6             | 8.755     | A                             |
|          | C   | Entry | 1          | 1    | A      | 71                    | 18                      | -                            | -                 | -     | 70                  | 68                          | 0.4               | 0.1             | 2.915     | A                             |
|          |     |       |            |      | B      | 224                   | 56                      | 644                          | 617               | 0.363 | 225                 | 220                         | 0.4               | 0.5             | 7.937     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:15 - 17:30

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 152                   | 38                      | -                            | -                 | -     | 152                 | 153                         | 0.0               | 0.0             | 0.205     | A                             |
|          |     |       |            |      | C      | 375                   | 94                      | -                            | -                 | -     | 375                 | 385                         | 0.0               | 0.0             | 0.064     | A                             |
|          | B   | Entry | 1          | 1    | A      | 151                   | 38                      | 609                          | 339               | 0.446 | 150                 | 149                         | 1.1               | 0.9             | 20.404    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 202                   | 51                      | 751                          | 627               | 0.322 | 201                 | 199                         | 1.1               | 1.0             | 15.841    | C                             |
|          | C   | Entry | 1          | 1    | A      | 398                   | 100                     | -                            | -                 | -     | 398                 | 403                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 198                   | 50                      | 884                          | 709               | 0.280 | 199                 | 200                         | 0.2               | 0.4             | 6.957     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 397                   | 99                      | -                            | -                 | -     | 398                 | 403                         | 0.0               | 0.0             | 0.453     | A                             |
|          |     |       |            |      | B      | 199                   | 50                      | -                            | -                 | -     | 198                 | 201                         | 0.0               | 0.1             | 0.898     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 23                    | 6                       | -                            | -                 | -     | 23                  | 23                          | 0.0               | 0.0             | 0.880     | A                             |
|          |     |       |            |      | C      | 112                   | 28                      | -                            | -                 | -     | 111                 | 107                         | 0.0               | 0.1             | 1.803     | A                             |
|          | B   | Entry | 1          | 1    | A      | 25                    | 6                       | 602                          | 429               | 0.058 | 25                  | 24                          | 0.6               | 0.2             | 25.512    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 246                   | 61                      | 767                          | 722               | 0.340 | 243                 | 248                         | 0.6               | 2.0             | 21.367    | C                             |
|          | C   | Entry | 1          | 1    | A      | 82                    | 20                      | -                            | -                 | -     | 82                  | 81                          | 0.6               | 0.0             | 3.563     | A                             |
|          |     |       |            |      | B      | 270                   | 67                      | 644                          | 610               | 0.442 | 271                 | 271                         | 0.6               | 0.6             | 8.358     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:30 - 17:45

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 155                   | 39                      | -                            | -                 | -     | 155                 | 155                         | 0.0               | 0.0             | 0.306     | A                             |
|          |     |       |            |      | C      | 378                   | 95                      | -                            | -                 | -     | 378                 | 389                         | 0.0               | 0.0             | 0.123     | A                             |
|          | B   | Entry | 1          | 1    | A      | 153                   | 38                      | 609                          | 344               | 0.446 | 152                 | 158                         | 1.9               | 0.9             | 21.133    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 205                   | 51                      | 751                          | 627               | 0.327 | 204                 | 209                         | 1.9               | 1.0             | 16.234    | C                             |
|          | C   | Entry | 1          | 1    | A      | 395                   | 99                      | -                            | -                 | -     | 395                 | 401                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 192                   | 48                      | 884                          | 708               | 0.271 | 192                 | 191                         | 0.4               | 0.3             | 7.029     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 394                   | 98                      | -                            | -                 | -     | 395                 | 401                         | 0.1               | 0.0             | 0.540     | A                             |
|          |     |       |            |      | B      | 191                   | 48                      | -                            | -                 | -     | 192                 | 191                         | 0.1               | 0.0             | 1.003     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 23                    | 6                       | -                            | -                 | -     | 23                  | 25                          | 0.1               | 0.0             | 0.573     | A                             |
|          |     |       |            |      | C      | 112                   | 28                      | -                            | -                 | -     | 112                 | 111                         | 0.1               | 0.1             | 1.784     | A                             |
|          | B   | Entry | 1          | 1    | A      | 24                    | 6                       | 602                          | 431               | 0.056 | 24                  | 26                          | 2.2               | 0.2             | 28.729    | D                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 249                   | 62                      | 767                          | 723               | 0.344 | 247                 | 256                         | 2.2               | 1.8             | 24.913    | C                             |
|          | C   | Entry | 1          | 1    | A      | 82                    | 20                      | -                            | -                 | -     | 82                  | 79                          | 0.6               | 0.0             | 3.310     | A                             |
|          |     |       |            |      | B      | 267                   | 67                      | 644                          | 610               | 0.438 | 267                 | 265                         | 0.6               | 0.6             | 8.455     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

## 17:45 - 18:00

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 128                   | 32                      | -                            | -                 | -     | 128                 | 129                         | 0.0               | 0.0             | 0.066     | A                             |
|          |     |       |            |      | C      | 312                   | 78                      | -                            | -                 | -     | 312                 | 313                         | 0.0               | 0.0             | 0.017     | A                             |
|          | B   | Entry | 1          | 1    | A      | 126                   | 31                      | 609                          | 386               | 0.325 | 125                 | 130                         | 1.9               | 0.6             | 17.176    | C                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 170                   | 42                      | 751                          | 649               | 0.262 | 169                 | 178                         | 1.9               | 0.6             | 13.018    | B                             |
|          | C   | Entry | 1          | 1    | A      | 315                   | 79                      | -                            | -                 | -     | 315                 | 328                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            | 2    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 162                   | 41                      | 884                          | 739               | 0.220 | 163                 | 163                         | 0.3               | 0.3             | 6.179     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 315                   | 79                      | -                            | -                 | -     | 315                 | 328                         | 0.0               | 0.0             | 0.124     | A                             |
|          |     |       |            |      | B      | 162                   | 41                      | -                            | -                 | -     | 162                 | 162                         | 0.0               | 0.0             | 0.345     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 19                    | 5                       | -                            | -                 | -     | 19                  | 21                          | 0.1               | 0.0             | 0.361     | A                             |
|          |     |       |            |      | C      | 84                    | 21                      | -                            | -                 | -     | 84                  | 87                          | 0.1               | 0.0             | 0.895     | A                             |
|          | B   | Entry | 1          | 1    | A      | 19                    | 5                       | 599                          | 455               | 0.042 | 20                  | 22                          | 2.0               | 0.0             | 14.757    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 209                   | 52                      | 767                          | 731               | 0.286 | 211                 | 216                         | 2.0               | 0.5             | 11.842    | B                             |
|          | C   | Entry | 1          | 1    | A      | 66                    | 17                      | -                            | -                 | -     | 67                  | 66                          | 0.7               | 0.0             | 2.827     | A                             |
|          |     |       |            |      | B      | 225                   | 56                      | 644                          | 618               | 0.365 | 226                 | 225                         | 0.7               | 0.5             | 7.782     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |

18:00 - 18:15

| Junction | Arm | Side  | Lane level | Lane | To Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Simulation max flow (PCU/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Average throughput (PCU/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|----------|-----|-------|------------|------|--------|-----------------------|-------------------------|------------------------------|-------------------|-------|---------------------|-----------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 107                   | 27                      | -                            | -                 | -     | 107                 | 112                         | 0.0               | 0.0             | 0.037     | A                             |
|          |     |       |            |      | C      | 268                   | 67                      | -                            | -                 | -     | 268                 | 265                         | 0.0               | 0.0             | 0.005     | A                             |
|          | B   | Entry | 1          | 1    | A      | 103                   | 26                      | 609                          | 421               | 0.245 | 103                 | 109                         | 1.2               | 0.4             | 13.694    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 145                   | 36                      | 751                          | 664               | 0.219 | 144                 | 145                         | 1.2               | 0.5             | 10.355    | B                             |
|          | C   | Entry | 1          | 1    | A      | 274                   | 68                      | -                            | -                 | -     | 274                 | 274                         | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     | A                             |
|          |     |       |            |      | B      | 134                   | 34                      | 884                          | 760               | 0.177 | 134                 | 133                         | 0.3               | 0.3             | 5.612     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       | 2          | 1    | A      | 274                   | 68                      | -                            | -                 | -     | 274                 | 274                         | 0.0               | 0.0             | 0.035     | A                             |
|          |     |       |            |      | B      | 134                   | 34                      | -                            | -                 | -     | 134                 | 132                         | 0.0               | 0.0             | 0.161     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
| 2        | A   | Entry | 1          | 1    | A      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | B      | 16                    | 4                       | -                            | -                 | -     | 16                  | 17                          | 0.0               | 0.0             | 0.031     | A                             |
|          |     |       |            |      | C      | 75                    | 19                      | -                            | -                 | -     | 75                  | 77                          | 0.0               | 0.0             | 0.150     | A                             |
|          | B   | Entry | 1          | 1    | A      | 16                    | 4                       | 595                          | 468               | 0.035 | 16                  | 18                          | 0.6               | 0.1             | 10.177    | B                             |
|          |     |       |            |      | B      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |
|          |     |       |            |      | C      | 176                   | 44                      | 767                          | 735               | 0.240 | 174                 | 176                         | 0.6               | 0.4             | 7.473     | A                             |
|          | C   | Entry | 1          | 1    | A      | 59                    | 15                      | -                            | -                 | -     | 59                  | 57                          | 0.5               | 0.0             | 2.230     | A                             |
|          |     |       |            |      | B      | 182                   | 45                      | 644                          | 621               | 0.293 | 183                 | 186                         | 0.5               | 0.3             | 7.432     | A                             |
|          |     |       |            |      | C      | 0                     | 0                       | 0                            | 0                 | 0.000 | 0                   | 0                           | 0.0               | 0.0             | 0.000     |                               |



| Junctions 10                                                                                                                                                     |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| PICADY 10 - Priority Intersection Module                                                                                                                         |  |  |  |
| Version: 10.0.0.1499<br>© Copyright TRL Software Limited, 2021                                                                                                   |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+44 (0)1344 379777   software@trl.co.uk   trlsoftware.com       |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |

Filename: 45675\_5501\_J005.j10

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\2021 APPLICATION

Report generation date: 04/11/2021 10:24:49

»Baseline, AM

»Baseline, PM

»2026 Future Baseline, AM

»2026 Future Baseline, PM

»2026 Future + Development, AM

»2026 Future + Development, PM

### Summary of junction performance

|                           | AM          |           |      |     | PM          |           |      |     |
|---------------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                           | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| Baseline                  |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.5         | 15.63     | 0.35 | C   | 0.4         | 15.96     | 0.30 | C   |
| Stream C-AB               | 0.1         | 4.55      | 0.06 | A   | 0.1         | 4.53      | 0.08 | A   |
| 2026 Future Baseline      |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.6         | 16.83     | 0.38 | C   | 0.5         | 16.97     | 0.32 | C   |
| Stream C-AB               | 0.1         | 4.53      | 0.06 | A   | 0.2         | 4.51      | 0.08 | A   |
| 2026 Future + Development |             |           |      |     |             |           |      |     |
| Stream B-AC               | 1.3         | 25.61     | 0.57 | D   | 0.8         | 21.15     | 0.44 | C   |
| Stream C-AB               | 0.1         | 4.58      | 0.08 | A   | 0.4         | 4.75      | 0.16 | A   |

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

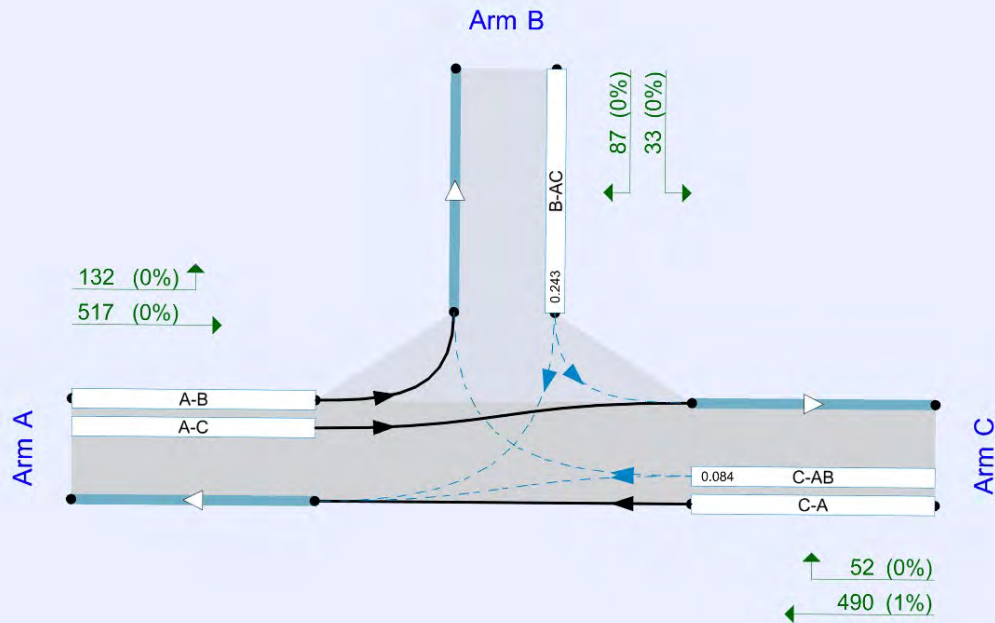
### File summary

#### File Description

|             |                                 |
|-------------|---------------------------------|
| Title       | 45675_5501_J005                 |
| Location    | Kidmore End Road - Peppard Road |
| Site number | 3                               |
| Date        | 17/03/2020                      |
| Version     | 1                               |
| Status      | (new file)                      |
| Identifier  |                                 |
| Client      |                                 |
| Jobnumber   | 45675                           |
| Enumerator  | CORP\ceadle                     |
| Description |                                 |

## Units

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



The junction diagram reflects the last run of Junctions.

## Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|-------------------------------------|------------------------------------------|
| 5.75               |                             |                                   |                                   |                                   |                             | 0.85          | 36.00                       | 20.00                 |                                     | 500                                      |

## 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 | Baseline                  | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2 | Baseline                  | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D3 | 2026 Future Baseline      | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4 | 2026 Future Baseline      | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5 | 2026 Future + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6 | 2026 Future + Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Analysis Set Details

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

# Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.70               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.70              | A           |

## Arms

### Arms

| Arm | Name               | Description | Arm type |
|-----|--------------------|-------------|----------|
| A   | Preppard Road West |             | Major    |
| B   | Kidmore End Road   |             | Minor    |
| C   | Preppard Road East |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|------------------------|-------------------------------|---------|----------------------|
| C   | 7.29                     |                            |                        | 237.6                         | ✓       | 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   | One lane       | 3.00           | 10                     | 10                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 486                | 0.084         | 0.211         | 0.133         | 0.302         |
| B-C    | 630                | 0.091         | 0.231         | -             | -             |
| C-B    | 712                | 0.260         | 0.260         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Baseline      | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 569                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 115                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 484                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 49 | 520 |
|  | B  | 57  | 0  | 58  |
|  | C  | 463 | 21 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 3 |
|  | B  | 2 | 0 | 3 |
|  | C  | 4 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.35    | 15.63         | 0.5             | C       | 106                     | 158                           |
| C-AB   | 0.06    | 4.55          | 0.1             | A       | 39                      | 59                            |
| C-A    |         |               |                 |         | 405                     | 608                           |
| A-B    |         |               |                 |         | 45                      | 67                            |
| A-C    |         |               |                 |         | 477                     | 716                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 87                    | 22                      | 424               | 0.204 | 86                  | 0.0               | 0.3             | 10.879    | B                             |
| C-AB   | 27                    | 7                       | 832               | 0.033 | 27                  | 0.0               | 0.0             | 4.543     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 37                    | 9                       |                   |       | 37                  |                   |                 |           |                               |
| A-C    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 398               | 0.259 | 103                 | 0.3               | 0.4             | 12.475    | B                             |
| C-AB   | 37                    | 9                       | 861               | 0.043 | 37                  | 0.0               | 0.1             | 4.444     | A                             |
| C-A    | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| A-B    | 44                    | 11                      |                   |       | 44                  |                   |                 |           |                               |
| A-C    | 467                   | 117                     |                   |       | 467                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 127                   | 32                      | 363               | 0.349 | 126                 | 0.4               | 0.5             | 15.533    | C                             |
| C-AB   | 53                    | 13                      | 903               | 0.059 | 53                  | 0.1               | 0.1             | 4.324     | A                             |
| C-A    | 480                   | 120                     |                   |       | 480                 |                   |                 |           |                               |
| A-B    | 54                    | 13                      |                   |       | 54                  |                   |                 |           |                               |
| A-C    | 573                   | 143                     |                   |       | 573                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 127                   | 32                      | 363               | 0.349 | 127                 | 0.5               | 0.5             | 15.626    | C                             |
| C-AB   | 53                    | 13                      | 903               | 0.059 | 53                  | 0.1               | 0.1             | 4.333     | A                             |
| C-A    | 480                   | 120                     |                   |       | 480                 |                   |                 |           |                               |
| A-B    | 54                    | 13                      |                   |       | 54                  |                   |                 |           |                               |
| A-C    | 573                   | 143                     |                   |       | 573                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 398               | 0.260 | 104                 | 0.5               | 0.4             | 12.571    | B                             |
| C-AB   | 37                    | 9                       | 861               | 0.043 | 37                  | 0.1               | 0.1             | 4.462     | A                             |
| C-A    | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| A-B    | 44                    | 11                      |                   |       | 44                  |                   |                 |           |                               |
| A-C    | 467                   | 117                     |                   |       | 467                 |                   |                 |           |                               |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 87                    | 22                      | 424               | 0.204 | 87                  | 0.4               | 0.3             | 10.973    | B                             |
| C-AB   | 27                    | 7                       | 833               | 0.033 | 27                  | 0.1               | 0.0             | 4.552     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 37                    | 9                       |                   |       | 37                  |                   |                 |           |                               |
| A-C    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |

# Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.41               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.41              | A           |

## 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 | Baseline      | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 575                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 86                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 497                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 80 | 495 |
|      | B  | 64  | 0  | 22  |
|      | C  | 469 | 28 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.30    | 15.96         | 0.4             | C       | 79                      | 118                           |
| C-AB   | 0.08    | 4.53          | 0.1             | A       | 53                      | 79                            |
| C-A    |         |               |                 |         | 403                     | 605                           |
| A-B    |         |               |                 |         | 73                      | 110                           |
| A-C    |         |               |                 |         | 454                     | 681                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 383               | 0.169 | 64                  | 0.0               | 0.2             | 11.240    | B                             |
| C-AB   | 37                    | 9                       | 834               | 0.044 | 36                  | 0.0               | 0.1             | 4.528     | A                             |
| C-A    | 338                   | 84                      |                   |       | 338                 |                   |                 |           |                               |
| A-B    | 60                    | 15                      |                   |       | 60                  |                   |                 |           |                               |
| A-C    | 373                   | 93                      |                   |       | 373                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 77                    | 19                      | 357               | 0.217 | 77                  | 0.2               | 0.3             | 12.841    | B                             |
| C-AB   | 49                    | 12                      | 864               | 0.057 | 49                  | 0.1               | 0.1             | 4.443     | A                             |
| C-A    | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| A-B    | 72                    | 18                      |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 445                   | 111                     |                   |       | 445                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 95                    | 24                      | 320               | 0.296 | 94                  | 0.3               | 0.4             | 15.880    | C                             |
| C-AB   | 72                    | 18                      | 906               | 0.079 | 72                  | 0.1               | 0.1             | 4.336     | A                             |
| C-A    | 475                   | 119                     |                   |       | 475                 |                   |                 |           |                               |
| A-B    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-C    | 545                   | 136                     |                   |       | 545                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 95                    | 24                      | 320               | 0.296 | 95                  | 0.4               | 0.4             | 15.956    | C                             |
| C-AB   | 72                    | 18                      | 907               | 0.079 | 72                  | 0.1               | 0.1             | 4.342     | A                             |
| C-A    | 475                   | 119                     |                   |       | 475                 |                   |                 |           |                               |
| A-B    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-C    | 545                   | 136                     |                   |       | 545                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 77                    | 19                      | 357               | 0.217 | 78                  | 0.4               | 0.3             | 12.921    | B                             |
| C-AB   | 49                    | 12                      | 864               | 0.057 | 50                  | 0.1               | 0.1             | 4.450     | A                             |
| C-A    | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| A-B    | 72                    | 18                      |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 445                   | 111                     |                   |       | 445                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 383               | 0.169 | 65                  | 0.3               | 0.2             | 11.321    | B                             |
| C-AB   | 37                    | 9                       | 835               | 0.044 | 37                  | 0.1               | 0.1             | 4.534     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 60                    | 15                      |                   |       | 60                  |                   |                 |           |                               |
| A-C    | 373                   | 93                      |                   |       | 373                 |                   |                 |           |                               |

# 2026 Future Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.83               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.83              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name        | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2026 Future Baseline | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 599                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 121                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 509                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 52 | 547 |
|      | B  | 60  | 0  | 61  |
|      | C  | 487 | 22 | 0   |
|      |    |     |    |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 3 |
|      | B  | 2 | 0 | 3 |
|      | C  | 4 | 0 | 0 |
|      |    |   |   |   |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.38    | 16.83         | 0.6             | C       | 111                     | 167                           |
| C-AB   | 0.06    | 4.53          | 0.1             | A       | 43                      | 64                            |
| C-A    |         |               |                 |         | 424                     | 637                           |
| A-B    |         |               |                 |         | 48                      | 72                            |
| A-C    |         |               |                 |         | 502                     | 753                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 91                    | 23                      | 417               | 0.218 | 90                  | 0.0               | 0.3             | 11.248    | B                             |
| C-AB   | 29                    | 7                       | 840               | 0.035 | 29                  | 0.0               | 0.0             | 4.517     | A                             |
| C-A    | 354                   | 88                      |                   |       | 354                 |                   |                 |           |                               |
| A-B    | 39                    | 10                      |                   |       | 39                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 109                   | 27                      | 390               | 0.279 | 108                 | 0.3               | 0.4             | 13.093    | B                             |
| C-AB   | 40                    | 10                      | 870               | 0.046 | 40                  | 0.0               | 0.1             | 4.415     | A                             |
| C-A    | 418                   | 104                     |                   |       | 418                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 352               | 0.378 | 132                 | 0.4               | 0.6             | 16.704    | C                             |
| C-AB   | 59                    | 15                      | 915               | 0.064 | 59                  | 0.1               | 0.1             | 4.292     | A                             |
| C-A    | 502                   | 125                     |                   |       | 502                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 352               | 0.378 | 133                 | 0.6               | 0.6             | 16.831    | C                             |
| C-AB   | 59                    | 15                      | 915               | 0.064 | 59                  | 0.1               | 0.1             | 4.302     | A                             |
| C-A    | 502                   | 125                     |                   |       | 502                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 109                   | 27                      | 390               | 0.279 | 110                 | 0.6               | 0.4             | 13.192    | B                             |
| C-AB   | 40                    | 10                      | 870               | 0.046 | 40                  | 0.1               | 0.1             | 4.432     | A                             |
| C-A    | 418                   | 104                     |                   |       | 418                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 91                    | 23                      | 417               | 0.219 | 92                  | 0.4               | 0.3             | 11.358    | B                             |
| C-AB   | 30                    | 7                       | 840               | 0.035 | 30                  | 0.1               | 0.0             | 4.528     | A                             |
| C-A    | 354                   | 88                      |                   |       | 354                 |                   |                 |           |                               |
| A-B    | 39                    | 10                      |                   |       | 39                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

# 2026 Future Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.49               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.49              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name        | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2026 Future Baseline | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 601                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 90                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 519                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 84 | 517 |
|      | B  | 67  | 0  | 23  |
|      | C  | 490 | 29 | 0   |
|      |    |     |    |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 1 | 0 | 0 |
|      |    |   |   |   |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.32    | 16.97         | 0.5             | C       | 83                      | 124                           |
| C-AB   | 0.08    | 4.51          | 0.2             | A       | 57                      | 85                            |
| C-A    |         |               |                 |         | 420                     | 629                           |
| A-B    |         |               |                 |         | 77                      | 116                           |
| A-C    |         |               |                 |         | 474                     | 712                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 68                    | 17                      | 377               | 0.180 | 67                  | 0.0               | 0.2             | 11.567    | B                             |
| C-AB   | 39                    | 10                      | 841               | 0.046 | 39                  | 0.0               | 0.1             | 4.505     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 63                    | 16                      |                   |       | 63                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 81                    | 20                      | 350               | 0.231 | 81                  | 0.2               | 0.3             | 13.355    | B                             |
| C-AB   | 53                    | 13                      | 872               | 0.061 | 53                  | 0.1               | 0.1             | 4.416     | A                             |
| C-A    | 414                   | 103                     |                   |       | 414                 |                   |                 |           |                               |
| A-B    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 99                    | 25                      | 311               | 0.318 | 98                  | 0.3               | 0.5             | 16.865    | C                             |
| C-AB   | 78                    | 19                      | 917               | 0.085 | 78                  | 0.1               | 0.2             | 4.313     | A                             |
| C-A    | 494                   | 123                     |                   |       | 494                 |                   |                 |           |                               |
| A-B    | 92                    | 23                      |                   |       | 92                  |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 99                    | 25                      | 311               | 0.318 | 99                  | 0.5               | 0.5             | 16.965    | C                             |
| C-AB   | 78                    | 19                      | 917               | 0.085 | 78                  | 0.2               | 0.2             | 4.315     | A                             |
| C-A    | 493                   | 123                     |                   |       | 493                 |                   |                 |           |                               |
| A-B    | 92                    | 23                      |                   |       | 92                  |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 81                    | 20                      | 350               | 0.231 | 82                  | 0.5               | 0.3             | 13.451    | B                             |
| C-AB   | 53                    | 13                      | 872               | 0.061 | 53                  | 0.2               | 0.1             | 4.424     | A                             |
| C-A    | 414                   | 103                     |                   |       | 414                 |                   |                 |           |                               |
| A-B    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 68                    | 17                      | 377               | 0.180 | 68                  | 0.3               | 0.2             | 11.656    | B                             |
| C-AB   | 39                    | 10                      | 841               | 0.046 | 39                  | 0.1               | 0.1             | 4.511     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 63                    | 16                      |                   |       | 63                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

# 2026 Future + Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 3.67               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.67              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name             | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2026 Future + 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 610                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 176                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 514                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
| From |    | A   | B  | C   |
|      | A  | 0   | 63 | 547 |
|      | B  | 99  | 0  | 77  |
|      | C  | 487 | 27 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
| From |    | A | B | C |
|      | A  | 0 | 0 | 3 |
|      | B  | 2 | 0 | 3 |
|      | C  | 4 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.57    | 25.61         | 1.3             | D       | 162                     | 242                           |
| C-AB   | 0.08    | 4.58          | 0.1             | A       | 53                      | 79                            |
| C-A    |         |               |                 |         | 419                     | 629                           |
| A-B    |         |               |                 |         | 58                      | 87                            |
| A-C    |         |               |                 |         | 502                     | 753                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 404               | 0.328 | 131                 | 0.0               | 0.5             | 13.414    | B                             |
| C-AB   | 36                    | 9                       | 838               | 0.043 | 36                  | 0.0               | 0.1             | 4.563     | A                             |
| C-A    | 351                   | 88                      |                   |       | 351                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 158                   | 40                      | 376               | 0.421 | 157                 | 0.5               | 0.7             | 16.782    | C                             |
| C-AB   | 49                    | 12                      | 868               | 0.057 | 49                  | 0.1               | 0.1             | 4.477     | A                             |
| C-A    | 413                   | 103                     |                   |       | 413                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 194                   | 48                      | 337               | 0.575 | 191                 | 0.7               | 1.3             | 24.895    | C                             |
| C-AB   | 72                    | 18                      | 913               | 0.079 | 72                  | 0.1               | 0.1             | 4.373     | A                             |
| C-A    | 494                   | 123                     |                   |       | 494                 |                   |                 |           |                               |
| A-B    | 69                    | 17                      |                   |       | 69                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 194                   | 48                      | 337               | 0.575 | 194                 | 1.3               | 1.3             | 25.612    | D                             |
| C-AB   | 72                    | 18                      | 913               | 0.079 | 72                  | 0.1               | 0.1             | 4.382     | A                             |
| C-A    | 494                   | 123                     |                   |       | 494                 |                   |                 |           |                               |
| A-B    | 69                    | 17                      |                   |       | 69                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 158                   | 40                      | 376               | 0.421 | 161                 | 1.3               | 0.8             | 17.289    | C                             |
| C-AB   | 49                    | 12                      | 869               | 0.057 | 49                  | 0.1               | 0.1             | 4.495     | A                             |
| C-A    | 413                   | 103                     |                   |       | 413                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 404               | 0.328 | 134                 | 0.8               | 0.5             | 13.709    | B                             |
| C-AB   | 36                    | 9                       | 838               | 0.043 | 36                  | 0.1               | 0.1             | 4.577     | A                             |
| C-A    | 351                   | 88                      |                   |       | 351                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

# 2026 Future + Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 2.34               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.34              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name             | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2026 Future + 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 649                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 120                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 542                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |
|------|----|-----|-----|
|      | A  | B   | C   |
| From | A  | 0   | 132 |
|      | B  | 87  | 0   |
|      | C  | 490 | 52  |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |
|------|----|---|---|
|      | A  | B | C |
| From | A  | 0 | 0 |
|      | B  | 0 | 0 |
|      | C  | 1 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.44    | 21.15         | 0.8             | C       | 110                     | 165                           |
| C-AB   | 0.16    | 4.75          | 0.4             | A       | 103                     | 154                           |
| C-A    |         |               |                 |         | 395                     | 592                           |
| A-B    |         |               |                 |         | 121                     | 182                           |
| A-C    |         |               |                 |         | 474                     | 712                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 90                    | 23                      | 372               | 0.243 | 89                  | 0.0               | 0.3             | 12.648    | B                             |
| C-AB   | 70                    | 18                      | 834               | 0.084 | 70                  | 0.0               | 0.2             | 4.733     | A                             |
| C-A    | 338                   | 84                      |                   |       | 338                 |                   |                 |           |                               |
| A-B    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 108                   | 27                      | 343               | 0.314 | 107                 | 0.3               | 0.4             | 15.227    | C                             |
| C-AB   | 96                    | 24                      | 863               | 0.111 | 95                  | 0.2               | 0.2             | 4.715     | A                             |
| C-A    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |
| A-B    | 119                   | 30                      |                   |       | 119                 |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 132                   | 33                      | 302               | 0.437 | 131                 | 0.4               | 0.7             | 20.863    | C                             |
| C-AB   | 142                   | 35                      | 908               | 0.156 | 141                 | 0.2               | 0.4             | 4.728     | A                             |
| C-A    | 455                   | 114                     |                   |       | 455                 |                   |                 |           |                               |
| A-B    | 145                   | 36                      |                   |       | 145                 |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 132                   | 33                      | 302               | 0.437 | 132                 | 0.7               | 0.8             | 21.146    | C                             |
| C-AB   | 142                   | 36                      | 908               | 0.157 | 142                 | 0.4               | 0.4             | 4.739     | A                             |
| C-A    | 455                   | 114                     |                   |       | 455                 |                   |                 |           |                               |
| A-B    | 145                   | 36                      |                   |       | 145                 |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 108                   | 27                      | 343               | 0.314 | 109                 | 0.8               | 0.5             | 15.460    | C                             |
| C-AB   | 96                    | 24                      | 864               | 0.111 | 97                  | 0.4               | 0.3             | 4.730     | A                             |
| C-A    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |
| A-B    | 119                   | 30                      |                   |       | 119                 |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 90                    | 23                      | 372               | 0.243 | 91                  | 0.5               | 0.3             | 12.821    | B                             |
| C-AB   | 71                    | 18                      | 834               | 0.085 | 71                  | 0.3               | 0.2             | 4.747     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 99                    | 25                      |                   |       | 99                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

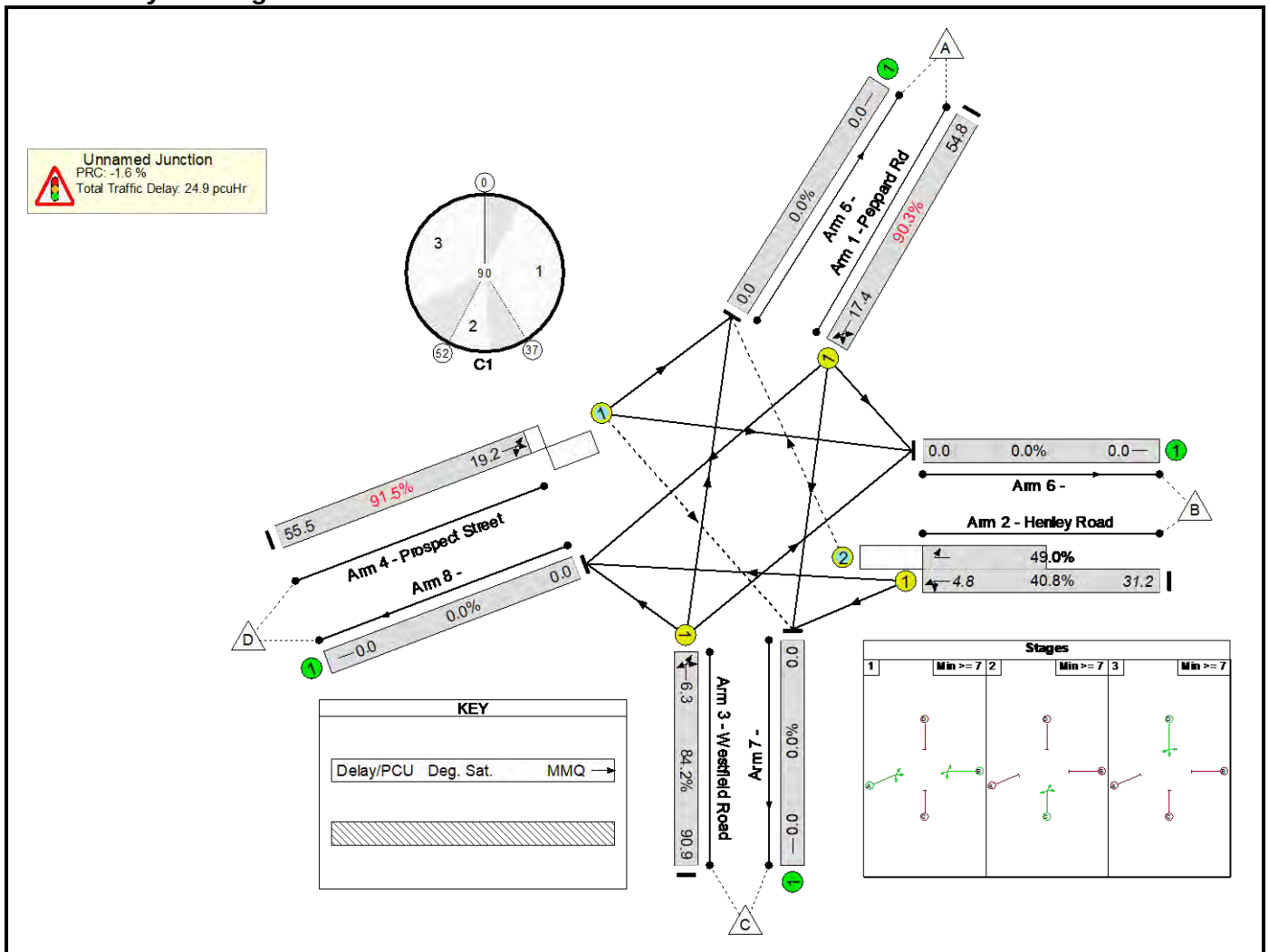
## Appendix J      LinSig Modelling Outputs

# Results Output

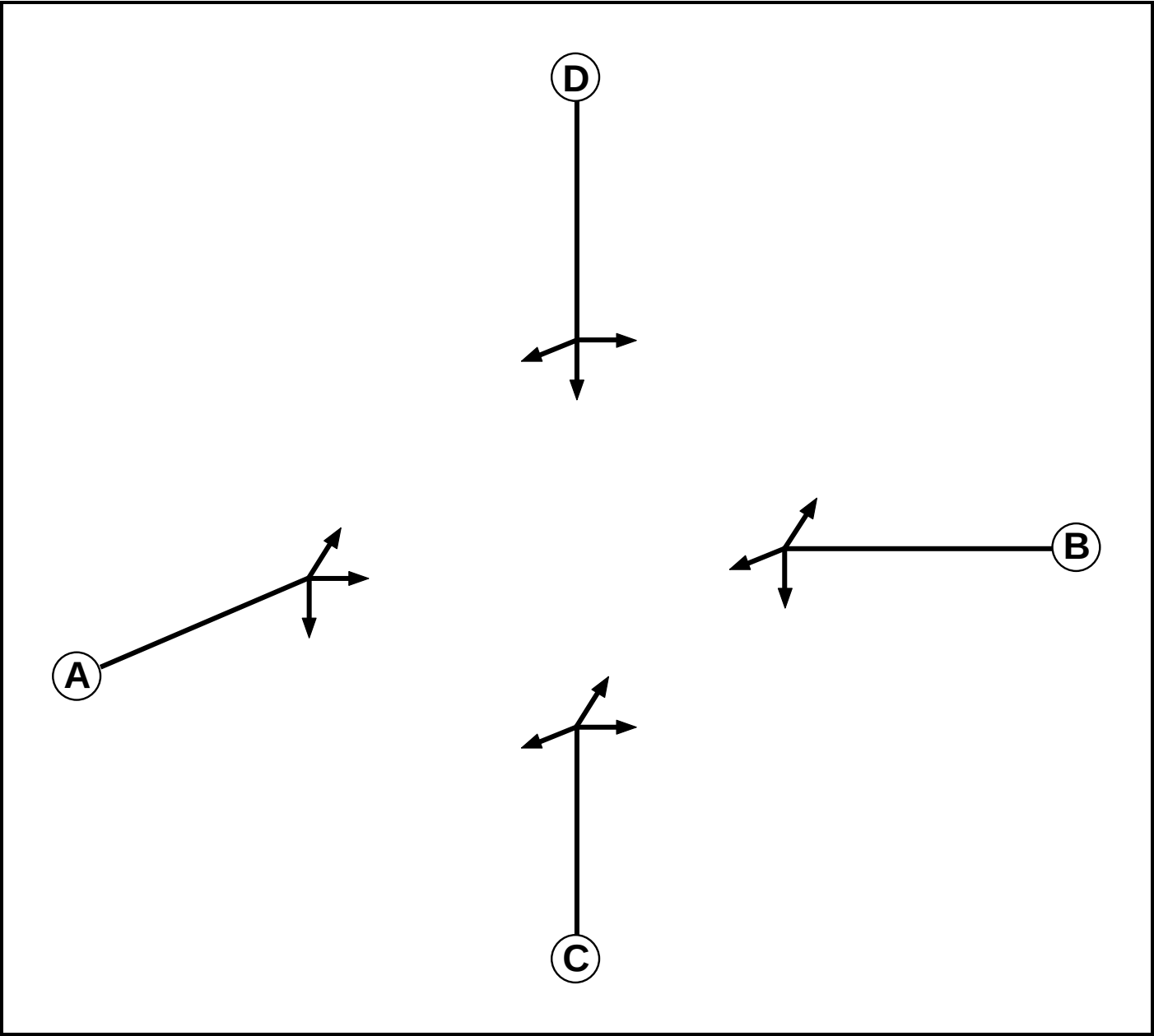
## Results Output

Scenario 1: 'AM 2019' (FG1: 'AM 2019', Plan 1: 'Network Control Plan 1')

### Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating<br>Phase | Starting Phase |   |   |   |   |
|----------------------|----------------|---|---|---|---|
|                      |                | A | B | C | D |
|                      | A              |   | - | 7 | 7 |
|                      | B              | - |   | 7 | 7 |
|                      | C              | 7 | 7 |   | 9 |
|                      | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

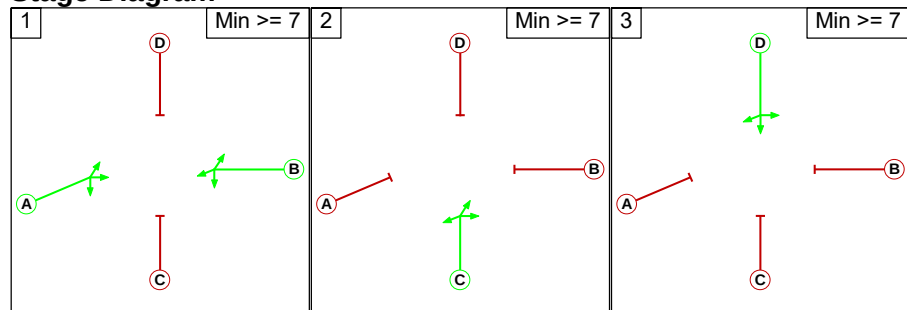
## Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 11.5 %        | 1871              | 1871                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 35.0 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 53.5 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 4.6 %         | 1902              | 1902                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 95.4 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 78.5 %        | 1936              | 1936                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 14.1 %        |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 7.4 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 45.8 %        | 1939              | 1939                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 50.7 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 3.4 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

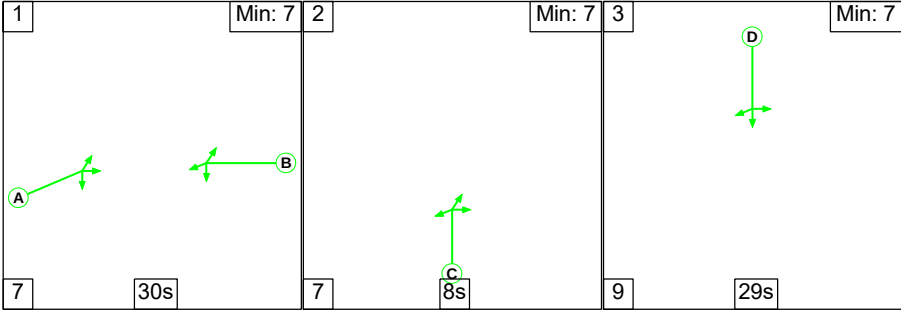
## Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 30 | 8  | 29 |
| Change Point | 0  | 37 | 52 |

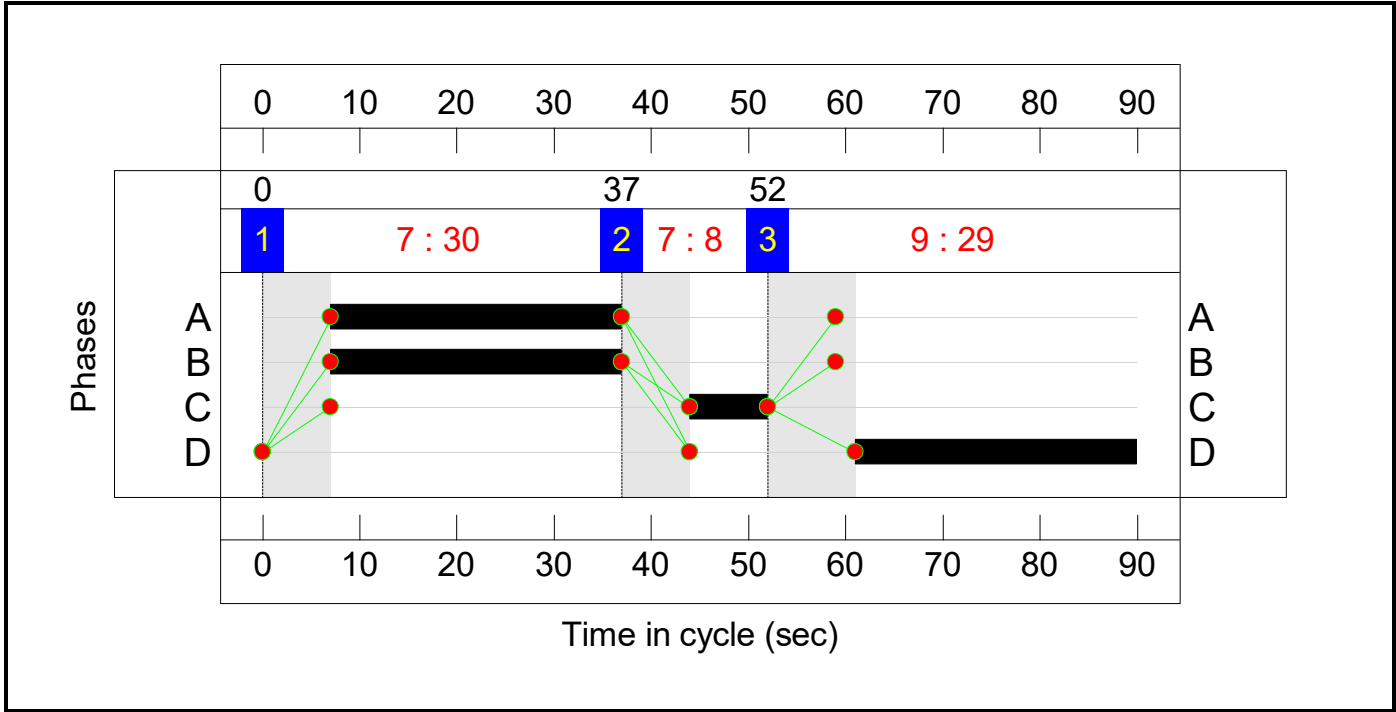
## Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



Results Output

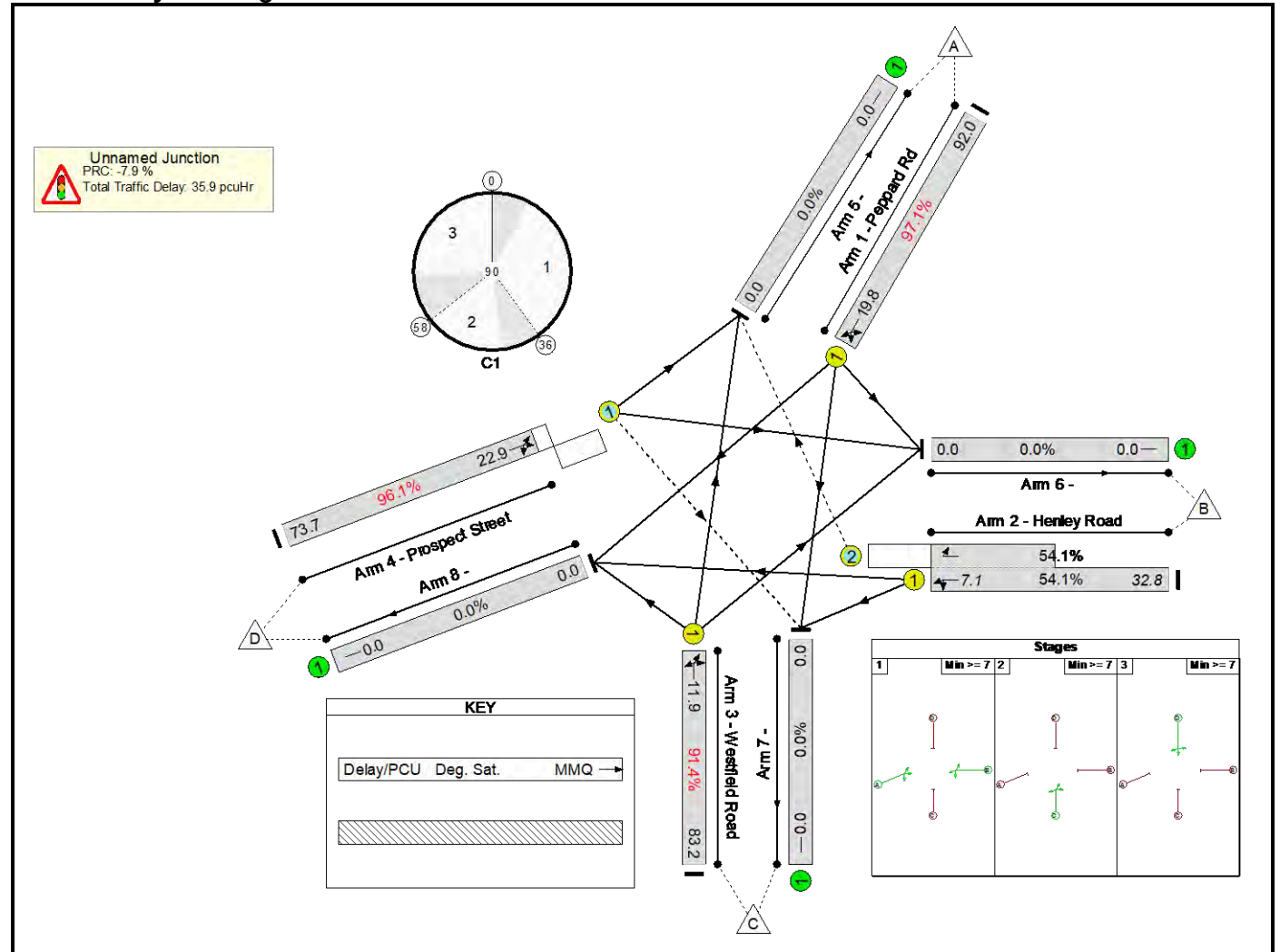
Network Results

| Item                                                                                                                                                                                                                                 | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Network                                                                                                                                                                                                                              | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 91.5%        | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                     | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 91.5%        | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                  | Peppard Rd Left Ahead Ahead2       | D          |             | 29              | 61              | 0             | 563               | 1871              | 624            | 90.3%        | 563            | 563           | 54.8                      | 17.4                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                              | Henley Road Right Left Ahead       | B          |             | 30              | 7               | 37            | 322               | 1902:1915         | 581+174        | 40.8 : 49.0% | 322            | 322           | 31.2                      | 4.8                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                  | Westfield Road Ahead Right Left    | C          |             | 8               | 44              | 52            | 163               | 1936              | 194            | 84.2%        | 163            | 163           | 90.9                      | 6.3                  | 3/1              |
| 4/1                                                                                                                                                                                                                                  | Prospect Street Ahead Ahead2 Right | A          |             | 30              | 7               | 37            | 611               | 1939              | 668            | 91.5%        | 611            | 611           | 55.5                      | 19.2                 | 4/1              |
| 5/1                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 493               | Inf               | Inf            | 0.0%         | 493            | 493           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 398               | Inf               | Inf            | 0.0%         | 398            | 398           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 229               | Inf               | Inf            | 0.0%         | 229            | 229           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 539               | Inf               | Inf            | 0.0%         | 539            | 539           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%):                      -1.6                      Total Delay for Signalled Lanes (pcuHr):                      24.89                      Cycle Time (s):                      90 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |
| PRC Over All Lanes (%):                      -1.6                      Total Delay Over All Lanes(pcuHr):                      24.89                                                                                                 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

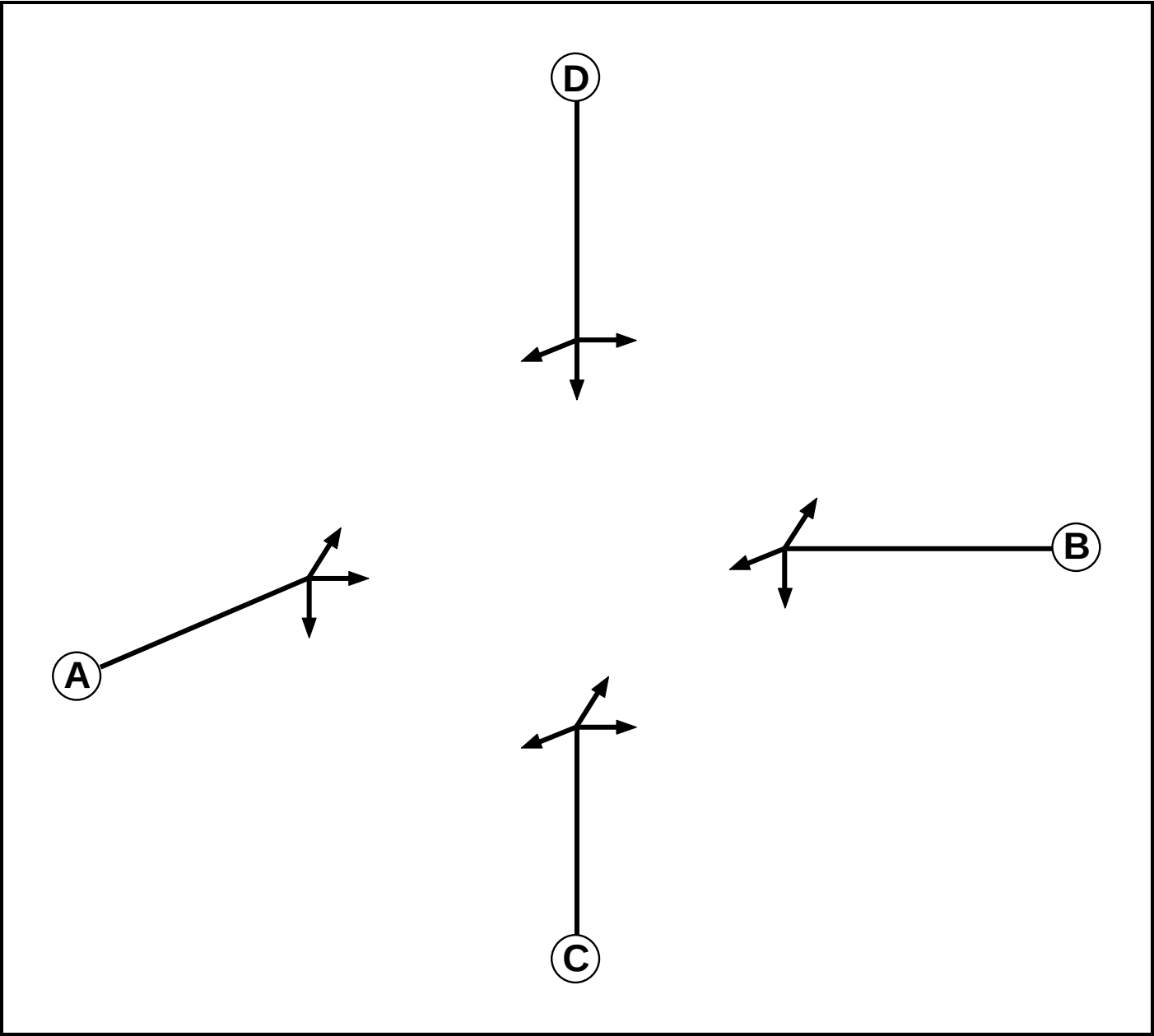
# Results Output

Scenario 2: 'PM 2019' (FG2: 'PM 2019', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating Phase | Starting Phase |   |   |   |   |
|-------------------|----------------|---|---|---|---|
|                   |                | A | B | C | D |
|                   | A              |   | - | 7 | 7 |
|                   | B              | - |   | 7 | 7 |
|                   | C              | 7 | 7 |   | 9 |
|                   | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

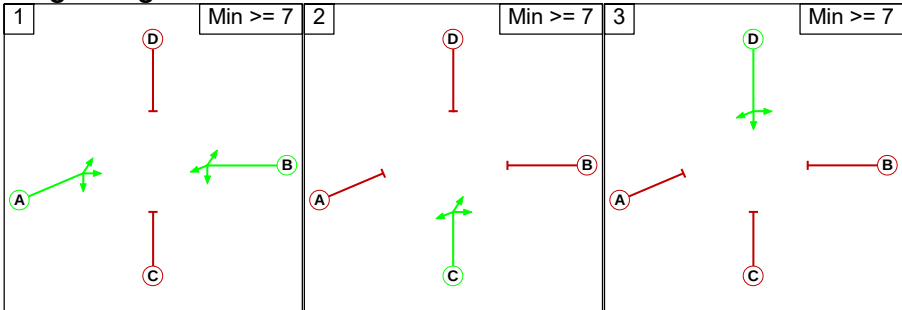
Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 16.8 %        | 1858              | 1858                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 26.8 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 56.3 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 3.1 %         | 1906              | 1906                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 96.9 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 88.1 %        | 1958              | 1958                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 8.5 %         |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 3.5 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 50.4 %        | 1945              | 1945                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 48.8 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 0.8 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

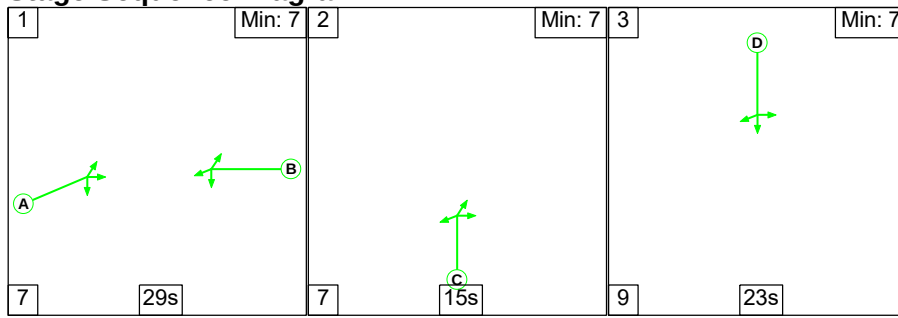
Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 29 | 15 | 23 |
| Change Point | 0  | 36 | 58 |

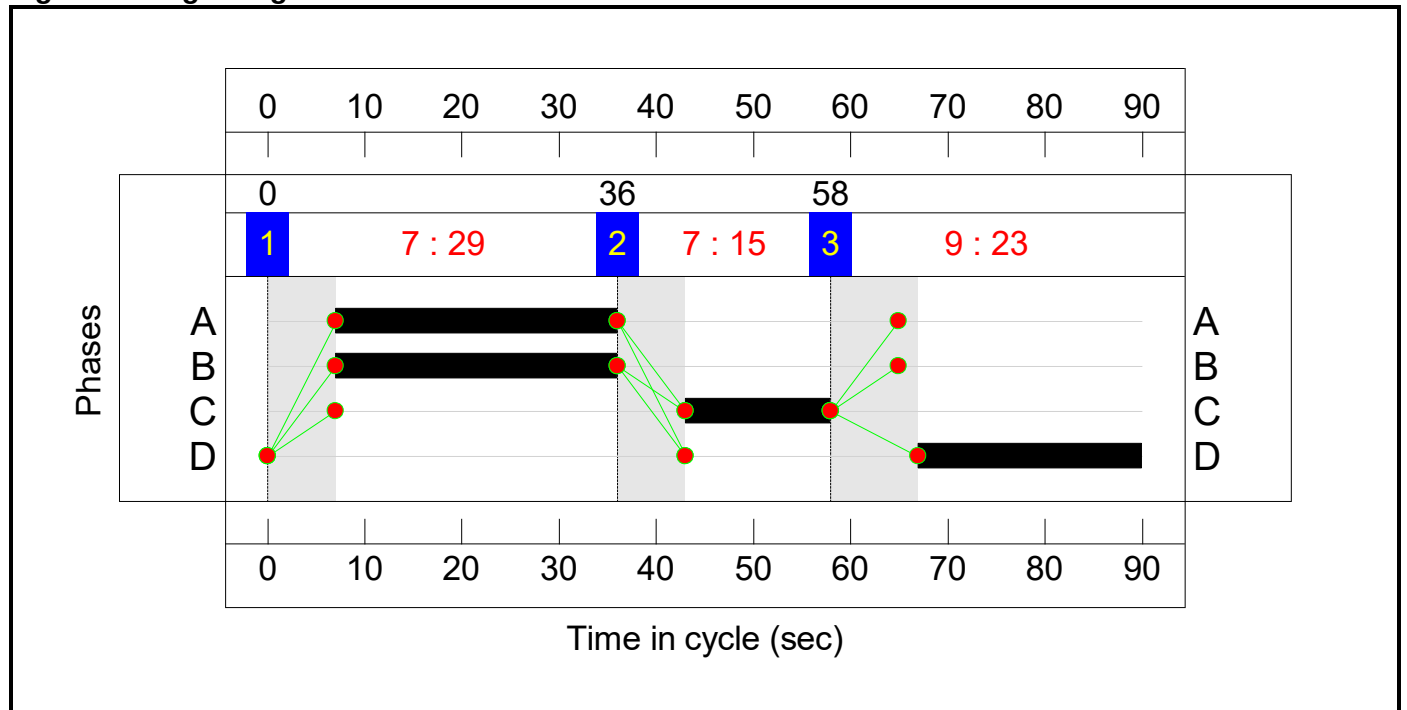
Stage Diagram



### Stage Sequence Diagram



### Signal Timings Diagram



## Results Output

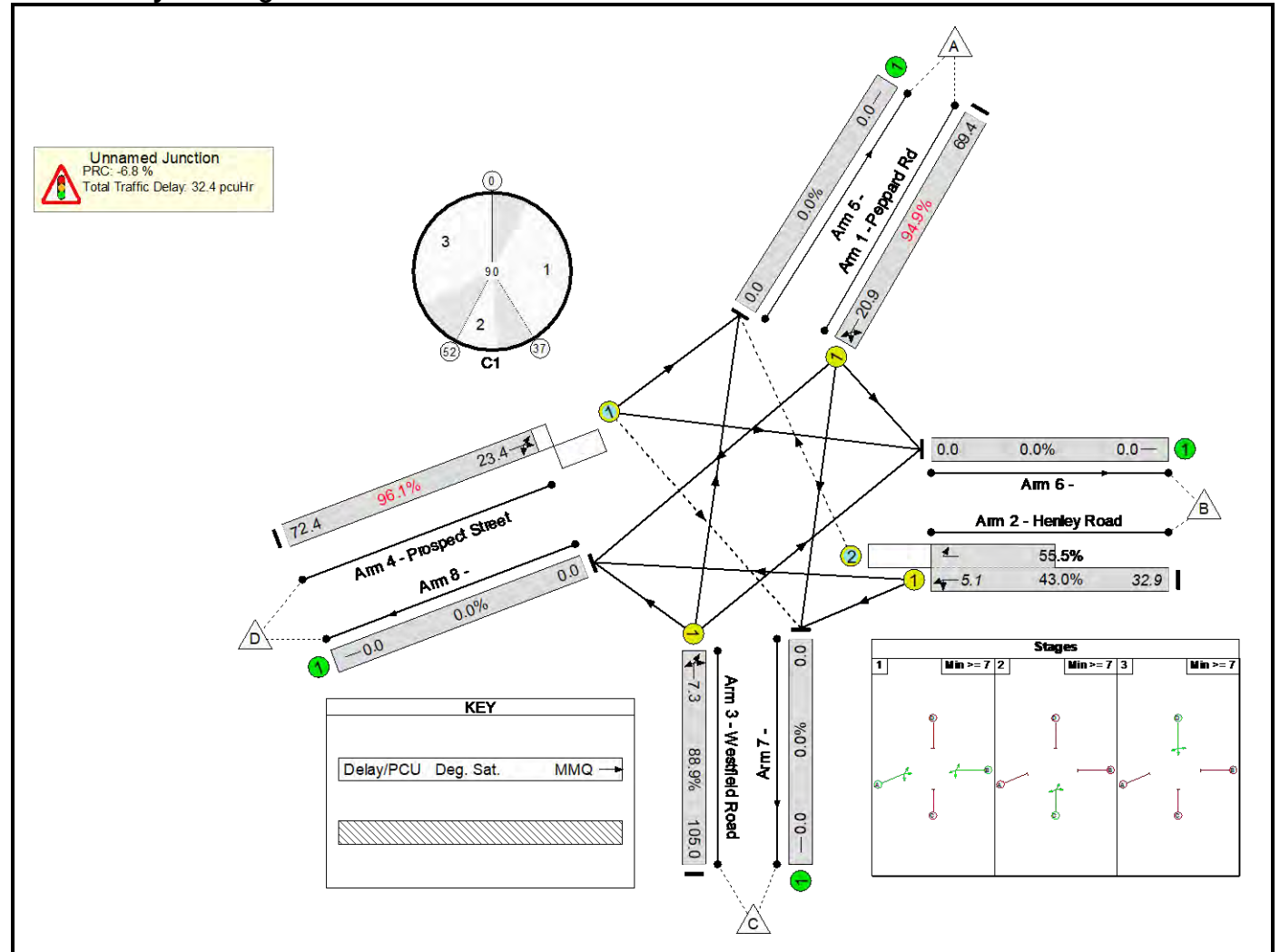
## Network Results

| Item                                                                                                                                                                                                                                                                                                                                                                         | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Network                                                                                                                                                                                                                                                                                                                                                                      | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 97.1%        | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                                                                                                                                                             | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 97.1%        | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                                                                                                                                                          | Peppard Rd Left Ahead Ahead2       | D          |             | 23              | 67              | 0             | 481               | 1858              | 495            | 97.1%        | 481            | 481           | 92.0                      | 19.8                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                                                                                                                                                                      | Henley Road Right Left Ahead       | B          |             | 29              | 7               | 36            | 386               | 1906:1915         | 602+111        | 54.1 : 54.1% | 386            | 386           | 32.8                      | 7.1                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                                                                                                                                                          | Westfield Road Ahead Right Left    | C          |             | 15              | 43              | 58            | 318               | 1958              | 348            | 91.4%        | 318            | 318           | 83.2                      | 11.9                 | 3/1              |
| 4/1                                                                                                                                                                                                                                                                                                                                                                          | Prospect Street Ahead Ahead2 Right | A          |             | 29              | 7               | 36            | 623               | 1945              | 648            | 96.1%        | 623            | 623           | 73.7                      | 22.9                 | 4/1              |
| 5/1                                                                                                                                                                                                                                                                                                                                                                          |                                    | -          |             | -               | -               | -             | 654               | Inf               | Inf            | 0.0%         | 654            | 654           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                                                                                                                                                          |                                    | -          |             | -               | -               | -             | 412               | Inf               | Inf            | 0.0%         | 412            | 412           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                                                                                                                                                          |                                    | -          |             | -               | -               | -             | 144               | Inf               | Inf            | 0.0%         | 144            | 144           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                                                                                                                                                          |                                    | -          |             | -               | -               | -             | 598               | Inf               | Inf            | 0.0%         | 598            | 598           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%):                      -7.9                      Total Delay for Signalled Lanes (pcuHr):                      35.92                      Cycle Time (s):                      90<br>PRC Over All Lanes (%):                      -7.9                      Total Delay Over All Lanes(pcuHr):                      35.92 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

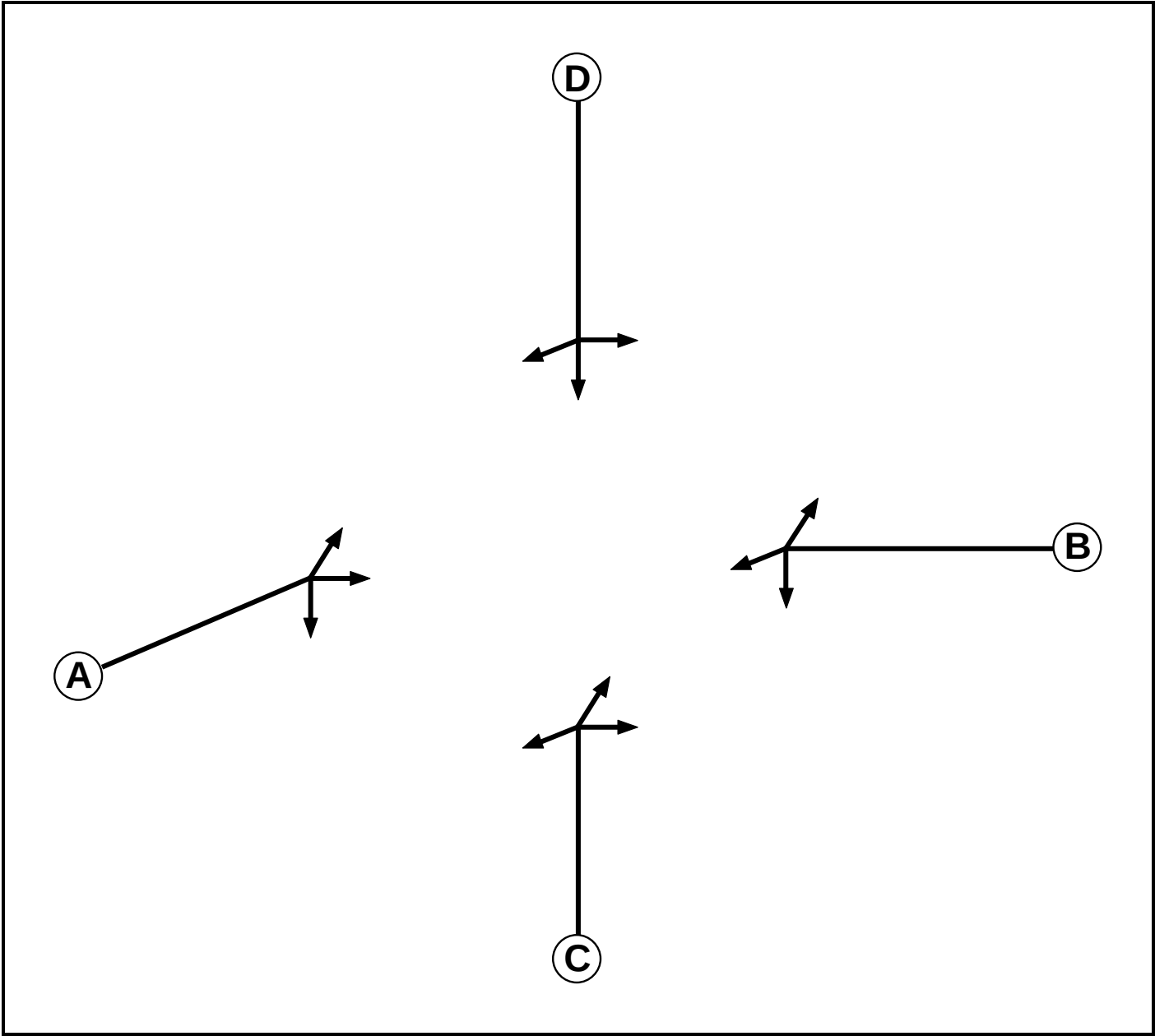
# Results Output

Scenario 3: 'AM 2026' (FG3: 'AM 2026', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating Phase | Starting Phase |   |   |   |   |
|-------------------|----------------|---|---|---|---|
|                   |                | A | B | C | D |
|                   | A              |   | - | 7 | 7 |
|                   | B              | - |   | 7 | 7 |
|                   | C              | 7 | 7 |   | 9 |
|                   | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

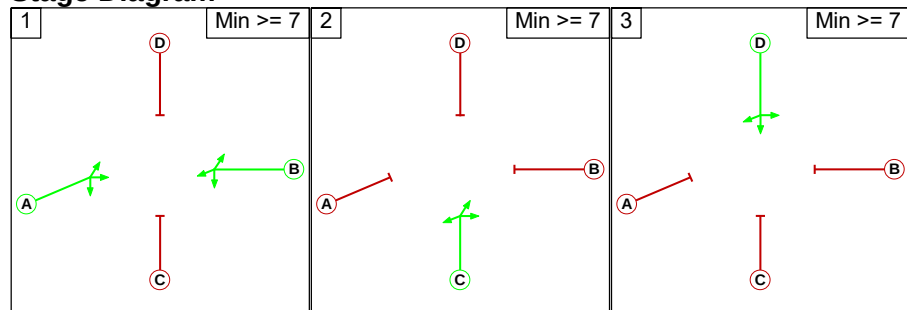
## Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 11.5 %        | 1871              | 1871                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 35.1 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 53.4 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 4.8 %         | 1901              | 1901                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 95.2 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 78.5 %        | 1935              | 1935                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 14.0 %        |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 7.6 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 45.8 %        | 1939              | 1939                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 50.8 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 3.4 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

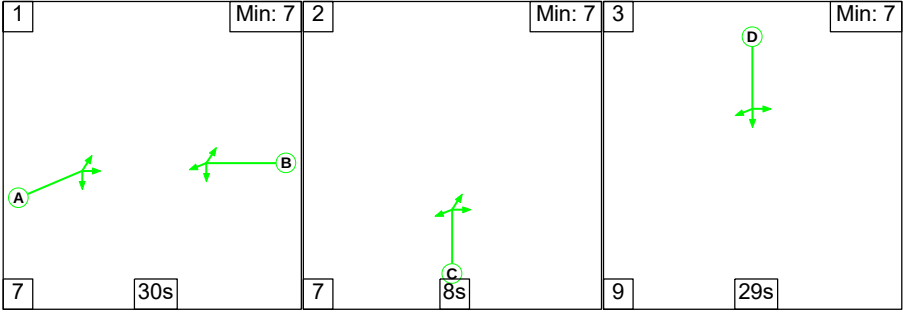
## Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 30 | 8  | 29 |
| Change Point | 0  | 37 | 52 |

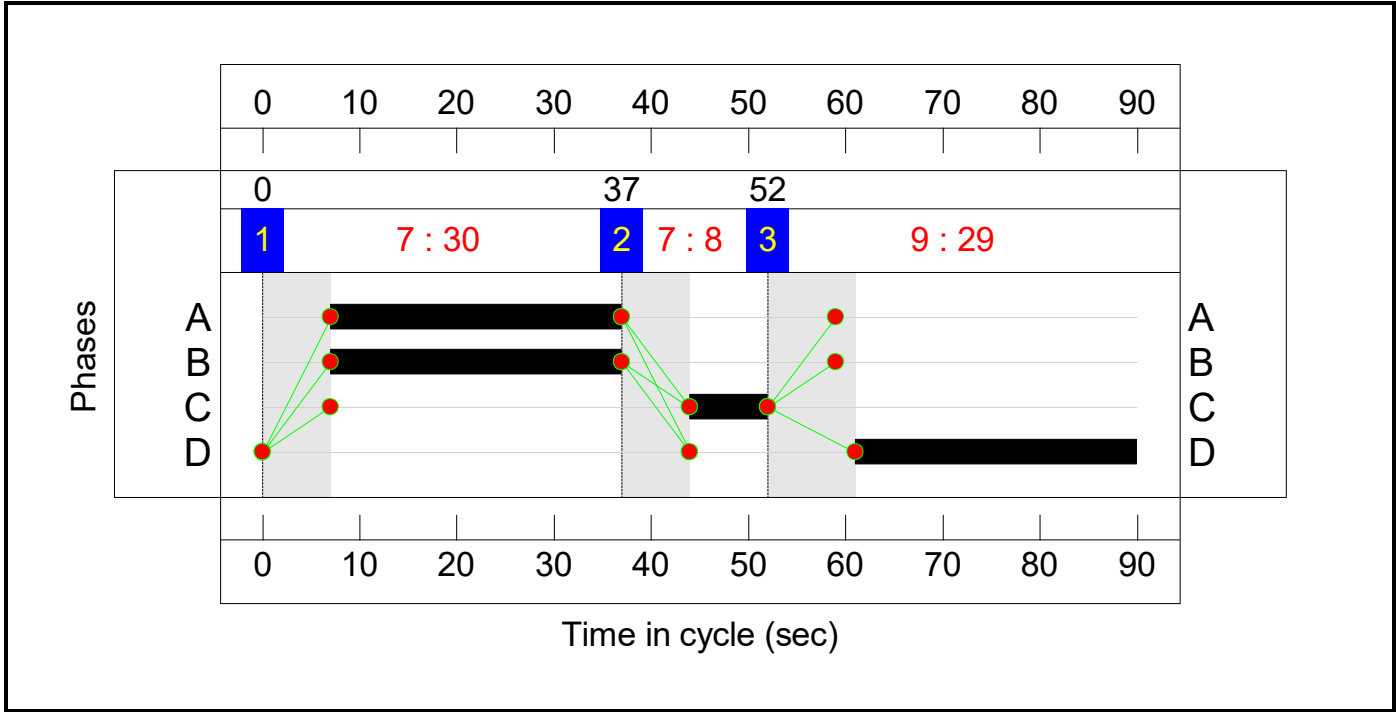
## Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



Results Output

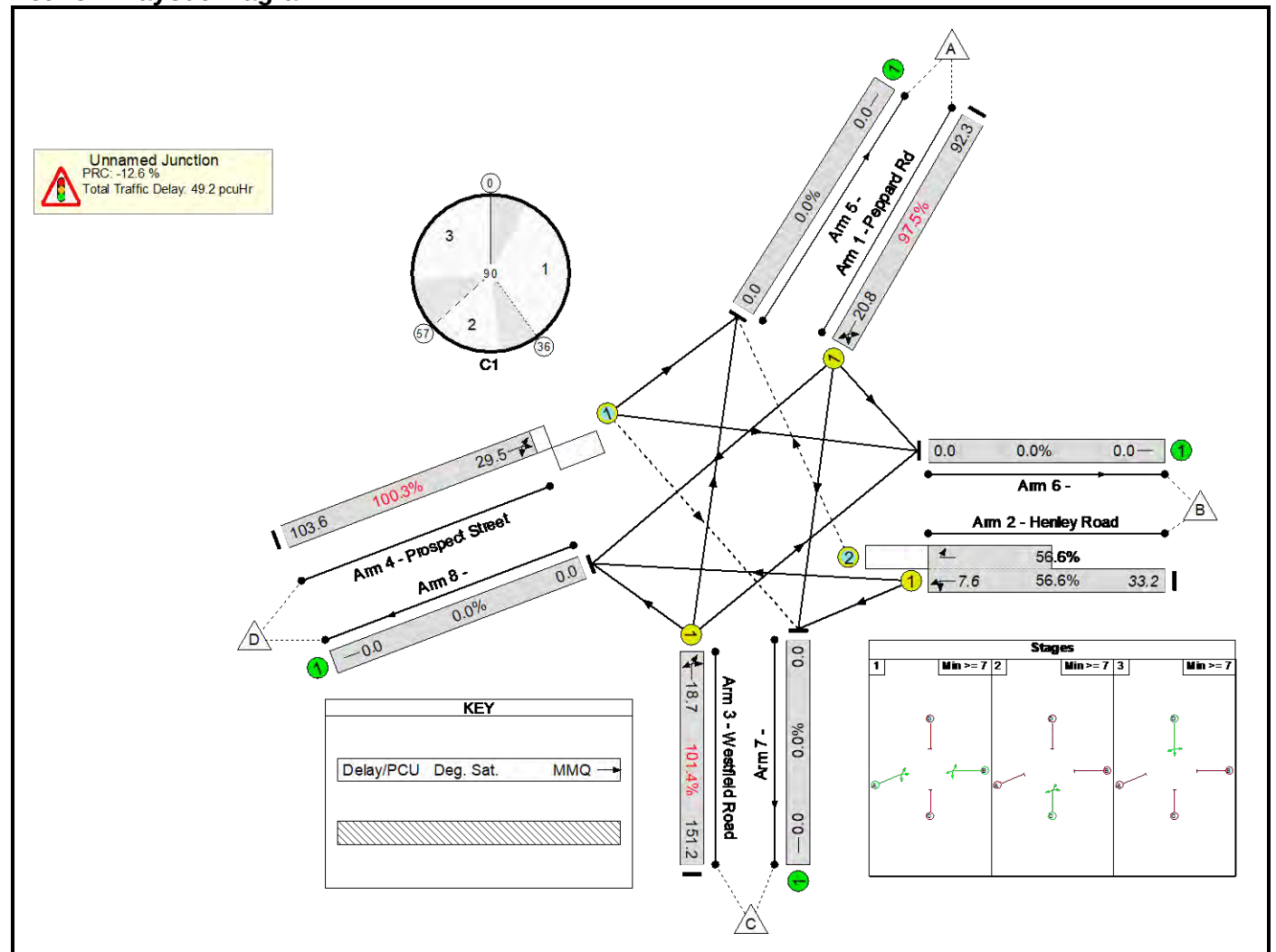
Network Results

| Item                                                                                                                                                                                                                                                                | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Network                                                                                                                                                                                                                                                             | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 96.1%        | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                                                    | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 96.1%        | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                                                 | Peppard Rd Left Ahead Ahead2       | D          |             | 29              | 61              | 0             | 592               | 1871              | 624            | 94.9%        | 592            | 592           | 69.4                      | 20.9                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                                                             | Henley Road Right Left Ahead       | B          |             | 30              | 7               | 37            | 339               | 1901:1915         | 581+160        | 43.0 : 55.5% | 339            | 339           | 32.9                      | 5.1                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                                                 | Westfield Road Ahead Right Left    | C          |             | 8               | 44              | 52            | 172               | 1935              | 194            | 88.9%        | 172            | 172           | 105.0                     | 7.3                  | 3/1              |
| 4/1                                                                                                                                                                                                                                                                 | Prospect Street Ahead Ahead2 Right | A          |             | 30              | 7               | 37            | 642               | 1939              | 668            | 96.1%        | 642            | 642           | 72.4                      | 23.4                 | 4/1              |
| 5/1                                                                                                                                                                                                                                                                 |                                    | -          |             | -               | -               | -             | 518               | Inf               | Inf            | 0.0%         | 518            | 518           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                                                 |                                    | -          |             | -               | -               | -             | 418               | Inf               | Inf            | 0.0%         | 418            | 418           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                                                 |                                    | -          |             | -               | -               | -             | 242               | Inf               | Inf            | 0.0%         | 242            | 242           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                                                 |                                    | -          |             | -               | -               | -             | 567               | Inf               | Inf            | 0.0%         | 567            | 567           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%): -6.8                      Total Delay for Signalled Lanes (pcuHr): 32.44                      Cycle Time (s): 90<br>PRC Over All Lanes (%): -6.8                      Total Delay Over All Lanes(pcuHr): 32.44 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

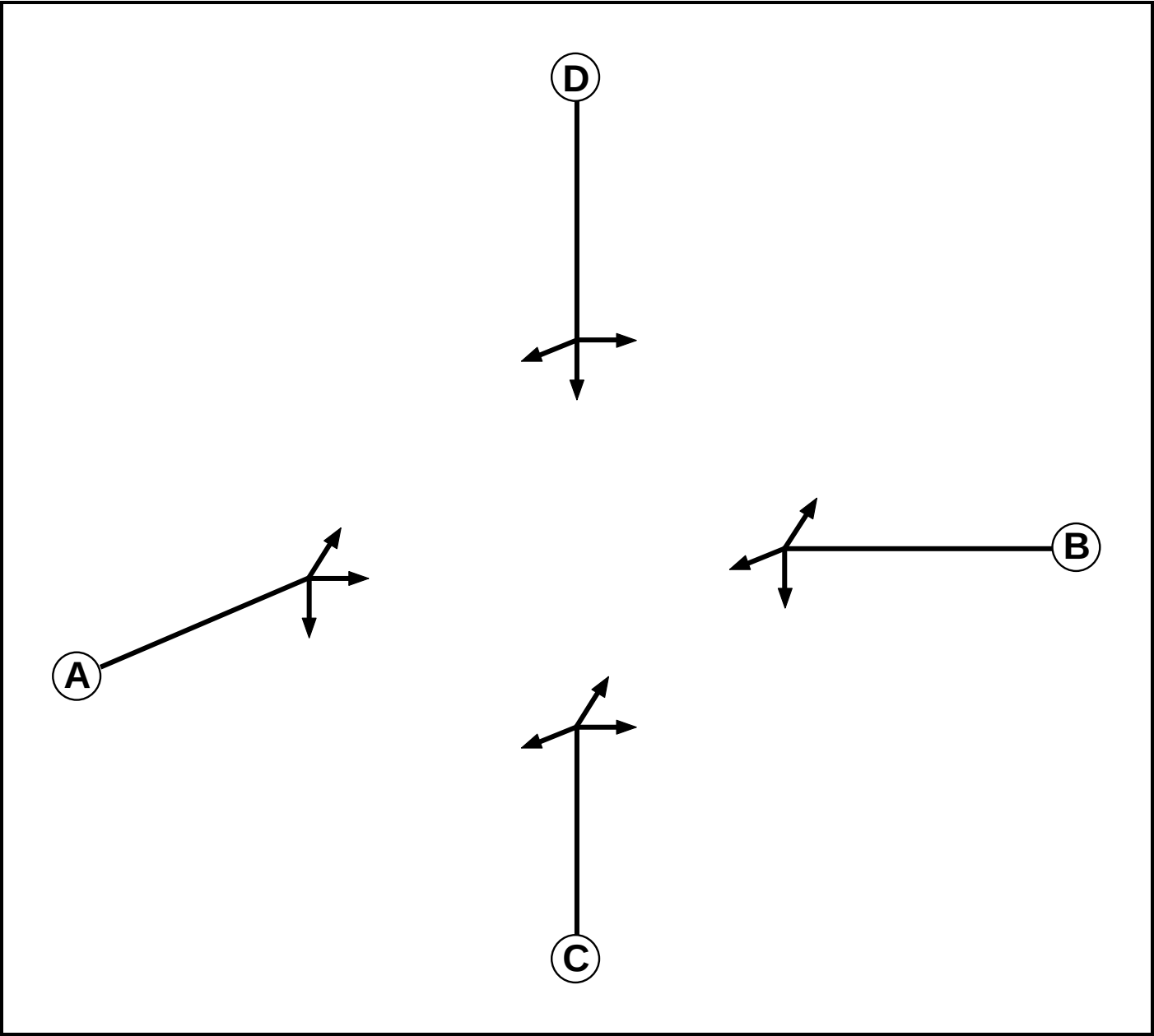
# Results Output

Scenario 4: 'PM 2026' (FG4: 'PM 2026', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating Phase | Starting Phase |   |   |   |   |
|-------------------|----------------|---|---|---|---|
|                   |                | A | B | C | D |
|                   | A              |   | - | 7 | 7 |
|                   | B              | - |   | 7 | 7 |
|                   | C              | 7 | 7 |   | 9 |
|                   | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

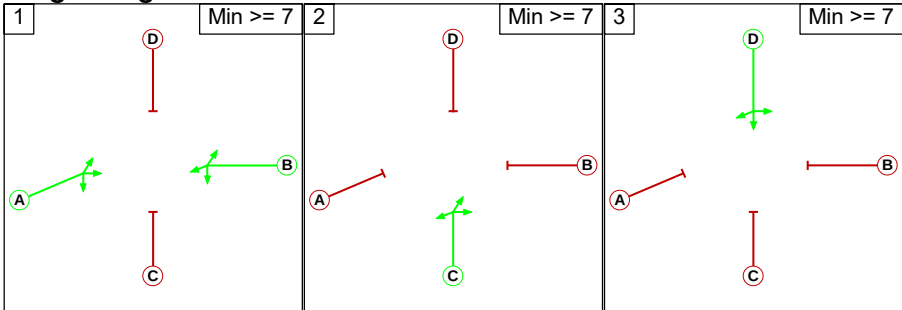
Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 16.9 %        | 1858              | 1858                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 26.8 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 56.3 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 3.2 %         | 1906              | 1906                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 96.8 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 88.2 %        | 1959              | 1959                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 8.5 %         |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 3.3 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 50.5 %        | 1945              | 1945                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 48.8 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 0.8 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

Stage Timings

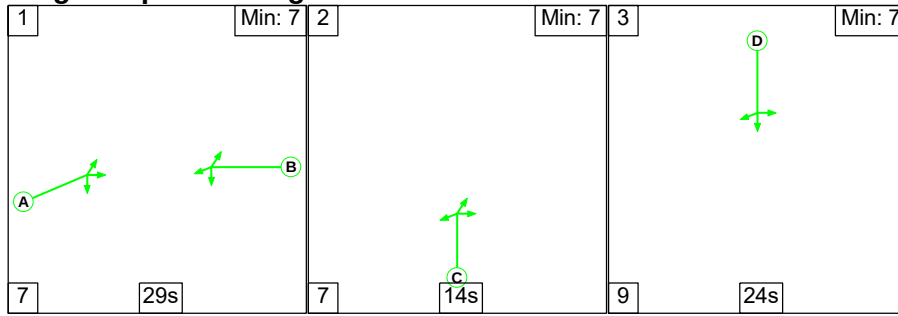
| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 29 | 14 | 24 |
| Change Point | 0  | 36 | 57 |

Stage Diagram

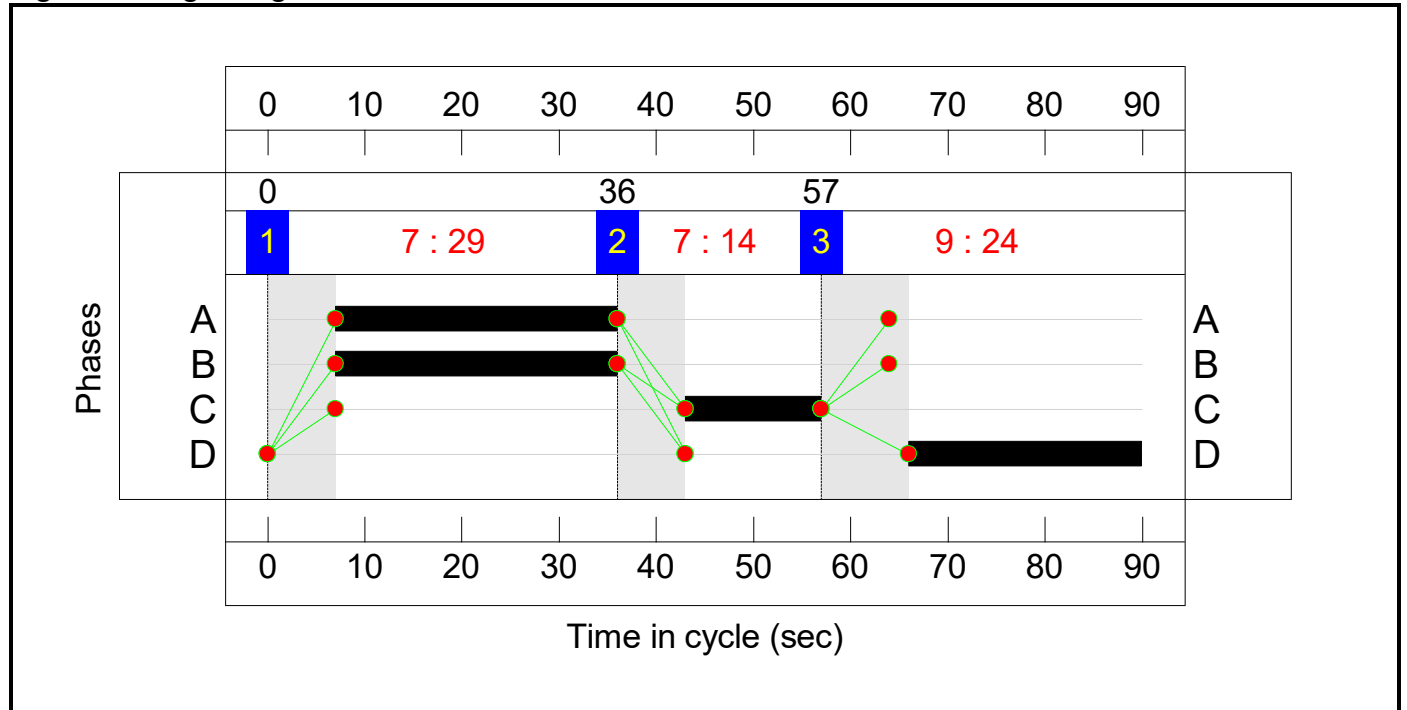


## Results Output

### Stage Sequence Diagram



### Signal Timings Diagram



Results Output

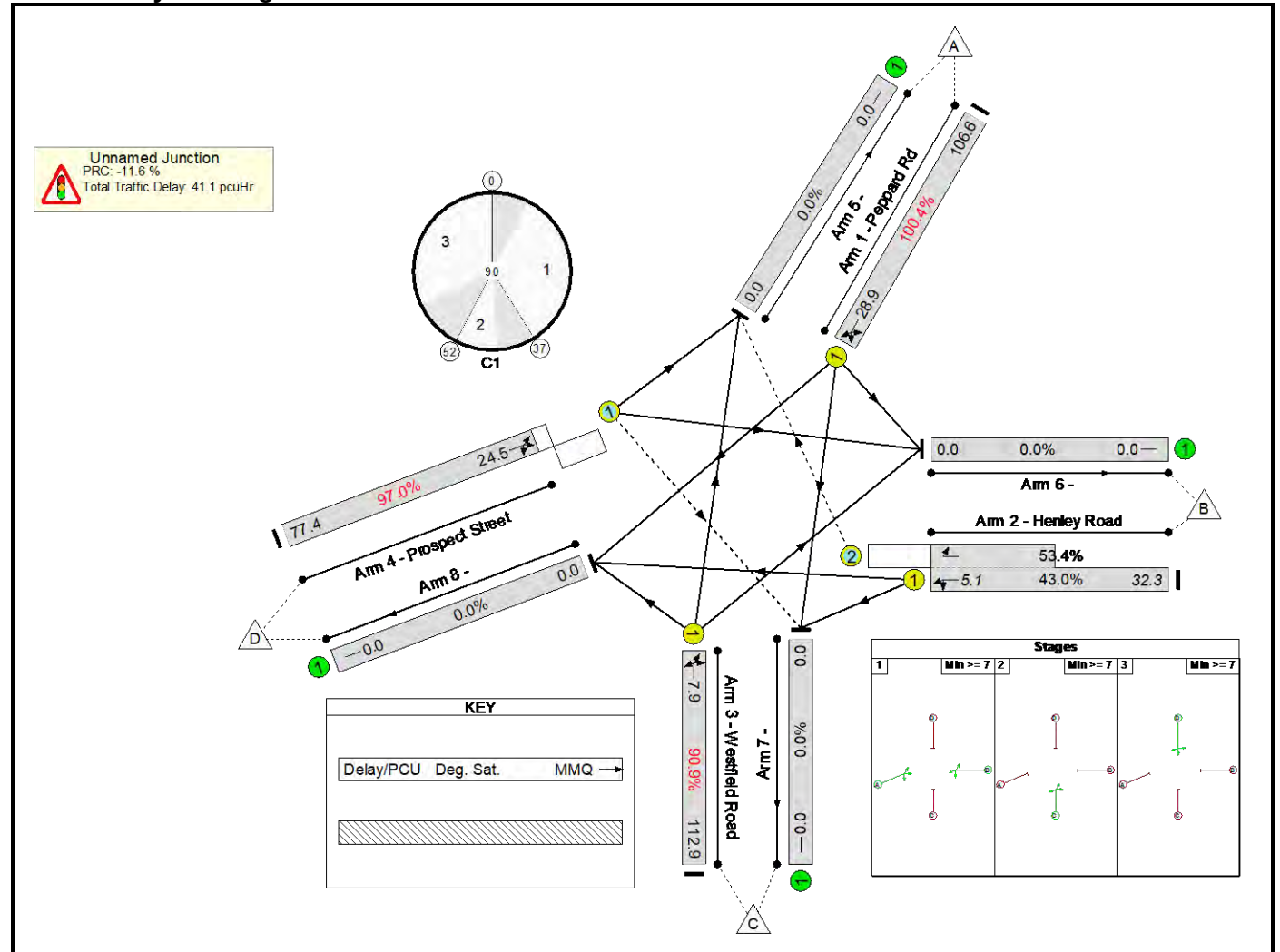
Network Results

| Item                                                                                                                                                                                                                                                                  | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Network                                                                                                                                                                                                                                                               | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 101.4%       | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                                                      | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 101.4%       | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                                                   | Peppard Rd Left Ahead Ahead2       | D          |             | 24              | 66              | 0             | 503               | 1858              | 516            | 97.5%        | 503            | 503           | 92.3                      | 20.8                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                                                               | Henley Road Right Left Ahead       | B          |             | 29              | 7               | 36            | 404               | 1906:1915         | 602+111        | 56.6 : 56.6% | 404            | 404           | 33.2                      | 7.6                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                                                   | Westfield Road Ahead Right Left    | C          |             | 14              | 43              | 57            | 331               | 1959              | 326            | 101.4%       | 331            | 327           | 151.2                     | 18.7                 | 3/1              |
| 4/1                                                                                                                                                                                                                                                                   | Prospect Street Ahead Ahead2 Right | A          |             | 29              | 7               | 36            | 650               | 1945              | 648            | 100.3%       | 650            | 648           | 103.6                     | 29.5                 | 4/1              |
| 5/1                                                                                                                                                                                                                                                                   |                                    | -          |             | -               | -               | -             | 683               | Inf               | Inf            | 0.0%         | 678            | 678           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                                                   |                                    | -          |             | -               | -               | -             | 430               | Inf               | Inf            | 0.0%         | 429            | 429           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                                                   |                                    | -          |             | -               | -               | -             | 151               | Inf               | Inf            | 0.0%         | 151            | 151           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                                                   |                                    | -          |             | -               | -               | -             | 624               | Inf               | Inf            | 0.0%         | 624            | 624           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%): -12.6                      Total Delay for Signalled Lanes (pcuHr): 49.23                      Cycle Time (s): 90<br>PRC Over All Lanes (%): -12.6                      Total Delay Over All Lanes(pcuHr): 49.23 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

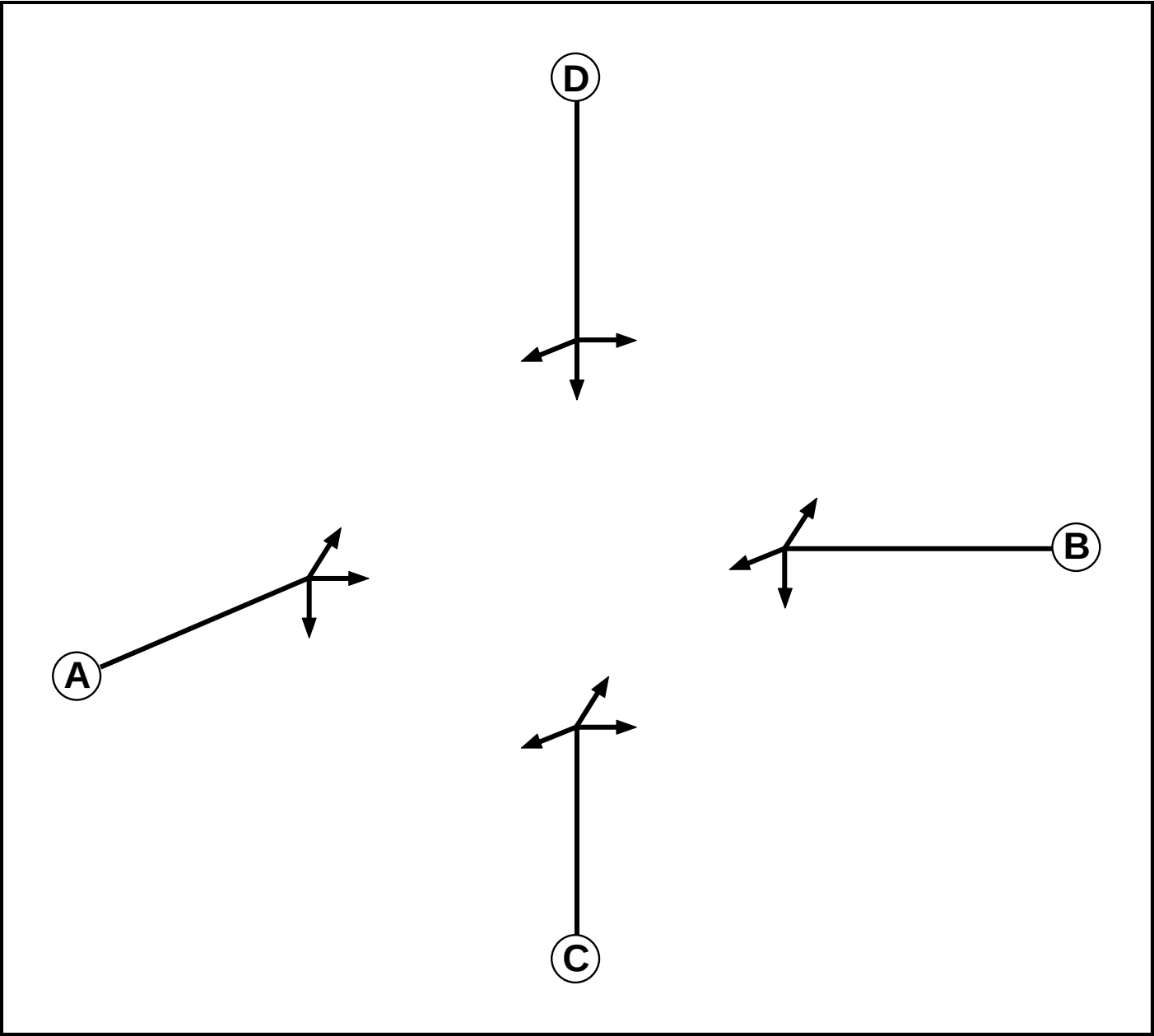
# Results Output

Scenario 5: 'AM 2026 + Dev' (FG5: 'AM 2026 + Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating<br>Phase | Starting Phase |   |   |   |   |
|----------------------|----------------|---|---|---|---|
|                      |                | A | B | C | D |
|                      | A              |   | - | 7 | 7 |
|                      | B              | - |   | 7 | 7 |
|                      | C              | 7 | 7 |   | 9 |
|                      | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

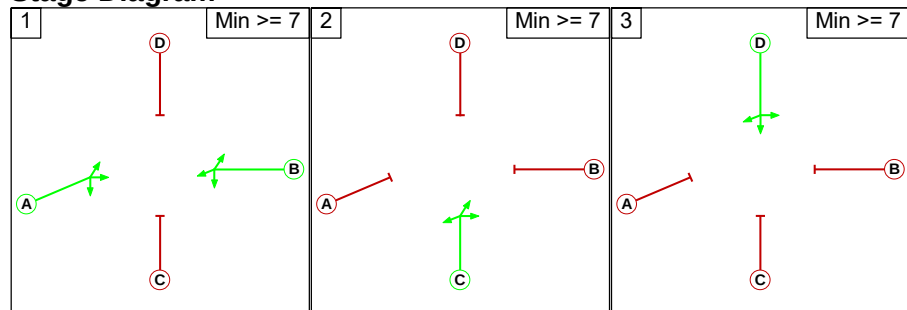
## Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 10.8 %        | 1873              | 1873                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 35.4 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 53.7 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 4.8 %         | 1901              | 1901                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 95.2 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 79.0 %        | 1936              | 1936                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 13.6 %        |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 7.4 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 46.3 %        | 1939              | 1939                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 50.3 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 3.4 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

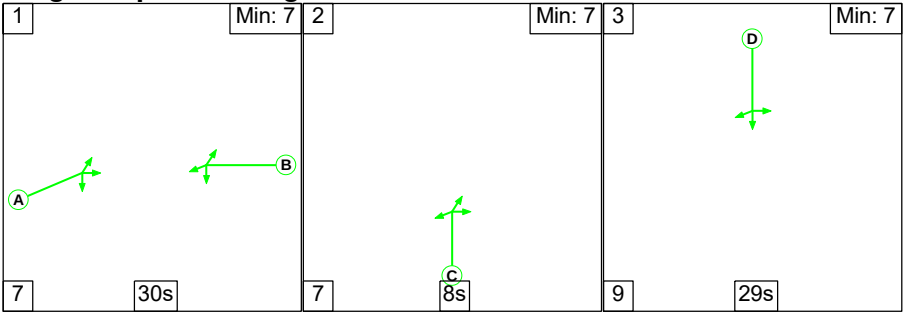
## Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 30 | 8  | 29 |
| Change Point | 0  | 37 | 52 |

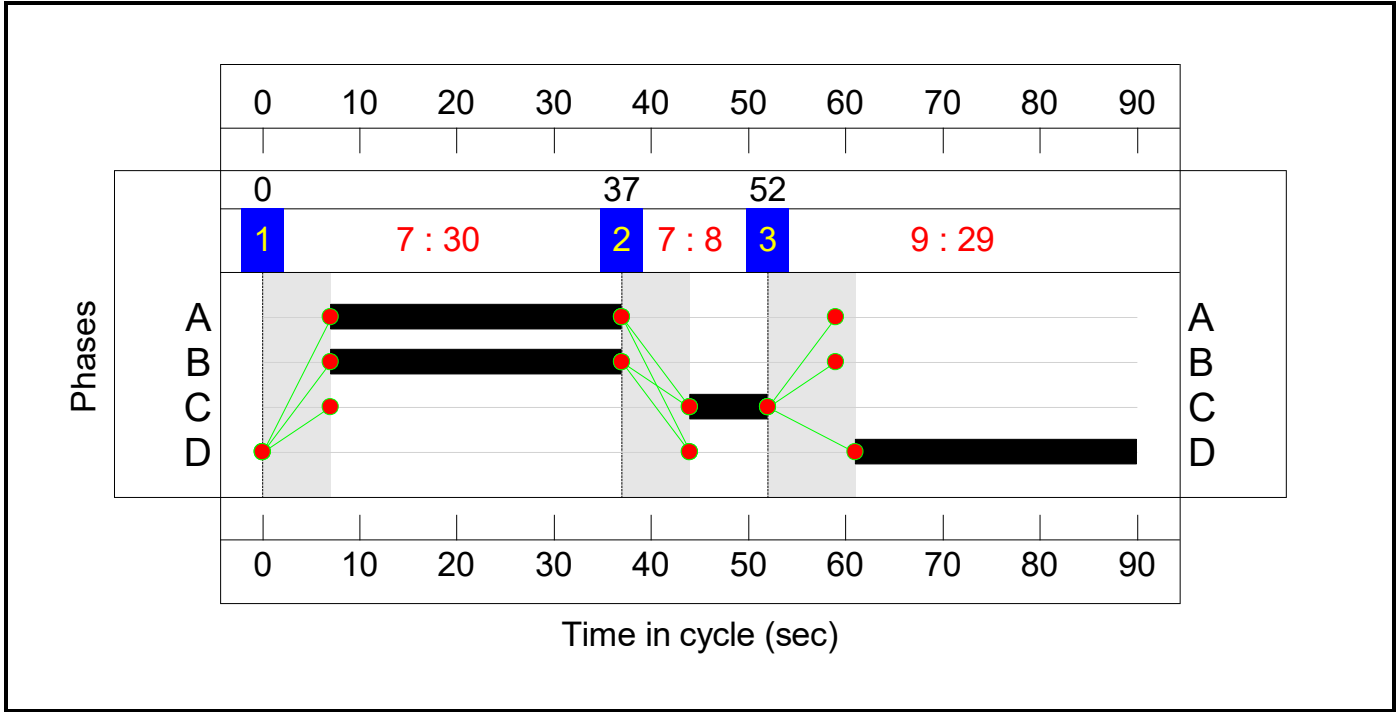
## Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



Results Output

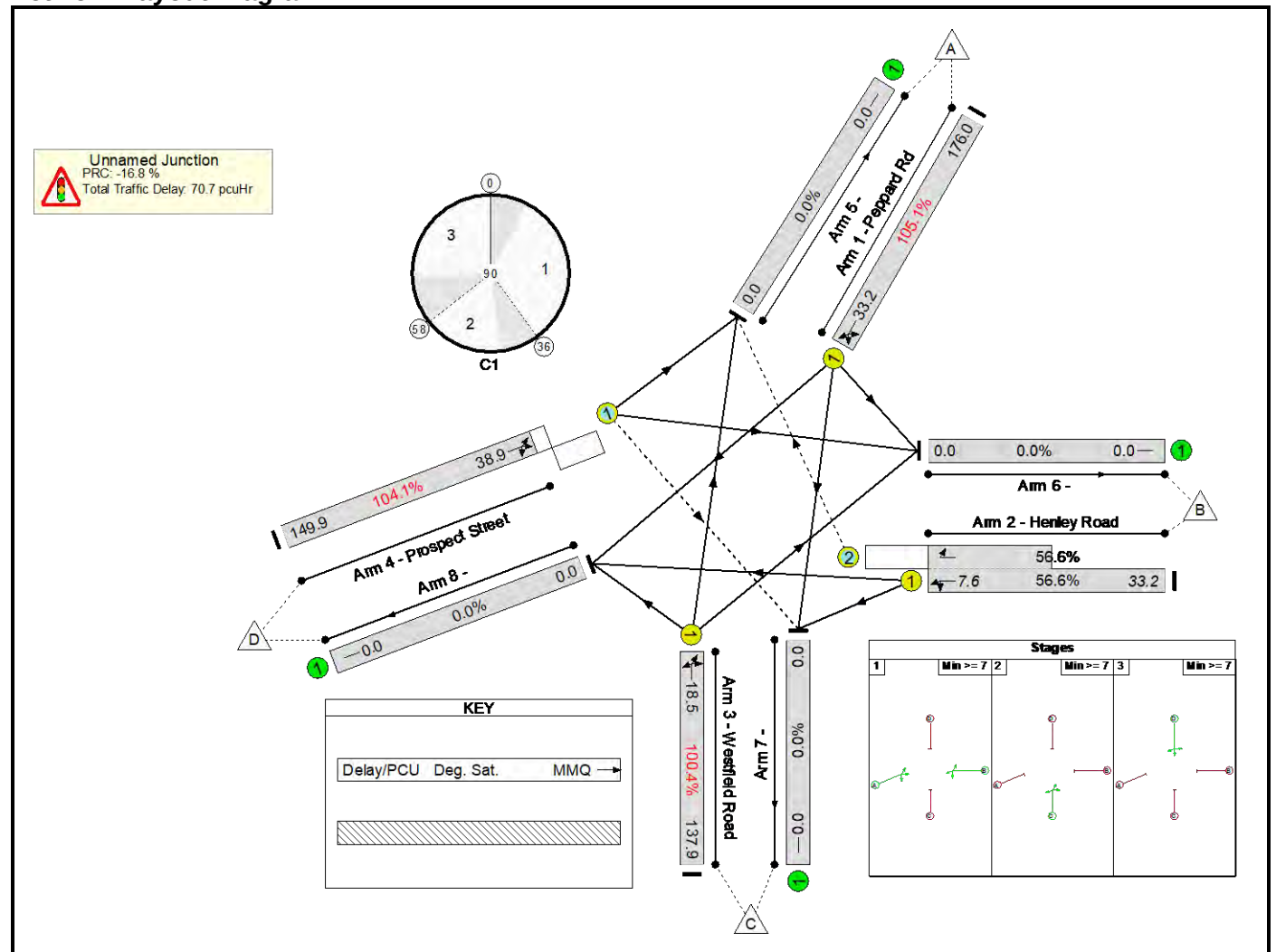
Network Results

| Item                                                                                                                                                                                                                                                                                 | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Network                                                                                                                                                                                                                                                                              | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 100.4%       | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                                                                     | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 100.4%       | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                                                                  | Peppard Rd Left Ahead Ahead2       | D          |             | 29              | 61              | 0             | 627               | 1873              | 624            | 100.4%       | 627            | 624           | 106.6                     | 28.9                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                                                                              | Henley Road Right Left Ahead       | B          |             | 30              | 7               | 37            | 339               | 1901:1915         | 581+167        | 43.0 : 53.4% | 339            | 339           | 32.3                      | 5.1                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                                                                  | Westfield Road Ahead Right Left    | C          |             | 8               | 44              | 52            | 176               | 1936              | 194            | 90.9%        | 176            | 176           | 112.9                     | 7.9                  | 3/1              |
| 4/1                                                                                                                                                                                                                                                                                  | Prospect Street Ahead Ahead2 Right | A          |             | 30              | 7               | 37            | 648               | 1939              | 668            | 97.0%        | 648            | 648           | 77.4                      | 24.5                 | 4/1              |
| 5/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 528               | Inf               | Inf            | 0.0%         | 528            | 528           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 418               | Inf               | Inf            | 0.0%         | 418            | 418           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 256               | Inf               | Inf            | 0.0%         | 255            | 255           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 588               | Inf               | Inf            | 0.0%         | 587            | 587           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%):    -11.6                      Total Delay for Signalled Lanes (pcuHr):    41.06                      Cycle Time (s):    90<br>PRC Over All Lanes (%):    -11.6                      Total Delay Over All Lanes(pcuHr):    41.06 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

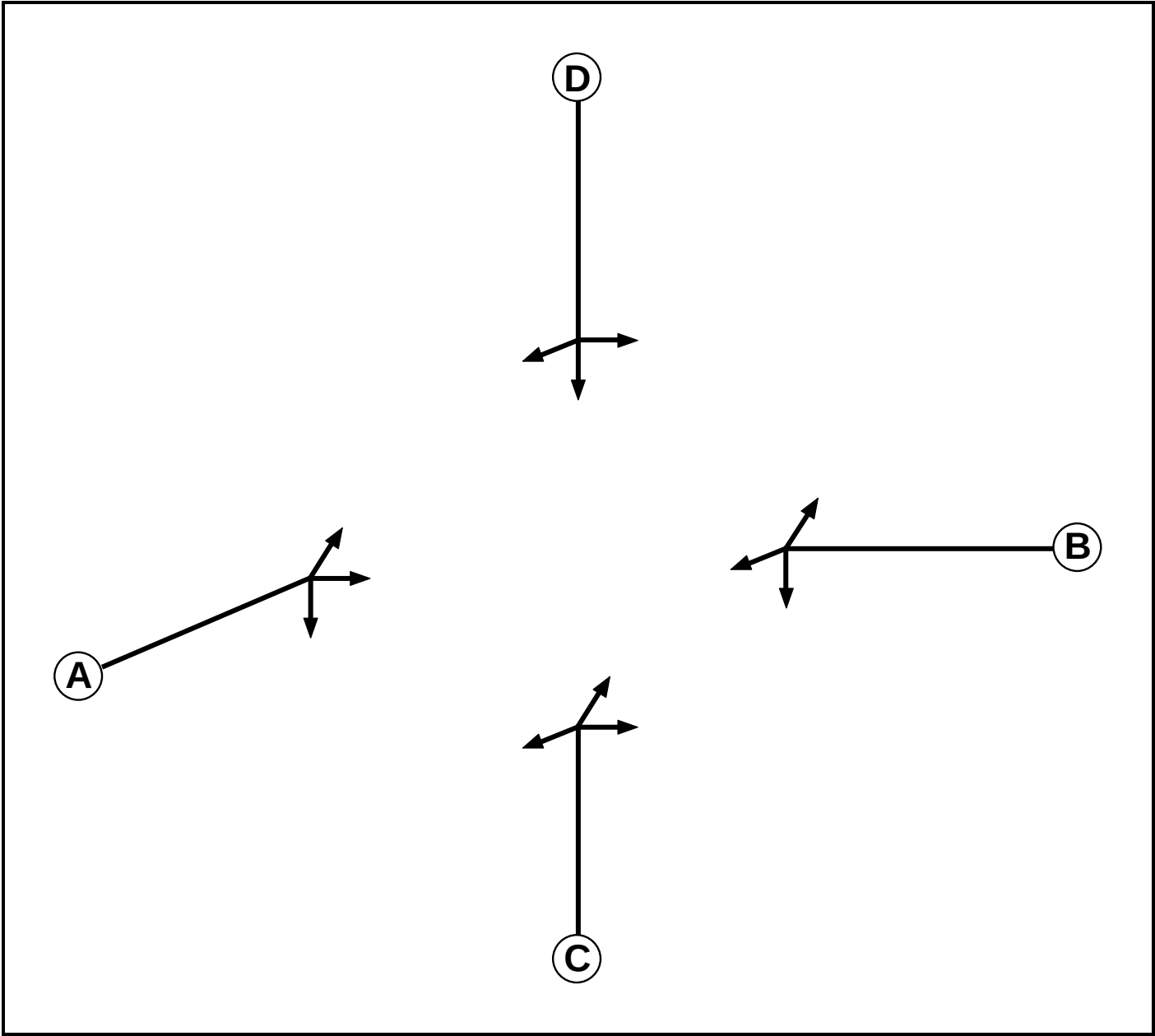
# Results Output

Scenario 6: 'PM 2026 + Dev' (FG6: 'PM 2026 + Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

| Terminating<br>Phase | Starting Phase |   |   |   |   |
|----------------------|----------------|---|---|---|---|
|                      |                | A | B | C | D |
|                      | A              |   | - | 7 | 7 |
|                      | B              | - |   | 7 | 7 |
|                      | C              | 7 | 7 |   | 9 |
|                      | D              | 7 | 7 | 7 |   |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                       | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Peppard Rd)        | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.40           | 0.00     | Y             | Arm 6 Left  | 8.00               |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Ahead | 40.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | 80.00              |
| 2/1<br>(Henley Road)       | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 7 Left  | 10.00              |
| 2/2<br>(Henley Road)       | O         | B      | 2           | 3         | 7.8                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 8 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 5 Right | Inf                |
| 3/1<br>(Westfield Road)    | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.70           | 0.00     | Y             | Arm 5 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Right | 18.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Left  | 8.00               |
| 4/1<br>(Prospect Street)   | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | 85.00              |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
|                            |           |        |             |           |                       |               |                                   |                |          |               | Arm 7 Right | 10.00              |
| 5/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 7/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 8/1                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

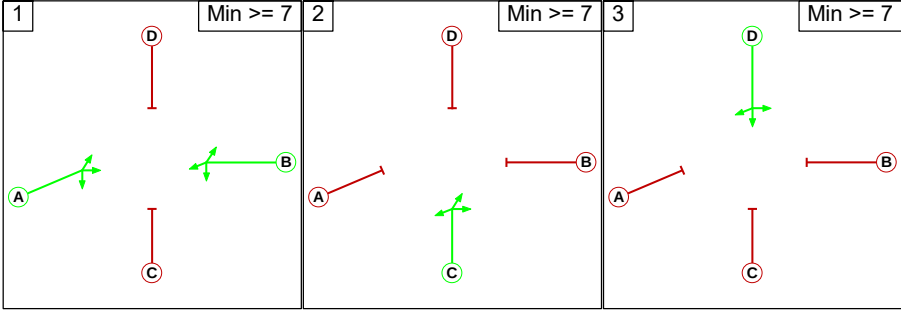
Lane Saturation Flows

| Junction: Unnamed Junction |                          |          |               |               |                    |               |                   |                          |
|----------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Peppard Rd)        | 3.40                     | 0.00     | Y             | Arm 6 Left    | 8.00               | 16.3 %        | 1859              | 1859                     |
|                            |                          |          |               | Arm 7 Ahead   | 40.00              | 27.4 %        |                   |                          |
|                            |                          |          |               | Arm 8 Ahead   | 80.00              | 56.2 %        |                   |                          |
| 2/1<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 7 Left    | 10.00              | 3.2 %         | 1906              | 1906                     |
|                            |                          |          |               | Arm 8 Ahead   | Inf                | 96.8 %        |                   |                          |
| 2/2<br>(Henley Road)       | 3.00                     | 0.00     | Y             | Arm 5 Right   | Inf                | 100.0 %       | 1915              | 1915                     |
| 3/1<br>(Westfield Road)    | 3.70                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 88.9 %        | 1960              | 1960                     |
|                            |                          |          |               | Arm 6 Right   | 18.00              | 8.0 %         |                   |                          |
|                            |                          |          |               | Arm 8 Left    | 8.00               | 3.1 %         |                   |                          |
| 4/1<br>(Prospect Street)   | 3.50                     | 0.00     | Y             | Arm 5 Ahead   | 85.00              | 52.3 %        | 1945              | 1945                     |
|                            |                          |          |               | Arm 6 Ahead   | Inf                | 47.0 %        |                   |                          |
|                            |                          |          |               | Arm 7 Right   | 10.00              | 0.7 %         |                   |                          |
| 5/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 8/1                        | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

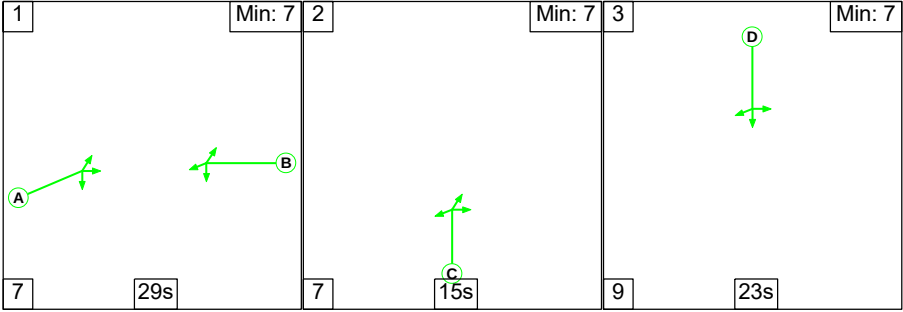
Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 29 | 15 | 23 |
| Change Point | 0  | 36 | 58 |

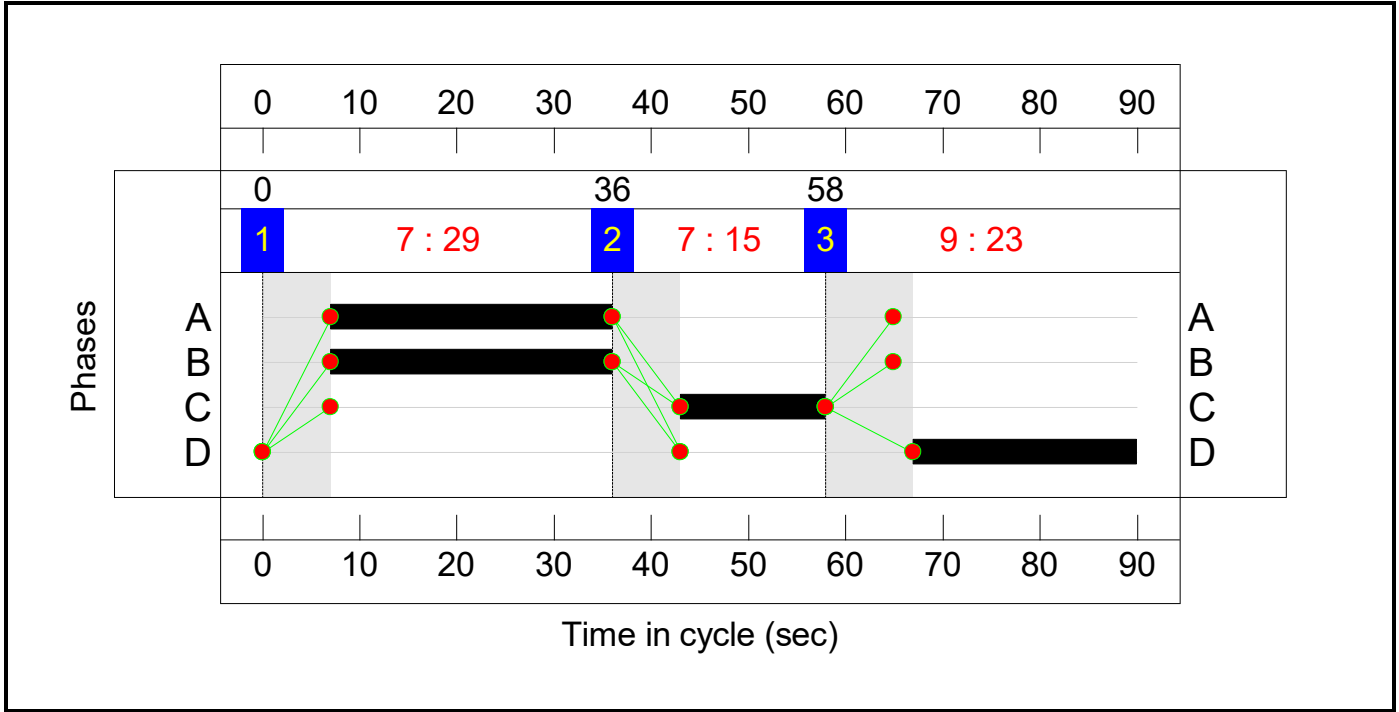
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



## Results Output

### Network Results

## Results Output

### Network Results

| Network Results                                                                                                                                                                                                                                                                      |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------|-------------|-----------------|-----------------|---------------|-------------------|-------------------|----------------|--------------|----------------|---------------|---------------------------|----------------------|------------------|
| Item                                                                                                                                                                                                                                                                                 | Lane Description                   | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  | Arriving (pcu) | Leaving (pcu) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Item             |
| Network                                                                                                                                                                                                                                                                              | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 105.1%       | -              | -             | -                         | -                    | Network          |
| Unnamed Junction                                                                                                                                                                                                                                                                     | -                                  | -          |             | -               | -               | -             | -                 | -                 | -              | 105.1%       | -              | -             | -                         | -                    | Unnamed Junction |
| 1/1                                                                                                                                                                                                                                                                                  | Peppard Rd Left Ahead Ahead2       | D          |             | 23              | 67              | 0             | 521               | 1859              | 496            | 105.1%       | 521            | 496           | 176.0                     | 33.2                 | 1/1              |
| 2/1+2/2                                                                                                                                                                                                                                                                              | Henley Road Right Left Ahead       | B          |             | 29              | 7               | 36            | 404               | 1906:1915         | 602+111        | 56.6 : 56.6% | 404            | 404           | 33.2                      | 7.6                  | 2/1+2/2          |
| 3/1                                                                                                                                                                                                                                                                                  | Westfield Road Ahead Right Left    | C          |             | 15              | 43              | 58            | 350               | 1960              | 348            | 100.4%       | 350            | 348           | 137.9                     | 18.5                 | 3/1              |
| 4/1                                                                                                                                                                                                                                                                                  | Prospect Street Ahead Ahead2 Right | A          |             | 29              | 7               | 36            | 675               | 1945              | 648            | 104.1%       | 675            | 648           | 149.9                     | 38.9                 | 4/1              |
| 5/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 727               | Inf               | Inf            | 0.0%         | 712            | 712           | 0.0                       | 0.0                  | 5/1              |
| 6/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 430               | Inf               | Inf            | 0.0%         | 413            | 413           | 0.0                       | 0.0                  | 6/1              |
| 7/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 159               | Inf               | Inf            | 0.0%         | 152            | 152           | 0.0                       | 0.0                  | 7/1              |
| 8/1                                                                                                                                                                                                                                                                                  |                                    | -          |             | -               | -               | -             | 634               | Inf               | Inf            | 0.0%         | 620            | 620           | 0.0                       | 0.0                  | 8/1              |
| C1                      PRC for Signalled Lanes (%):    -16.8                      Total Delay for Signalled Lanes (pcuHr):    70.70                      Cycle Time (s):    90<br>PRC Over All Lanes (%):    -16.8                      Total Delay Over All Lanes(pcuHr):    70.70 |                                    |            |             |                 |                 |               |                   |                   |                |              |                |               |                           |                      |                  |

## **Appendix K     Walking and Cycling Links Plan**



INDICATIVE IMAGES OF PROPOSED LAND USES IN SODC



- KEY**
- LAND WITHIN RBC - PLANNING APPLICATION SITE
  - LAND WITHIN SODC
  - EXISTING WOODLAND
  - EXISTING GRASSLAND
  - ANCIENT WOODLAND (WITH 15M BUFFER)
  - EXISTING TREES AND HEDGING
  - WALKING AND CYCLE LINKS
  - EXISTING ACCESS TO CAR PARK
  - ROAD GENERALLY LESS THAN 4M WIDE
  - BRIDLEWAY
  - PUBLIC RIGHT OF WAY NETWORK
  - NATIONAL CYCLE NETWORK - ROUTE 5
  - READING TRANSPORT STRATEGY 2036 STRATEGIC CYCLE ROUTE
  - BUS STOP
  - POTENTIAL WALKING AND CYCLING LINKS

Copyright Pegasus Planning Group Ltd. All rights reserved. No part of this document may be reproduced without prior written permission. The information contained herein is for reference only and does not constitute an offer of any service. Pegasus Planning Group Ltd. is not responsible for any loss or damage arising from the use of this document. 17/20/21/17 www.pegasusdesign.co.uk

READING GOLF CLUB REDEVELOPMENT - WALKING AND CYCLING LINKS PLAN



## **Appendix L      Stage 1 RSA and Designer's Response**



## Reading Golf Club

**Designers Response to Stage 1 Road Safety Audit**

**Pedestrian Crossings**

On behalf of **Fairfax (Reading) Limited and**  
**Reading Golf Club Limited**

Project Ref: 45675/5510 | Rev: 0 | Date: July 2021

---

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU  
Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN  
T: +44 (0)118 950 0761 E: PBA.Reading@stantec.com

## Document Control Sheet

**Project Name:** Reading Golf Club

**Project Ref:** 45675

**Report Title:** Designers Response to Stage 1 Road Safety Audit – Pedestrian Crossings

**Doc Ref:** 45675/DR1

**Date:** July 2021

|                                                | Name        | Position             | Signature | Date      |
|------------------------------------------------|-------------|----------------------|-----------|-----------|
| <b>Prepared by:</b>                            | Dale Harvey | Principal Technician |           | July 2021 |
| <b>Reviewed by:</b>                            | Phil Brady  | Director             |           | July 2021 |
| <b>Approved by:</b>                            | Phil Brady  | Director             |           | July 2021 |
| <b>For and on behalf of Stantec UK Limited</b> |             |                      |           |           |

| Revision | Date | Description | Prepared | Reviewed | Approved |
|----------|------|-------------|----------|----------|----------|
|          |      |             |          |          |          |
|          |      |             |          |          |          |

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

## Contents

|          |                                                 |          |
|----------|-------------------------------------------------|----------|
| <b>1</b> | <b>Introduction.....</b>                        | <b>1</b> |
| 1.1      | Background .....                                | 1        |
| 1.2      | Design Proposals .....                          | 1        |
| <b>2</b> | <b>Items Raised from this Stage 1 RSA .....</b> | <b>2</b> |
| 2.1      | Lyefield Court .....                            | 2        |
| 2.2      | Kidmore End Road .....                          | 2        |
| 2.3      | Kidmore End Road / Peppard Road Junction .....  | 3        |
| 2.4      | General                                         | 3        |

## Appendices

|            |                                 |
|------------|---------------------------------|
| Appendix A | Stage 1 Road Safety Audit       |
| Appendix B | Stage 1 Road Safety Audit Brief |

This page is intentionally blank

# 1 Introduction

## 1.1 Background

- 1.1.1 This report has been prepared as a Designer's Response to a Stage 1 Road Safety Audit (RSA) carried out of pedestrian crossing improvements proposed to support development at Reading Golf Club.
- 1.1.2 The audit was undertaken in May 2021 by Alpha Consultants and included a site visit. A copy of the audit is included in **Appendix A** and the audit brief is included in **Appendix B**.

## 1.2 Design Proposals

- 1.2.1 Four pedestrian crossings were subject to the Stage 1 RSA:
- Lyefield Court / Kidmore End Road junction
  - Kidmore End Road
  - Grove Road / Kidmore End Road junction
  - Kidmore End Road / Peppard Road junction
- 1.2.2 The crossing concept designs can be seen in **Drawings 45675-5510-004 and 45675-5510-006**.

## 2 Items Raised from this Stage 1 RSA

### 2.1 Lyefield Court

#### Problem 3.1

**Summary:** *Restricted inter-visibility between pedestrians and motorists*

**Description:** *At the Lyefield Court junction it was noted that visibility looking west from the northern crossing point is restricted, in part by overgrowing vegetation. Whilst traffic speeds and flows appear relatively low, and the data provided does not indicate a history of collisions, restricted visibility could heighten the risk of a pedestrian stepping into the path of a passing vehicle.*

**Recommendation:** *It is recommended that arrangements are made for the vegetation to be cut back and suitably maintained, in order to maximise inter-visibility between waiting pedestrians and approaching motorists.*

#### Designers Response:

- 2.1.1 The vegetation is in privately owned land of a residential property; however, it is overhanging public highway and therefore falls to Reading Borough Council (RBC) to maintain.

### 2.2 Kidmore End Road

#### Problem 3.2

**Summary:** *Approach speeds/flows and limited visibility*

**Description:** *It was observed during the site visit that on-street parking on Kidmore End Road may partially restrict inter-visibility between pedestrians waiting on the east side of the proposed crossing facility and approaching southbound motorists. This could make it difficult for pedestrians to anticipate approaching vehicles, which were observed to be frequent and relatively high speed on occasions. Whilst a raised table could help regulate vehicle speeds, this would be an isolated speed reducing feature and could cause higher speed vehicles to brake suddenly, potentially resulting in rear shunt collisions, as well as a risk to those using the crossing facility.*

**Recommendation:** *It is recommended that likely approach speeds are established, in order to determine if sufficient inter-visibility and stopping sight distance will be available for an uncontrolled crossing to operate safely at this location, or whether additional measures will be necessary to improve visibility and/or control the speed of vehicles.*

#### Designers Response:

- 2.2.1 Automatic traffic counts (ATC) were undertaken to support Transport Assessment. An ATC was located on Kidmore End Road slightly north of the proposed crossing point. The 85<sup>th</sup> percentile speeds recorded were 28mph northbound and southbound. Manual for Streets (MfS) requires 43m visibility for 30mph. **Figure 2.1** shows that 43m is achievable when cars are parked along Kidmore End Road where permitted. Therefore, additional features are not considered necessary as the design conforms to standard requirements.

Figure 2.1: Visibility to crossing



## 2.3 Kidmore End Road / Peppard Road Junction

### Problem 3.3

**Summary:** Litter bin partially obstructs visibility of oncoming vehicles

**Description:** It was observed that an existing litter bin partially obstructs visibility of oncoming vehicles at the above location. Whilst it is possible to see either side of the bin, this is an unnecessary obstruction and could heighten the risk of a pedestrian stepping into the path of a passing vehicle.

**Recommendation:** It is recommended that the bin is relocated away from any key sightlines.

### Designers Response:

- 2.3.1 The bin will be relocated as part of the works to improve the crossing.

## 2.4 General

### Problem 3.4

**Summary:** Possible impact on surface water drainage

**Description:** The introduction of full-width raised tables could impede the natural flow of surface water along the carriageway, which could in turn lead to areas of ponding and poor skidding resistance in the vicinity of the crossing points.

**Recommendation:** *If raised tables are to be introduced, it is recommended that the need for additional gullies/drainage features is assessed at the detailed design stage.*

**Designers Response:**

- 2.4.1 Drainage will be considered at detail design for construction and suitable measures will be included if needed.

## **Appendix A      Stage 1 Road Safety Audit**

# **Redevelopment of Reading Golf Club Proposed Pedestrian Crossing Facilities**

## **Stage 1 Road Safety Audit**

**May 2021**

Alpha Consultants  
18-20 Groveland Way  
Stotfold  
Bedfordshire  
SG5 4PH

[info@alpha-consultants.co.uk](mailto:info@alpha-consultants.co.uk)  
[www.alpha-consultants.co.uk](http://www.alpha-consultants.co.uk)



## Table of Contents

1. Introduction
2. Items raised at previous Road Safety Audits
3. Items raised at this Road Safety Audit
4. Audit Team Statement

## Appendices

- A. Problem Location Plans

| Project / Document Details       |                                   |
|----------------------------------|-----------------------------------|
| Date:                            | 29/05/2021                        |
| Document reference and revision: | AC/STAN/2905211                   |
| Prepared by:                     | Alpha Highway Consultants Limited |
| Client:                          | Fairfax                           |
| Design Organisation:             | Stantec UK Limited                |
| Overseeing Organisation:         | Reading Borough Council           |

# 1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during May 2021 at the request of Stantec UK Limited, Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN.
- 1.2 The Audit relates to the redevelopment of Reading Golf Club in Berkshire and the proposed introduction of informal pedestrian crossing facilities at four nearby locations as listed below:
  - Lyefield Court
  - Kidmore End Road
  - Grove Road
  - Kidmore End Road / Peppard Road Junction
- 1.3 The Audit Team membership was as follows:
  - J Bown (Audit Team Leader) Alpha Consultants
  - B Newiss (Audit Team Member) Alpha Consultants
- 1.4 The Audit took place at the offices of Alpha Consultants during May 2021 and included an examination of the following documents:
  - Stage 1 Road Safety Audit Brief (Ref: 45675 5500/TN009)
  - Drawing No. 45675/5510/004
  - Drawing No. 45675/5510/006
- 1.5 It is understood from the designer that, since the Audit Brief was prepared, some concerns have been raised by local bus operators regarding the proposal to introduce raised tables at three of the locations. It has therefore been requested that the Audit considers two options as follows:
  - Raised as shown in the drawing.
  - Road level, with dropped kerb, tactile and imprint on carriageway (essentially the same but without the speed hump).
- 1.6 The Audit Team visited the site together on the afternoon of 26 May 2021. During the site visit the weather conditions were partly cloudy and dry. The surfaces were also dry. Vehicle and pedestrian flows appeared normal for the location, with regular movements observed, particularly along Kidmore End Road and Peppard Road.
- 1.7 The terms of reference of the Audit are as described in GG 119 (formerly HD 19/15).
- 1.8 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.9 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

## **2. Items raised at previous Road Safety Audits**

- 2.1 The Audit Team is not aware of any previous Road Safety Audits undertaken in relation to the proposals.

### 3. Items raised at this Road Safety Audit

#### WALKING, CYCLING AND HORSE RIDING

##### 3.1 Problem

Location: Lyefield Court

Summary: Restricted inter-visibility between pedestrians and motorists



Description:

At the Lyefield Court junction it was noted that visibility looking west from the northern crossing point is restricted, in part by overgrowing vegetation. Whilst traffic speeds and flows appear relatively low, and the data provided does not indicate a history of collisions, restricted visibility could heighten the risk of a pedestrian stepping into the path of a passing vehicle.

##### Recommendation:

It is recommended that arrangements are made for the vegetation to be cut back and suitably maintained, in order to maximise inter-visibility between waiting pedestrians and approaching motorists.

### 3.2 Problem

Location: Kidmore End Road

Summary: Approach speeds/flows and limited visibility



Description:

It was observed during the site visit that on-street parking on Kidmore End Road may partially restrict inter-visibility between pedestrians waiting on the east side of the proposed crossing facility and approaching southbound motorists. This could make it difficult for pedestrians to anticipate approaching vehicles, which were observed to be frequent and relatively high speed on occasions. Whilst a raised table could help regulate vehicle speeds, this would be an isolated speed reducing feature and could cause higher speed vehicles to brake suddenly, potentially resulting in rear shunt collisions, as well as a risk to those using the crossing facility.

#### Recommendation:

It is recommended that likely approach speeds are established, in order to determine if sufficient inter-visibility and stopping sight distance will be available for an uncontrolled crossing to operate safely at this location, or whether additional measures will be necessary to improve visibility and/or control the speed of vehicles.

### 3.3 Problem

Location: Kidmore End Road / Peppard Road junction

Summary: Litter bin partially obstructs visibility of oncoming vehicles



#### Description:

It was observed that an existing litter bin partially obstructs visibility of oncoming vehicles at the above location. Whilst it is possible to see either side of the bin, this is an unnecessary obstruction and could heighten the risk of a pedestrian stepping into the path of a passing vehicle.

#### Recommendation:

It is recommended that the bin is relocated away from any key sightlines.

## GENERAL

### 3.4 Problem

Location: Raised tables - general

Summary: Possible impact on surface water drainage



Description:

The introduction of full-width raised tables could impede the natural flow of surface water along the carriageway, which could in turn lead to areas of ponding and poor skidding resistance in the vicinity of the crossing points.

#### Recommendation:

If raised tables are to be introduced, it is recommended that the need for additional gullies/drainage features is assessed at the detailed design stage.

## 4. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

### AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA  
Alpha Consultants  
18-20 Groveland Way  
Stotfold  
Bedfordshire  
SG5 4PH

Signed:



Date: 29 May 2021

### AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA  
Alpha Consultants  
18-20 Groveland Way  
Stotfold  
Bedfordshire  
SG5 4PH

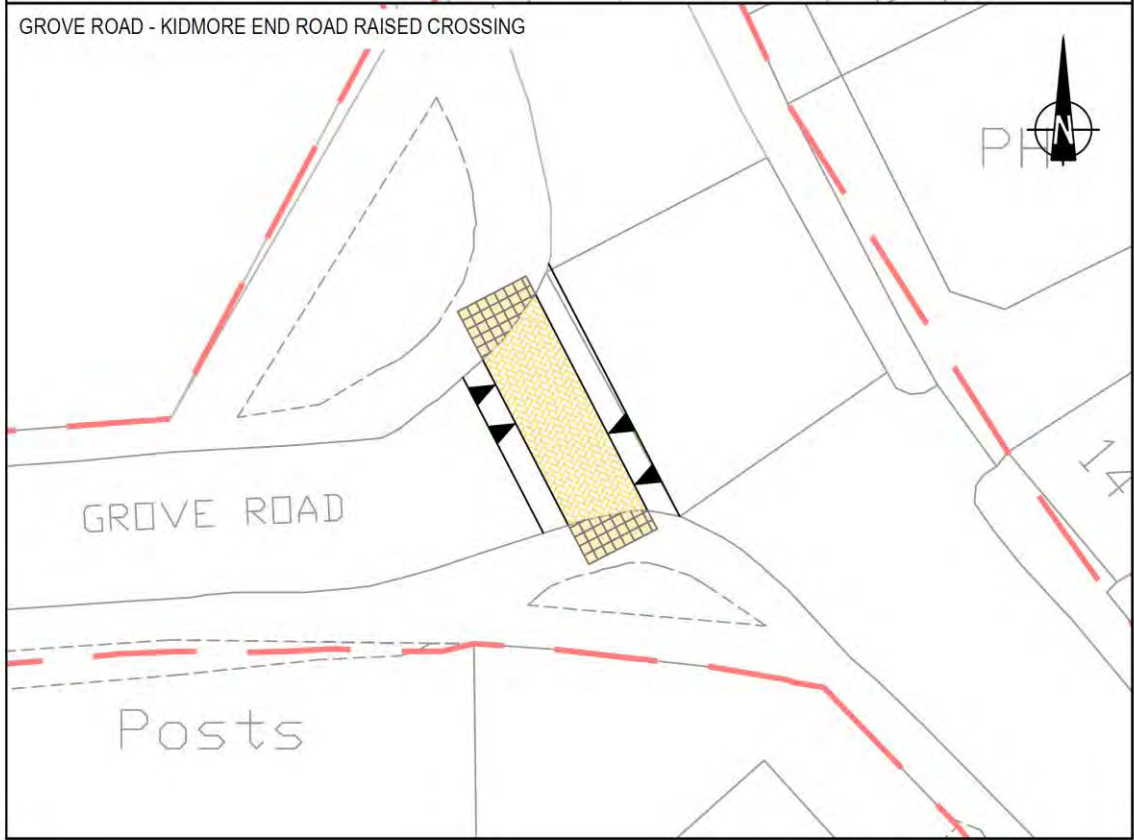
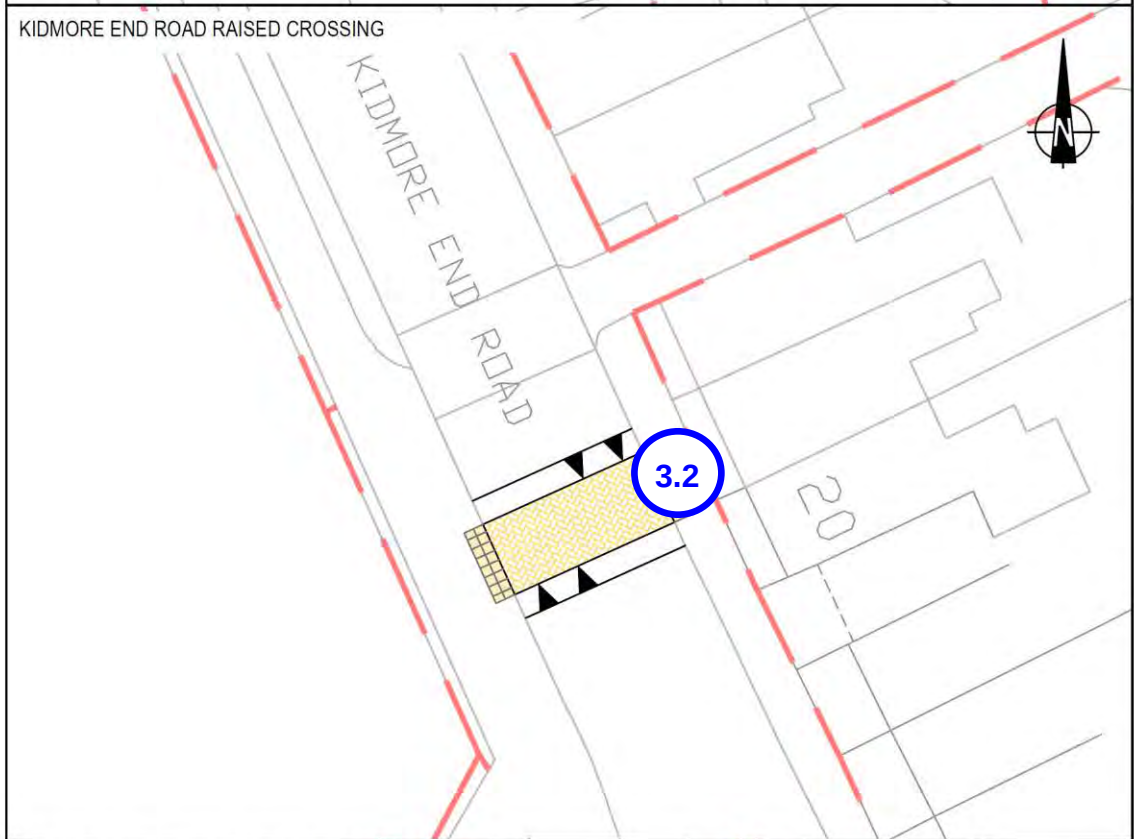
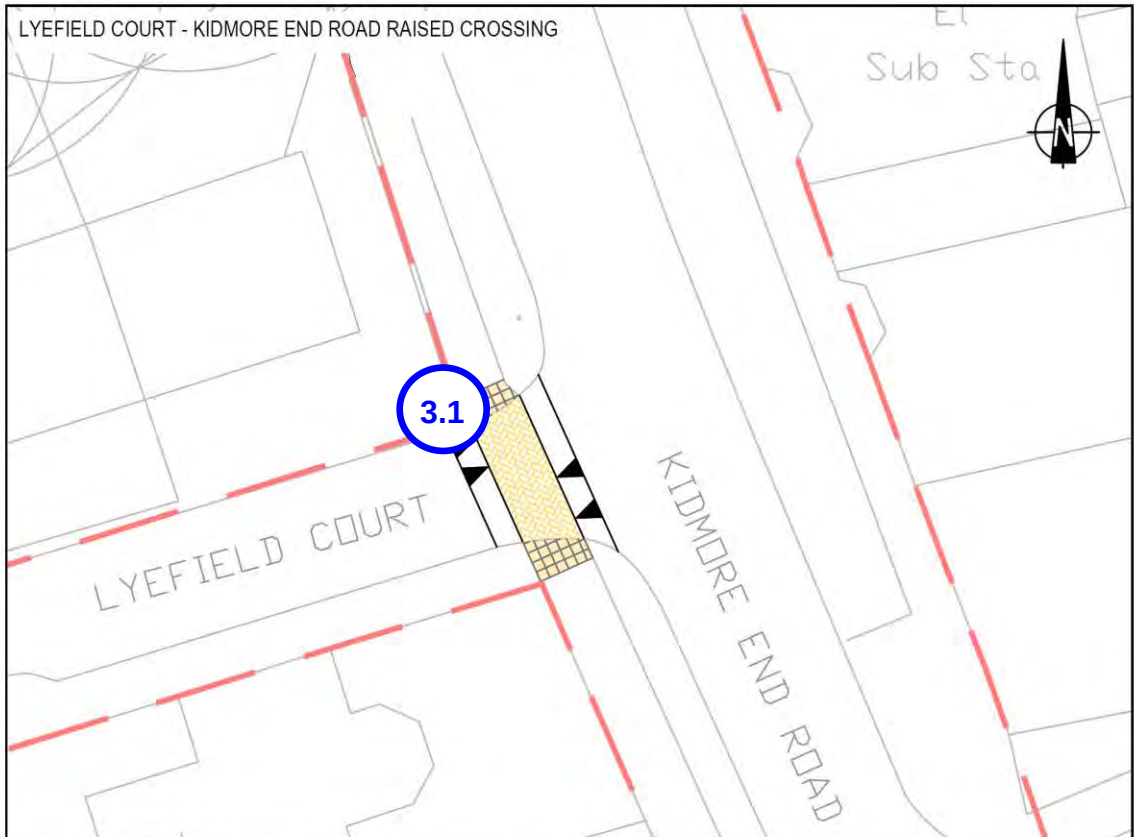
Signed:



Date: 29 May 2021

## **Appendix A**

### **Problem Location Plans**



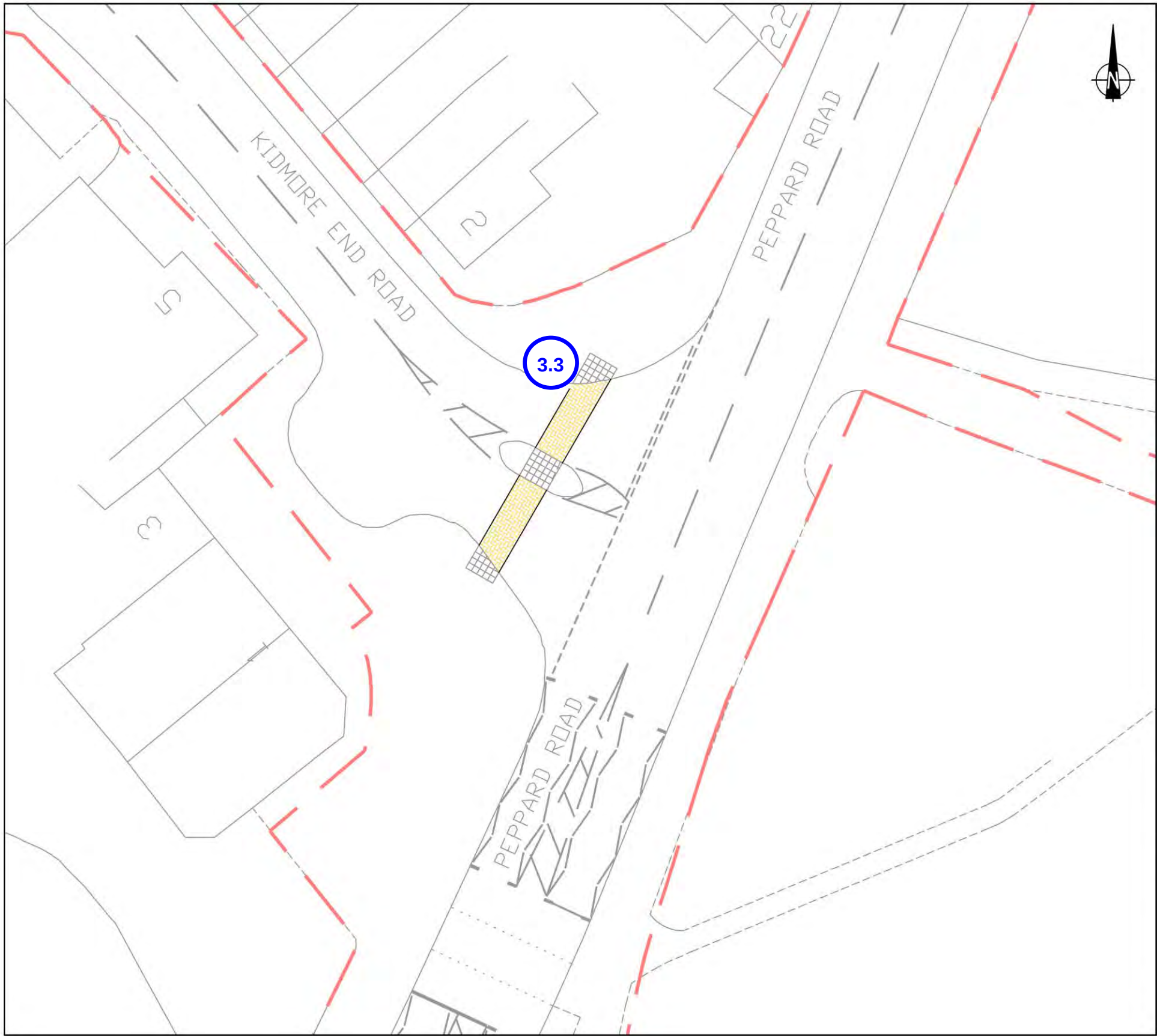
3.4 Applies to all raised tables

KEY  
HIGHWAY BOUNDARY

|                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |  |      |       |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--|------|-------|------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |  |      |       |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |  |      |       |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |  |      |       |      |
| Mark                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Revision |  | Date | Drawn | Chkd |
| SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.                                                                                                                                                                                                                                                                                                                                                |          |  |      |       |      |
| UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations. |          |  |      |       |      |
| Drawing Issue Status                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |  |      |       |      |

READING GOLF CLUB  
PROPOSED RAISED CROSSINGS

|                   |          |          |                                                                                                                                                                 |  |  |
|-------------------|----------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Client            |          |          | Fairfax                                                                                                                                                         |  |  |
| Date of 1st Issue | Designed | Drawn    | Stantec                                                                                                                                                         |  |  |
| 10/12/20          | CE       | CE       |                                                                                                                                                                 |  |  |
| A3 Scale          | Checked  | Approved |                                                                                                                                                                 |  |  |
| 1:200             | DH       | -        | stantec.com/uk                                                                                                                                                  |  |  |
| Drawing Number    | Revision |          | Copyright reserved                                                                                                                                              |  |  |
| 45675/5510/004    | -        |          | The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. |  |  |



KEY

--- HIGHWAY BOUNDARY

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

| Mark | Revision | Date | Drawn | Chkd | Appd |
|------|----------|------|-------|------|------|
|------|----------|------|-------|------|------|

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

**DRAFT CONCEPT**

**READING GOLF CLUB**  
**KIDMORE END ROAD / PEPPARD ROAD**  
**PROPOSED IMPRINT AT CROSSING**

Client

*Fairfax*

**Stantec**

stantec.com/uk

Copyright reserved  
The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.

READING  
Tel: 01189 500 761

|                                         |                |               |
|-----------------------------------------|----------------|---------------|
| Date of 1st Issue<br>13/05/21           | Designed<br>ED | Drawn<br>ED   |
| A3 Scale<br>1:250                       | Checked<br>DH  | Approved<br>- |
| Drawing Number<br><b>45675/5510/006</b> |                | Revision<br>- |

## **Appendix B      Stage 1 Road Safety Audit Brief**

## TECHNICAL NOTE

**Job Name:** Reading Golf Course  
**Job No:** 45675  
**Note No:** 5500/TN009  
**Date:** 13/05/21  
**Prepared By:** Dale Harvey  
**Subject:** Stage 1 Road Safety Audit Brief

---

### 1. Introduction

- 1.1. This technical note has been prepared as a briefing note for a Stage 1 Road Safety Audit (RSA).
- 1.2. A Stage 1 RSA is required for a number of proposed informal pedestrian crossings. The crossings form part of a package of works to improve the existing transport network and mitigate impacts from trips generated by the proposed re-development of Reading Golf Club. The pedestrian crossing locations are listed below and are illustrated in Figure 1.
- Lyefield Court
  - Kidmore End Road
  - Grove Road
  - Kidmore End Road / Peppard Road Junction

Figure 1: Location of pedestrian crossing improvements



### DOCUMENT ISSUE RECORD

| Technical Note No | Rev | Date     | Prepared    | Approved (Project Director) |
|-------------------|-----|----------|-------------|-----------------------------|
| 45675/5500/TN009  | -   | 13/05/21 | Dale Harvey | Phil Brady                  |

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

T: +44 (0)118 950 0761 E: reading.uk@stantec.com

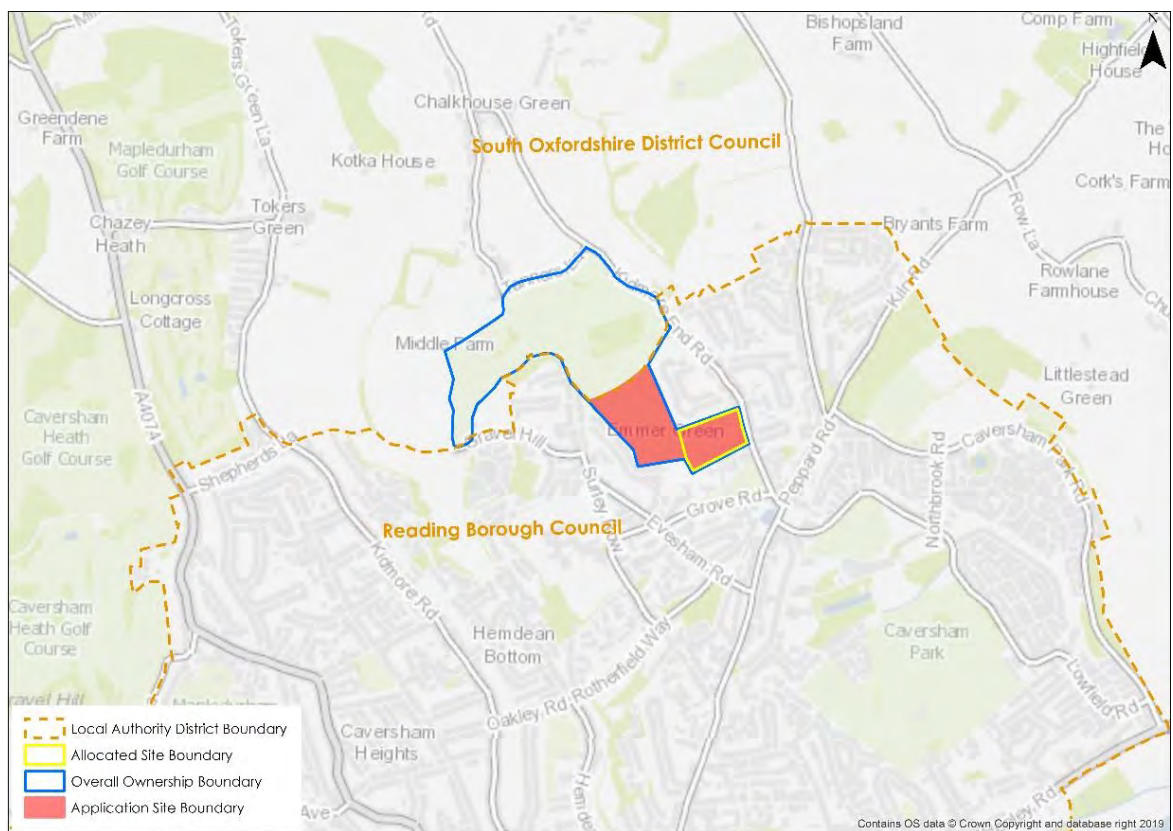
## TECHNICAL NOTE

### 2. Background and Context

#### Site Location

- 2.1. Reading Golf Course is located in Emmer Green, off Kidmore End Road, Reading, Berkshire. The golf course is 42 ha in size and straddles two local authority administrative areas, Reading Borough Council (RBC) and South Oxfordshire District Council (SODC). The application site is located entirely within RBC, who are the local planning authority responsible for planning applications where the site is located. RBC are also the local highways authority.
- 2.2. Part of the application site is allocated for residential development in RBC's Local Plan for 90 to 130 residential homes, community provision including healthcare and replacement, clubhouse.

Figure 2: Site Location



#### Development Proposals

- 2.3. The development proposals are to deliver up to 260 new residential homes and a health centre circa 600sqm.
- 2.4. The illustrative masterplan is included in **Appendix A**.

## TECHNICAL NOTE

### 3. Proposed Pedestrian Crossing Improvements

- 3.1. A raised informal crossing, comprising a flat-top speed hump with a Duratherm herringbone imprint, is proposed on Kidmore End Road, Lyefield Court at its junction with Kidmore End Road, and on Grove Road at its junction with Kidmore End Road. Traffic calming measures such as these can improve traffic safety at the junction by slowing vehicles down when entering and exiting the junction as well as increasing visibility of pedestrians to other road users. These informal crossings will be provided with tactile paving to facilitate the crossing of visually impaired pedestrians. Exact details of size of raised area and vertical deflection are to be agreed with RBC and discussed with Reading Buses as they route a bus service along Kidmore End Road.
- 3.2. A concept layout of the proposed pedestrian improvements is shown in **Drawing 45675/5501/004**.
- 3.3. Duratherm herringbone imprint is proposed to be provided at the Kidmore End Road / Peppard Road junction. There is currently a refuge island with tactile paving. The imprint is proposed to increase drivers awareness that pedestrians may be crossing the road here.
- 3.4. The imprint at this junction can be seen on **Drawing 4 45675/5510/006**.
- 3.5. These imprint style crossings have been installed by RBC at other locations in the borough. One location is outside their offices on Bridge Street.

### 4. Traffic Flows

- 4.1. Full junction capacity assessment input data is included in **Appendix B**, for the Grove Road/Kidmore End Road Junction and Kidmore End Road/Peppard Road junction. These show traffic flows and predicted capacity of the two junctions.
- 4.2. Lyefield Court did not form part of the traffic surveys that support the Transport Assessment. However, flows can be gauged by comparing the difference between the site access survey and Grove Road survey. This shows that maximum two-way traffic using Lyefield Court could be 12 vehicles in the morning peak hour and 25 vehicles in the evening peak hour. Traffic flows are likely to be lower due to some using St Benets Way.

### 5. Personal Injury Collision Data

- 5.1. Stantec has obtained personal injury data covering the highway network surrounding the site and the junctions in the Transport Assessment study area for the most recent three-year period from 1st October 2016 to 30th September 2019. This information was obtained from RBC and included in **Appendix C**.
- 5.2. The personal injury data has been analysed to understand if there are any existing safety issues in the proposed study area that may be adversely affected by the development proposals. **Table 1** provides a summary of the collision data within the study area. A plan of the accident locations is shown in **Figure 3**.

## TECHNICAL NOTE

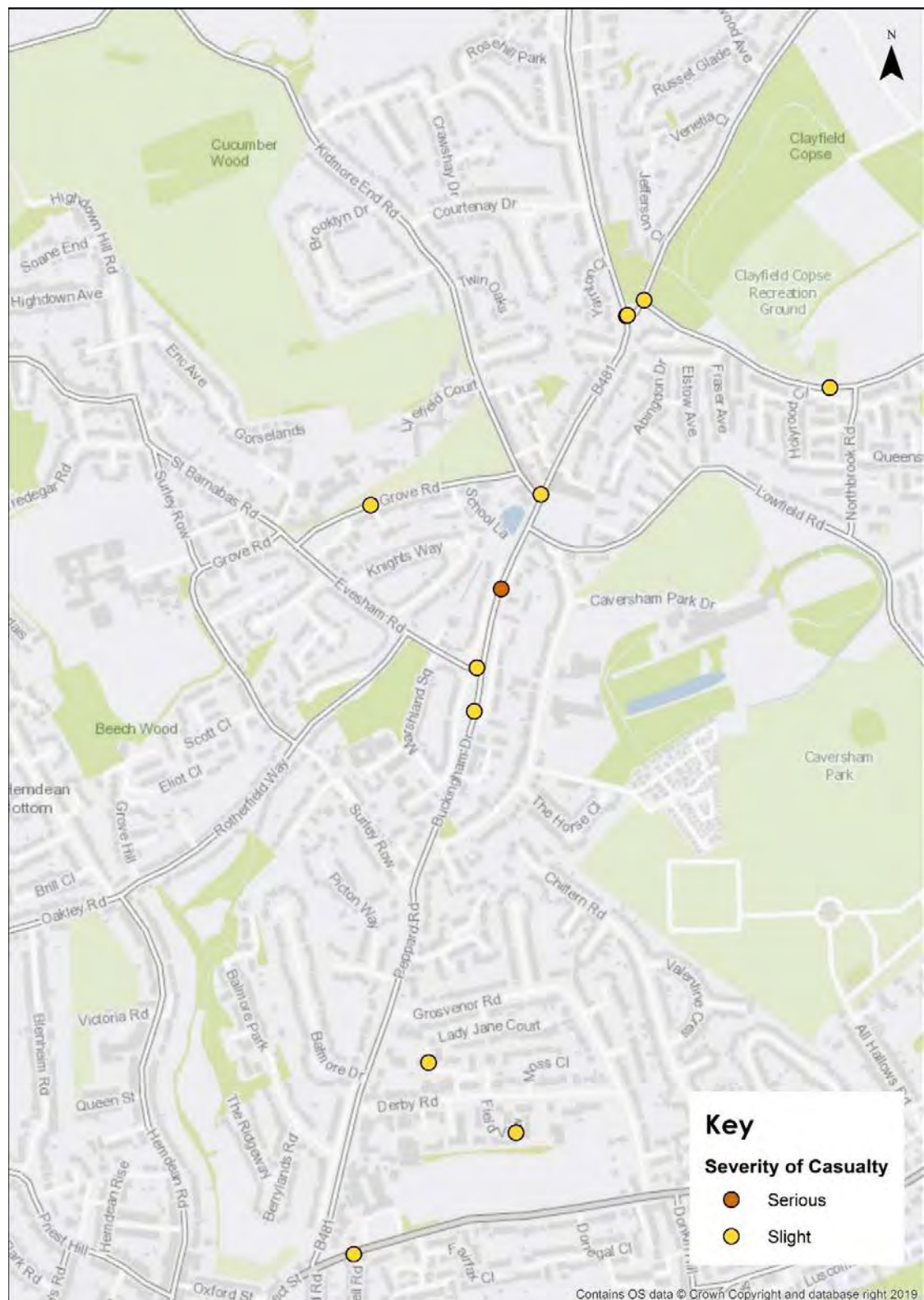
Table 1: Accident Data Summary

| Casualty   | Severity of Casualty | Year     |          |          |           |
|------------|----------------------|----------|----------|----------|-----------|
|            |                      | 1        | 2        | 3        | Total     |
| Total      | Fatal                | 0        | 0        | 0        | 0         |
|            | Serious              | 0        | 0        | 1        | 1         |
|            | Slight               | 2        | 2        | 7        | 11        |
|            | <b>Total</b>         | <b>2</b> | <b>2</b> | <b>8</b> | <b>12</b> |
| Pedestrian | Fatal                | 0        | 0        | 0        | 0         |
|            | Serious              | 0        | 0        | 0        | 0         |
|            | Slight               | 0        | 0        | 2        | 2         |
|            | <b>Total</b>         | <b>0</b> | <b>0</b> | <b>2</b> | <b>2</b>  |
| Cyclist    | Fatal                | 0        | 0        | 0        | 0         |
|            | Serious              | 0        | 0        | 1        | 1         |
|            | Slight               | 0        | 1        | 1        | 2         |
|            | <b>Total</b>         | <b>0</b> | <b>1</b> | <b>2</b> | <b>3</b>  |

- 5.3. **Table 1** shows that during the 36-month period between 1st October 2016 to 30th September 2019, there were 12 collisions resulting in 1 (8%) serious injuries and 11 (92%) slight injuries.
- 5.4. Of the accidents recorded within the 36-month time period, 5 (42%) accidents involved vulnerable road users (2 accidents involving pedestrians and 3 involving cyclists). Further analysis of these accidents concludes that each of these accidents was caused by driver error.
- 5.5. Following a detailed review of the data, no accidents appear to have been caused by highway layout and there are no clusters or accident blackspots.

# TECHNICAL NOTE

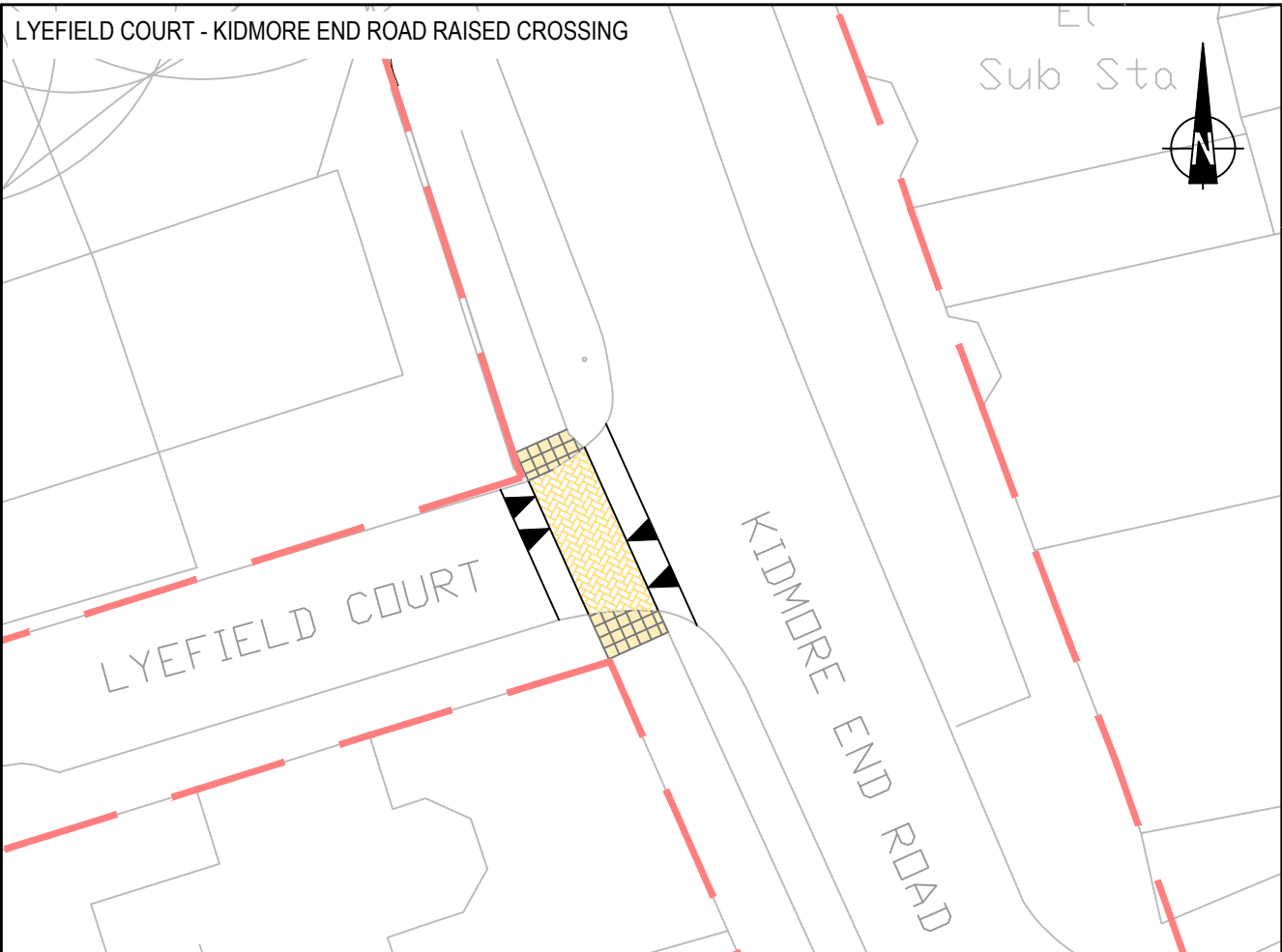
Figure 3: Accident Data Location Plan



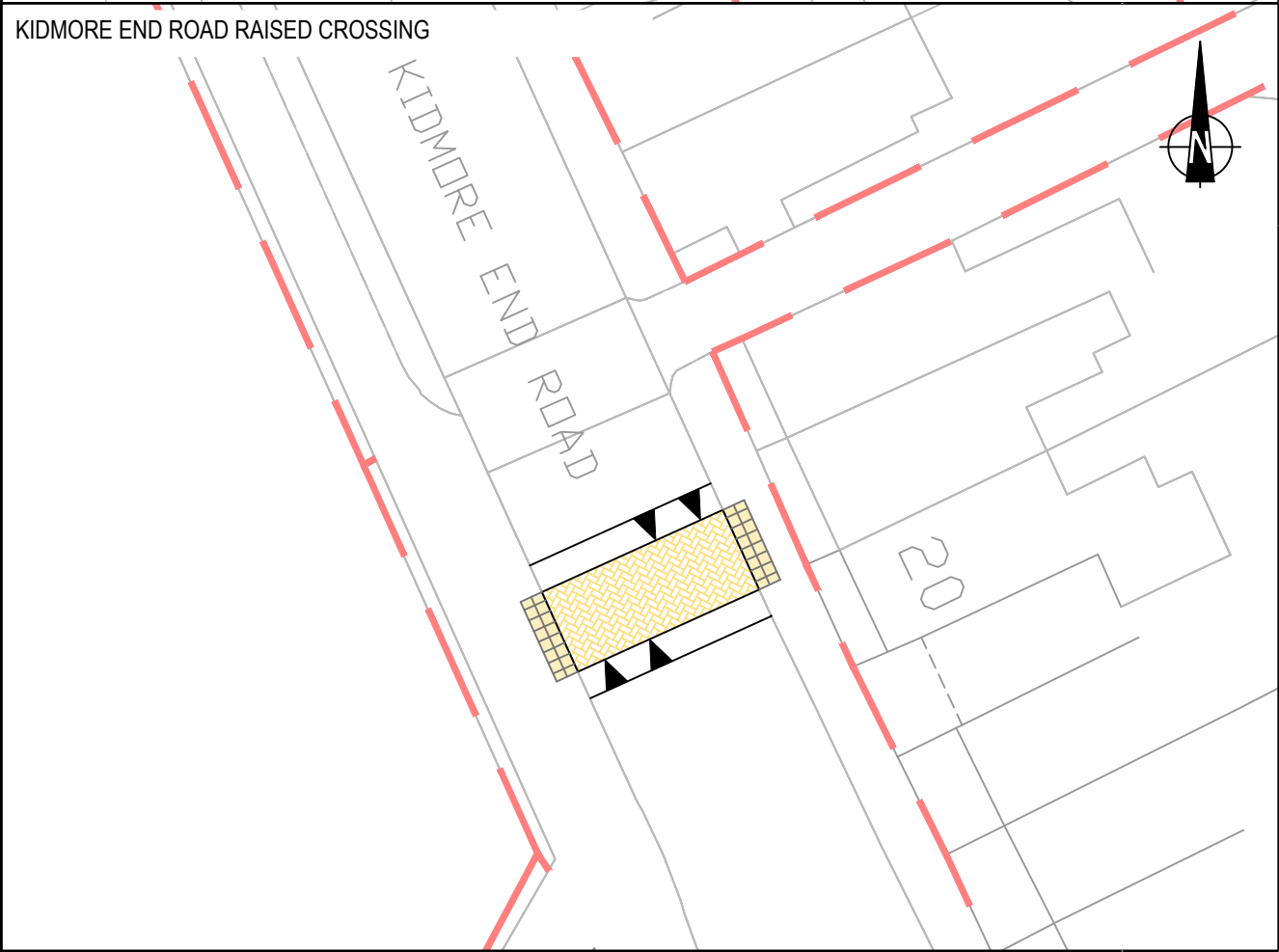
## TECHNICAL NOTE

### Drawings

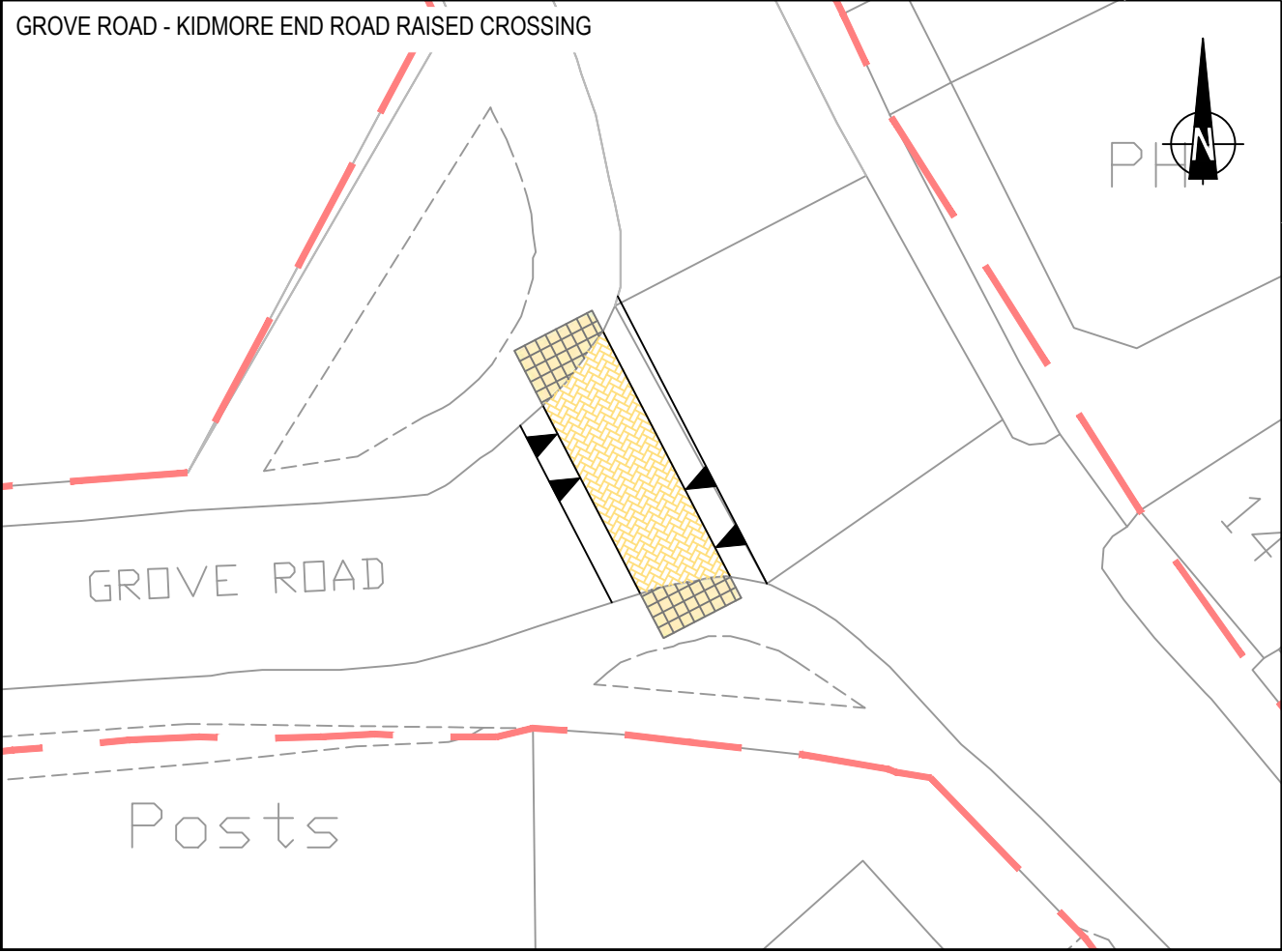
LYEFIELD COURT - KIDMORE END ROAD RAISED CROSSING



KIDMORE END ROAD RAISED CROSSING



GROVE ROAD - KIDMORE END ROAD RAISED CROSSING



KEY

 HIGHWAY BOUNDARY

|      |          |  |      |       |      |
|------|----------|--|------|-------|------|
|      |          |  |      |       |      |
|      |          |  |      |       |      |
|      |          |  |      |       |      |
| Mark | Revision |  | Date | Drawn | Chkd |
|      |          |  |      |       | Appd |

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

READING GOLF CLUB  
PROPOSED RAISED CROSSINGS

Client



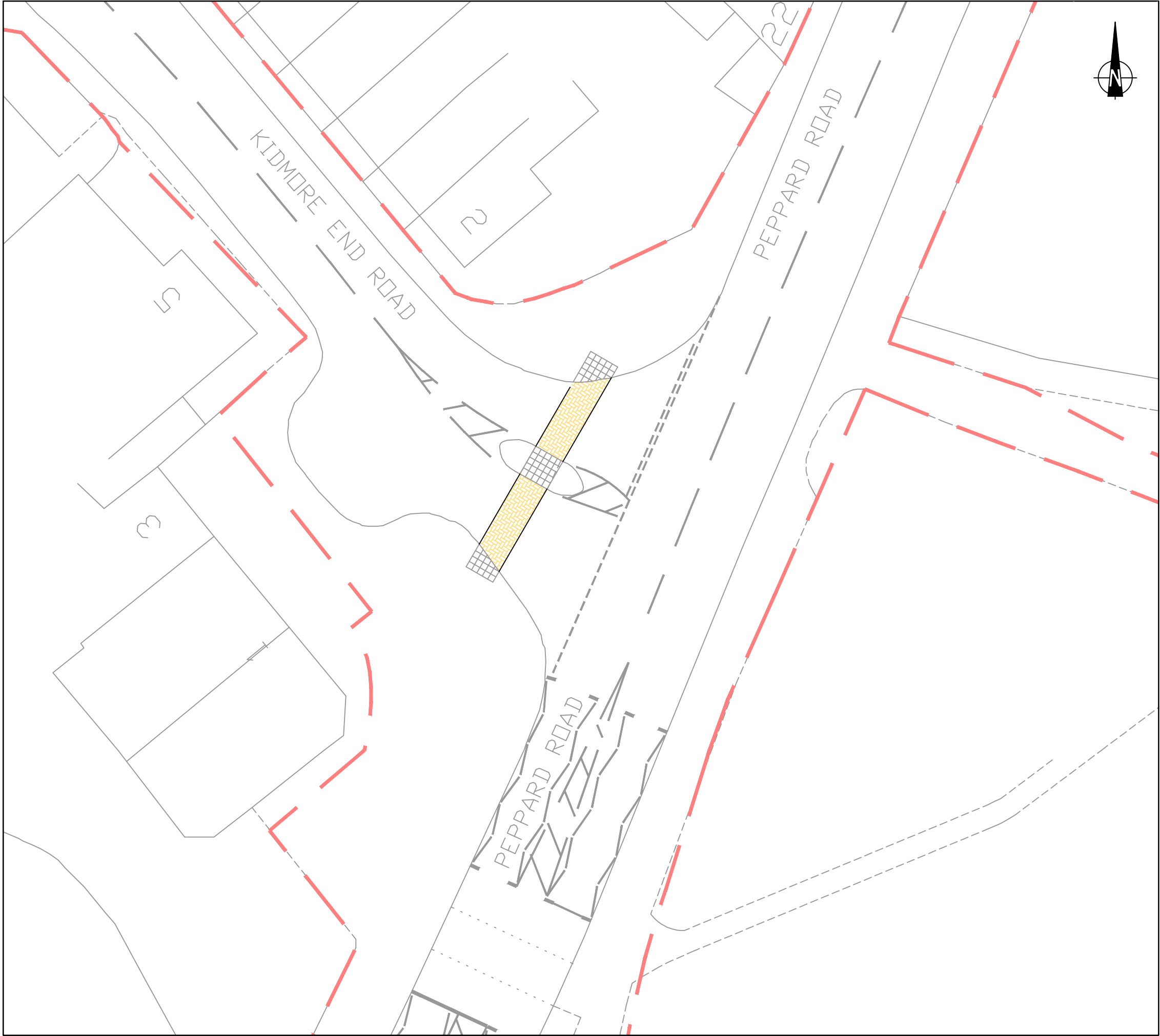


stantec.com/uk

Copyright reserved  
The copyrights to all designs and drawings are the property of Stantec.  
Reproduction or use for any purpose other than that authorised by Stantec is forbidden.

READING  
Tel: 01189 500 761

|                                  |                |               |
|----------------------------------|----------------|---------------|
| Date of 1st Issue<br>10/12/20    | Designed<br>CE | Drawn<br>CE   |
| A3 Scale<br>1:200                | Checked<br>DH  | Approved<br>- |
| Drawing Number<br>45675/5510/004 |                | Revision<br>- |



KEY

HIGHWAY BOUNDARY

|      |          |      |       |      |
|------|----------|------|-------|------|
|      |          |      |       |      |
|      |          |      |       |      |
|      |          |      |       |      |
|      |          |      |       |      |
| Mark | Revision | Date | Drawn | Chkd |
|      |          |      |       | Appd |

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

DRAFT CONCEPT

READING GOLF CLUB  
KIDMORE END ROAD / PEPPARD ROAD  
PROPOSED IMPRINT AT CROSSING



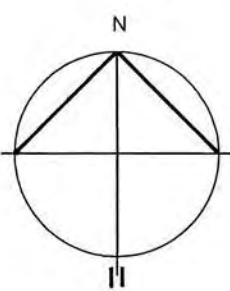
|                   |          |          |
|-------------------|----------|----------|
| Date of 1st Issue | Designed | Drawn    |
| 13/05/21          | ED       | ED       |
| A3 Scale          | Checked  | Approved |
| 1:250             | DH       | -        |
| Drawing Number    | Revision |          |
| 45675/5510/006    | -        |          |

Copyright reserved  
The copyrights to all designs and drawings are the property of Stantec.  
Reproduction or use for any purpose other than that authorised by Stantec is forbidden.

READING  
Tel: 01189 500 761

## TECHNICAL NOTE

### Appendix A: Illustrative Masterplan



*Fairfax*

Fairfax (Reading) Ltd and Reading Golf Club Ltd

Scale: 1 : 1000 @ A1 Drn By: PjH Date: Dec '20

Drg No: 2054/PL.04 Rev A

Project: Land at:  
READING GOLF CLUB  
KIDMORE END ROAD,  
EMMER GREEN, READING

Drawing Title:  
SITE LAYOUT

Copyright: Paul J Hewett R.I.B.A. Chartered Architect

Paul Hewett R.I.B.A.

CHARTERED ARCHITECT

Paul Hewett BA(Hons)DipArch(Hons)R.I.B.A.  
CHARTERED ARCHITECT

51 Fouldale Drive - The Dell - Angmering - West Sussex - BN16 4HF



**Appendix B: Junction Capacity Assessment Outputs**

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777   software@trl.co.uk   www.trlsoftware.co.uk          |  |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |

Filename: 45675\_5501\_J001.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:57:01

## »2026 Future + Development, AM

## »2026 Future + Development, PM

### Summary of junction performance

|                           | AM          |           |      |     | PM          |           |      |     |
|---------------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                           | Queue (Veh) | Delay (s) | RFC  | LOS | Queue (Veh) | Delay (s) | RFC  | LOS |
| 2026 Future + Development |             |           |      |     |             |           |      |     |
| Stream B-ACD              | 0.2         | 8.79      | 0.17 | A   | 0.1         | 8.30      | 0.11 | A   |
| Stream A-BCD              | 0.0         | 5.20      | 0.00 | A   | 0.0         | 4.98      | 0.01 | A   |
| Stream D-ABC              | 0.0         | 5.82      | 0.02 | A   | 0.0         | 5.92      | 0.02 | A   |
| Stream C-ABD              | 0.0         | 5.43      | 0.01 | A   | 0.0         | 5.73      | 0.03 | A   |

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

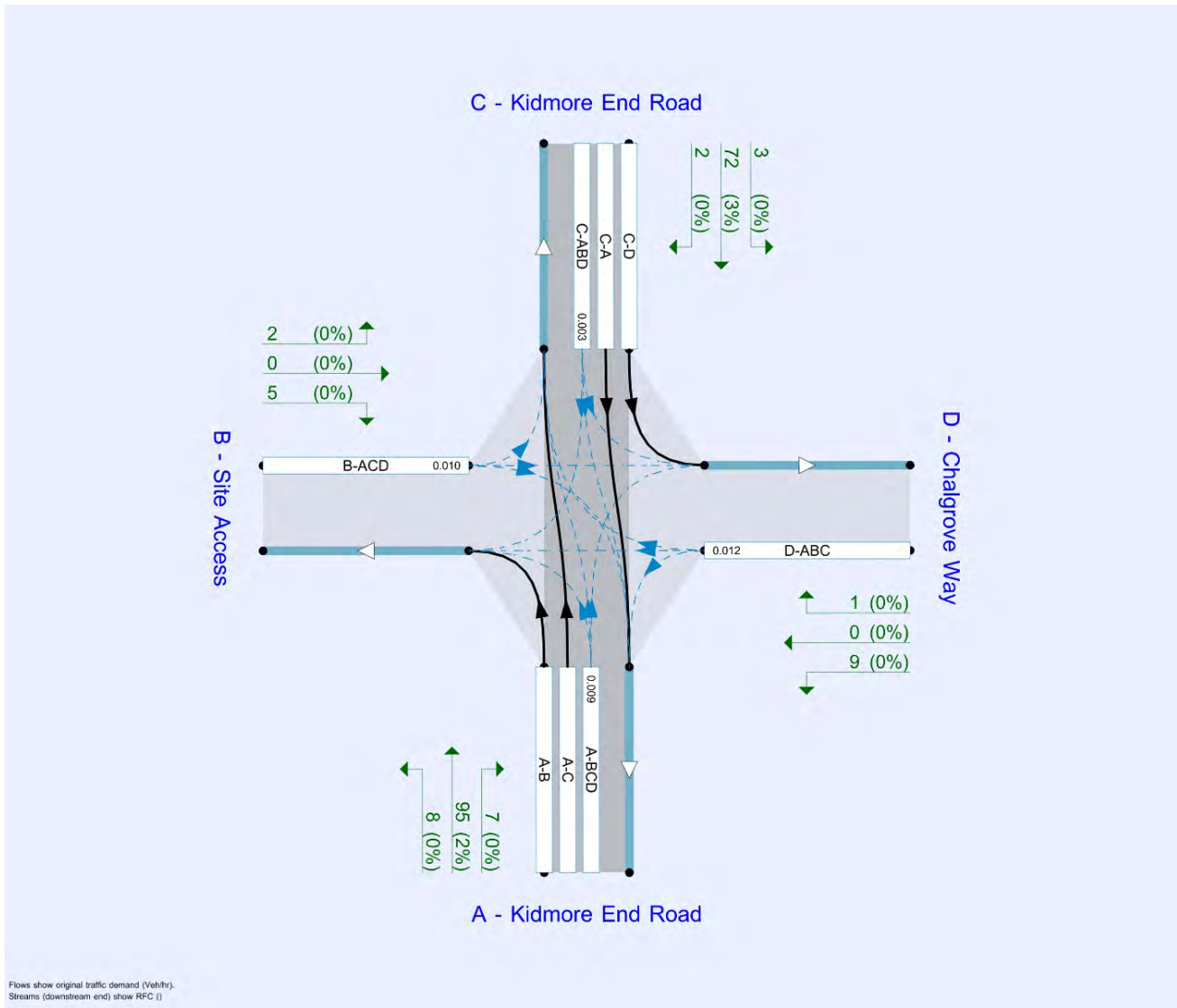
### File summary

#### File Description

|             |                                 |
|-------------|---------------------------------|
| Title       | 45675_5501_J001                 |
| Location    | Kdmore End Road - Chalgrove Way |
| Site number | 1                               |
| Date        | 17/03/2020                      |
| Version     | 1                               |
| Status      | (new file)                      |
| Identifier  |                                 |
| Client      |                                 |
| Jobnumber   | 45675                           |
| Enumerator  | CORP\ceadle                     |
| 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              |



The junction diagram reflects the last run of Junctions.

## 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 | Baseline                  | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |
| D2 | Baseline                  | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |
| D3 | 2026 Future Baseline      | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |
| D4 | 2026 Future Baseline      | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |
| D5 | 2026 Future + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6 | 2026 Future + Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

## Analysis Set Details

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

# 2026 Future + 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        | untitled | Crossroads    | Two-way              |                       | 2.15               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name             | Description | Arm type |
|-----|------------------|-------------|----------|
| A   | Kidmore End Road |             | Major    |
| B   | Site Access      |             | Minor    |
| C   | Kidmore End Road |             | Major    |
| D   | Chalgrove Way    |             | Minor    |

### Major Arm Geometry

| Arm                  | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|----------------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| A - Kidmore End Road | 7.21                     |                            |                    | 137.7                         | ✓       | 0.00                 |
| C - Kidmore End Road | 7.21                     |                            |                    | 99.7                          | ✓       | 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 - Site Access   | One lane       | 3.62           | 21                     | 30                      |
| D - Chalgrove Way | One lane       | 3.45           | 29                     | 24                      |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream             | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D                | 654                | -             | -             | -             | -             | -             | -             | 0.240         | 0.343         | 0.240         | -             | -             | -             |
| B-A                | 530                | 0.091         | 0.231         | 0.231         | -             | -             | -             | 0.145         | 0.330         | -             | 0.231         | 0.231         | 0.116         |
| B-C                | 682                | 0.099         | 0.251         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| B-D, nearside lane | 530                | 0.091         | 0.231         | 0.231         | -             | -             | -             | 0.145         | 0.330         | 0.145         | -             | -             | -             |
| B-D, offside lane  | 530                | 0.091         | 0.231         | 0.231         | -             | -             | -             | 0.145         | 0.330         | 0.145         | -             | -             | -             |
| C-B                | 632                | 0.232         | 0.232         | 0.331         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| D-A                | 668                | -             | -             | -             | -             | -             | -             | 0.245         | -             | 0.097         | -             | -             | -             |
| D-B, nearside lane | 521                | 0.143         | 0.143         | 0.325         | -             | -             | -             | 0.227         | 0.227         | 0.090         | -             | -             | -             |
| D-B, offside lane  | 521                | 0.143         | 0.143         | 0.325         | -             | -             | -             | 0.227         | 0.227         | 0.090         | -             | -             | -             |
| D-C                | 521                | -             | 0.143         | 0.325         | 0.114         | 0.227         | 0.227         | 0.227         | 0.227         | 0.090         | -             | -             | -             |

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 |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2026 Future + 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 - Kidmore End Road |            | ONE HOUR     | ✓            | 138                     | 100.000            |
| B - Site Access      |            | ONE HOUR     | ✓            | 76                      | 100.000            |
| C - Kidmore End Road |            | ONE HOUR     | ✓            | 134                     | 100.000            |
| D - Chalgrove Way    |            | ONE HOUR     | ✓            | 12                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |                 |                      |                   |
|------|----------------------|----------------------|-----------------|----------------------|-------------------|
|      |                      | A - Kidmore End Road | B - Site Access | C - Kidmore End Road | D - Chalgrove Way |
| From | A - Kidmore End Road | 0                    | 29              | 107                  | 2                 |
|      | B - Site Access      | 64                   | 0               | 12                   | 0                 |
|      | C - Kidmore End Road | 128                  | 6               | 0                    | 0                 |
|      | D - Chalgrove Way    | 12                   | 0               | 0                    | 0                 |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |                 |                      |                   |
|------|----------------------|----------------------|-----------------|----------------------|-------------------|
|      |                      | A - Kidmore End Road | B - Site Access | C - Kidmore End Road | D - Chalgrove Way |
| From | A - Kidmore End Road | 0                    | 0               | 1                    | 0                 |
|      | B - Site Access      | 0                    | 0               | 0                    | 0                 |
|      | C - Kidmore End Road | 5                    | 0               | 0                    | 0                 |
|      | D - Chalgrove Way    | 0                    | 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-ACD  | 0.17    | 8.79          | 0.2             | A       | 70                      | 105                           |
| A-BCD  | 0.00    | 5.20          | 0.0             | A       | 2                       | 4                             |
| A-B    |         |               |                 |         | 27                      | 40                            |
| A-C    |         |               |                 |         | 98                      | 147                           |
| D-ABC  | 0.02    | 5.82          | 0.0             | A       | 11                      | 16                            |
| C-ABD  | 0.01    | 5.43          | 0.0             | A       | 7                       | 10                            |
| C-D    |         |               |                 |         | 0                       | 0                             |
| C-A    |         |               |                 |         | 116                     | 174                           |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 57                    | 14                      | 511               | 0.112 | 57                  | 0.0               | 0.1             | 7.914     | A                             |
| A-BCD  | 2                     | 0.46                    | 694               | 0.003 | 2                   | 0.0               | 0.0             | 5.198     | A                             |
| A-B    | 22                    | 5                       |                   |       | 22                  |                   |                 |           |                               |
| A-C    | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 9                     | 2                       | 643               | 0.014 | 9                   | 0.0               | 0.0             | 5.674     | A                             |
| C-ABD  | 5                     | 1                       | 669               | 0.008 | 5                   | 0.0               | 0.0             | 5.419     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 68                    | 17                      | 504               | 0.136 | 68                  | 0.1               | 0.2             | 8.265     | A                             |
| A-BCD  | 2                     | 0.57                    | 702               | 0.003 | 2                   | 0.0               | 0.0             | 5.140     | A                             |
| A-B    | 26                    | 6                       |                   |       | 26                  |                   |                 |           |                               |
| A-C    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| D-ABC  | 10                    | 3                       | 638               | 0.016 | 10                  | 0.0               | 0.0             | 5.733     | A                             |
| C-ABD  | 7                     | 2                       | 677               | 0.010 | 6                   | 0.0               | 0.0             | 5.364     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 114                   | 28                      |                   |       | 114                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 84                    | 21                      | 493               | 0.170 | 83                  | 0.2               | 0.2             | 8.779     | A                             |
| A-BCD  | 3                     | 0.73                    | 714               | 0.004 | 3                   | 0.0               | 0.0             | 5.061     | A                             |
| A-B    | 32                    | 8                       |                   |       | 32                  |                   |                 |           |                               |
| A-C    | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |
| D-ABC  | 13                    | 3                       | 632               | 0.020 | 13                  | 0.0               | 0.0             | 5.816     | A                             |
| C-ABD  | 8                     | 2                       | 688               | 0.012 | 8                   | 0.0               | 0.0             | 5.293     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 139                   | 35                      |                   |       | 139                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 84                    | 21                      | 493               | 0.170 | 84                  | 0.2               | 0.2             | 8.786     | A                             |
| A-BCD  | 3                     | 0.73                    | 714               | 0.004 | 3                   | 0.0               | 0.0             | 5.064     | A                             |
| A-B    | 32                    | 8                       |                   |       | 32                  |                   |                 |           |                               |
| A-C    | 117                   | 29                      |                   |       | 117                 |                   |                 |           |                               |
| D-ABC  | 13                    | 3                       | 632               | 0.020 | 13                  | 0.0               | 0.0             | 5.816     | A                             |
| C-ABD  | 8                     | 2                       | 688               | 0.012 | 8                   | 0.0               | 0.0             | 5.299     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 139                   | 35                      |                   |       | 139                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 68                    | 17                      | 504               | 0.136 | 69                  | 0.2               | 0.2             | 8.277     | A                             |
| ABCD   | 2                     | 0.57                    | 702               | 0.003 | 2                   | 0.0               | 0.0             | 5.143     | A                             |
| A-B    | 26                    | 6                       |                   |       | 26                  |                   |                 |           |                               |
| A-C    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |
| D-ABC  | 10                    | 3                       | 638               | 0.016 | 10                  | 0.0               | 0.0             | 5.733     | A                             |
| C-ABD  | 7                     | 2                       | 677               | 0.010 | 7                   | 0.0               | 0.0             | 5.373     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 114                   | 28                      |                   |       | 114                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 57                    | 14                      | 511               | 0.112 | 57                  | 0.2               | 0.1             | 7.937     | A                             |
| ABCD   | 2                     | 0.46                    | 694               | 0.003 | 2                   | 0.0               | 0.0             | 5.201     | A                             |
| A-B    | 22                    | 5                       |                   |       | 22                  |                   |                 |           |                               |
| A-C    | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 9                     | 2                       | 643               | 0.014 | 9                   | 0.0               | 0.0             | 5.674     | A                             |
| C-ABD  | 5                     | 1                       | 669               | 0.008 | 5                   | 0.0               | 0.0             | 5.426     | A                             |
| C-D    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |

# 2026 Future + 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        | untitled | Crossroads    | Two-way              |                       | 1.60               | 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 |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2026 Future + 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 - Kidmore End Road |            | ONE HOUR     | ✓            | 208                     | 100.000            |
| B - Site Access      |            | ONE HOUR     | ✓            | 49                      | 100.000            |
| C - Kidmore End Road |            | ONE HOUR     | ✓            | 106                     | 100.000            |
| D - Chalgrove Way    |            | ONE HOUR     | ✓            | 10                      | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                   |                      |                 |                      |                   |
|------|----------------------|----------------------|-----------------|----------------------|-------------------|
|      |                      | A - Kidmore End Road | B - Site Access | C - Kidmore End Road | D - Chalgrove Way |
| From | A - Kidmore End Road | 0                    | 94              | 107                  | 7                 |
|      | B - Site Access      | 42                   | 0               | 7                    | 0                 |
|      | C - Kidmore End Road | 90                   | 13              | 0                    | 3                 |
|      | D - Chalgrove Way    | 9                    | 0               | 1                    | 0                 |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                   |                      |                 |                      |                   |
|------|----------------------|----------------------|-----------------|----------------------|-------------------|
|      |                      | A - Kidmore End Road | B - Site Access | C - Kidmore End Road | D - Chalgrove Way |
| From | A - Kidmore End Road | 0                    | 0               | 2                    | 0                 |
|      | B - Site Access      | 0                    | 0               | 0                    | 0                 |
|      | C - Kidmore End Road | 3                    | 0               | 0                    | 0                 |
|      | D - Chalgrove Way    | 0                    | 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-ACD  | 0.11    | 8.30          | 0.1             | A       | 45                      | 68                            |
| ABCD   | 0.01    | 4.98          | 0.0             | A       | 9                       | 13                            |
| AB     |         |               |                 |         | 85                      | 128                           |
| AC     |         |               |                 |         | 97                      | 145                           |
| D-ABC  | 0.02    | 5.92          | 0.0             | A       | 10                      | 14                            |
| C-ABD  | 0.03    | 5.73          | 0.0             | A       | 14                      | 21                            |
| C-D    |         |               |                 |         | 3                       | 4                             |
| C-A    |         |               |                 |         | 81                      | 121                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 37                    | 9                       | 507               | 0.073 | 37                  | 0.0               | 0.1             | 7.656     | A                             |
| ABCD   | 7                     | 2                       | 731               | 0.010 | 7                   | 0.0               | 0.0             | 4.974     | A                             |
| AB     | 70                    | 18                      |                   |       | 70                  |                   |                 |           |                               |
| AC     | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 8                     | 2                       | 629               | 0.012 | 8                   | 0.0               | 0.0             | 5.794     | A                             |
| C-ABD  | 11                    | 3                       | 641               | 0.017 | 11                  | 0.0               | 0.0             | 5.716     | A                             |
| C-D    | 2                     | 0.58                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 67                    | 17                      |                   |       | 67                  |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 44                    | 11                      | 499               | 0.089 | 44                  | 0.1               | 0.1             | 7.920     | A                             |
| ABCD   | 9                     | 2                       | 746               | 0.012 | 9                   | 0.0               | 0.0             | 4.882     | A                             |
| AB     | 84                    | 21                      |                   |       | 84                  |                   |                 |           |                               |
| AC     | 95                    | 24                      |                   |       | 95                  |                   |                 |           |                               |
| D-ABC  | 9                     | 2                       | 625               | 0.015 | 9                   | 0.0               | 0.0             | 5.847     | A                             |
| C-ABD  | 14                    | 3                       | 643               | 0.021 | 14                  | 0.0               | 0.0             | 5.718     | A                             |
| C-D    | 3                     | 0.69                    |                   |       | 3                   |                   |                 |           |                               |
| C-A    | 79                    | 20                      |                   |       | 79                  |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 54                    | 14                      | 488               | 0.111 | 54                  | 0.1               | 0.1             | 8.301     | A                             |
| ABCD   | 11                    | 3                       | 767               | 0.015 | 11                  | 0.0               | 0.0             | 4.760     | A                             |
| AB     | 102                   | 25                      |                   |       | 102                 |                   |                 |           |                               |
| AC     | 116                   | 29                      |                   |       | 116                 |                   |                 |           |                               |
| D-ABC  | 11                    | 3                       | 619               | 0.019 | 11                  | 0.0               | 0.0             | 5.921     | A                             |
| C-ABD  | 17                    | 4                       | 646               | 0.027 | 17                  | 0.0               | 0.0             | 5.723     | A                             |
| C-D    | 3                     | 0.84                    |                   |       | 3                   |                   |                 |           |                               |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 54                    | 14                      | 488               | 0.111 | 54                  | 0.1               | 0.1             | 8.304     | A                             |
| ABCD   | 11                    | 3                       | 767               | 0.015 | 11                  | 0.0               | 0.0             | 4.763     | A                             |
| A-B    | 102                   | 25                      |                   |       | 102                 |                   |                 |           |                               |
| A-C    | 116                   | 29                      |                   |       | 116                 |                   |                 |           |                               |
| D-ABC  | 11                    | 3                       | 619               | 0.019 | 11                  | 0.0               | 0.0             | 5.921     | A                             |
| C-ABD  | 17                    | 4                       | 646               | 0.027 | 17                  | 0.0               | 0.0             | 5.725     | A                             |
| C-D    | 3                     | 0.84                    |                   |       | 3                   |                   |                 |           |                               |
| C-A    | 96                    | 24                      |                   |       | 96                  |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 44                    | 11                      | 499               | 0.089 | 44                  | 0.1               | 0.1             | 7.926     | A                             |
| ABCD   | 9                     | 2                       | 746               | 0.012 | 9                   | 0.0               | 0.0             | 4.884     | A                             |
| A-B    | 84                    | 21                      |                   |       | 84                  |                   |                 |           |                               |
| A-C    | 95                    | 24                      |                   |       | 95                  |                   |                 |           |                               |
| D-ABC  | 9                     | 2                       | 625               | 0.015 | 9                   | 0.0               | 0.0             | 5.847     | A                             |
| C-ABD  | 14                    | 3                       | 643               | 0.021 | 14                  | 0.0               | 0.0             | 5.726     | A                             |
| C-D    | 3                     | 0.69                    |                   |       | 3                   |                   |                 |           |                               |
| C-A    | 79                    | 20                      |                   |       | 79                  |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 37                    | 9                       | 506               | 0.073 | 37                  | 0.1               | 0.1             | 7.668     | A                             |
| ABCD   | 7                     | 2                       | 731               | 0.010 | 7                   | 0.0               | 0.0             | 4.975     | A                             |
| A-B    | 70                    | 18                      |                   |       | 70                  |                   |                 |           |                               |
| A-C    | 80                    | 20                      |                   |       | 80                  |                   |                 |           |                               |
| D-ABC  | 8                     | 2                       | 629               | 0.012 | 8                   | 0.0               | 0.0             | 5.795     | A                             |
| C-ABD  | 11                    | 3                       | 641               | 0.017 | 11                  | 0.0               | 0.0             | 5.722     | A                             |
| C-D    | 2                     | 0.58                    |                   |       | 2                   |                   |                 |           |                               |
| C-A    | 67                    | 17                      |                   |       | 67                  |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |

Filename: 45675\_5501\_J002.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:53:07

## «2026 Future + Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

## Summary of junction performance

|                           | AM          |           |      |     | PM          |           |      |     |
|---------------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                           | Queue (Veh) | Delay (s) | RFC  | LOS | Queue (Veh) | Delay (s) | RFC  | LOS |
| 2019 Baseline             |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.2         | 8.73      | 0.19 | A   | 0.1         | 7.04      | 0.11 | A   |
| Stream C-AB               | 0.2         | 6.81      | 0.14 | A   | 0.1         | 6.45      | 0.06 | A   |
| 2026 Future Baseline      |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.2         | 8.88      | 0.20 | A   | 0.1         | 7.11      | 0.11 | A   |
| Stream C-AB               | 0.2         | 6.84      | 0.14 | A   | 0.1         | 6.45      | 0.06 | A   |
| 2026 Future + Development |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.3         | 9.38      | 0.23 | A   | 0.2         | 7.58      | 0.13 | A   |
| Stream C-AB               | 0.3         | 6.63      | 0.17 | A   | 0.1         | 6.41      | 0.08 | A   |

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

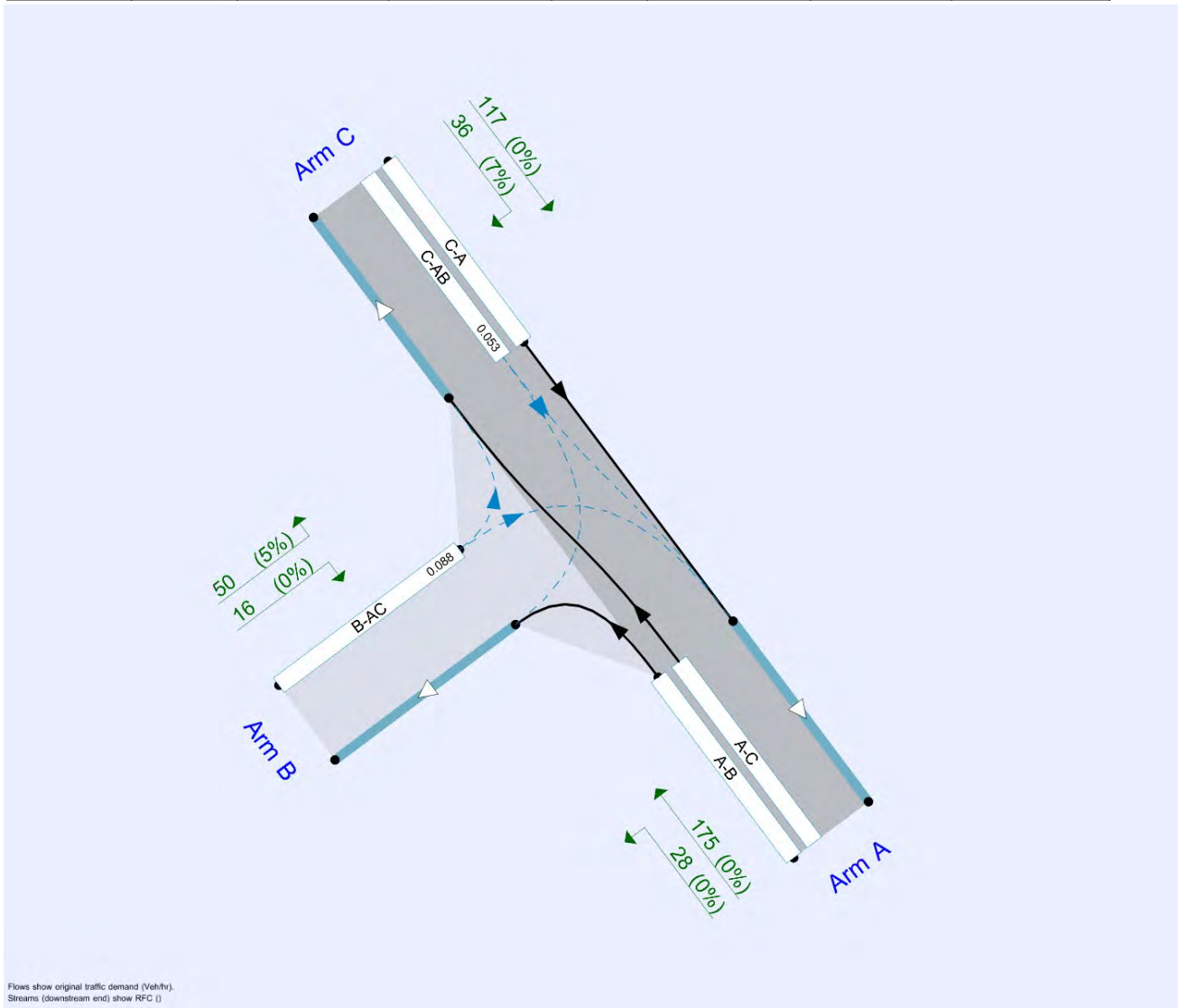
## File summary

### File Description

|             |                               |
|-------------|-------------------------------|
| Title       | 45675_5501_J002               |
| Location    | Grove Road - Kidmore End Road |
| Site number | 2                             |
| Date        | 17/03/2020                    |
| Version     | 1                             |
| Status      | (new file)                    |
| Identifier  |                               |
| Client      |                               |
| Jobnumber   | 45675                         |
| Enumerator  | CORP\ceadle                   |
| 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              |



The junction diagram reflects the last run of Junctions.

## 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                 |

## Analysis Set Details

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

## 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 | 2026 Future + Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

# 2026 Future + 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        | untitled | T-Junction    | Two-way              |                       | 1.92               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name             | Description | Arm type |
|-----|------------------|-------------|----------|
| A   | Kidmore End Road |             | Major    |
| B   | Grove Road       |             | Minor    |
| C   | Kidmore End Road |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.95                     |                            |                    | 57.9                          | ✓       | 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   | One lane       | 3.44           | 36                     | 30                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 526                | 0.092         | 0.232         | 0.146         | 0.332         |
| B-C    | 671                | 0.099         | 0.249         | -             | -             |
| C-B    | 607                | 0.226         | 0.226         | -             | -             |

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

| 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   |            | ONE HOUR     | ✓            | 203                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 66                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 153                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 28 | 175 |
|      | B  | 16  | 0  | 50  |
|      | C  | 117 | 36 | 0   |
|      |    |     |    |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 5 |
|      | C  | 0 | 7 | 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   | 0.13    | 7.58          | 0.2             | A       | 61                      | 91                            |
| C-AB   | 0.08    | 6.41          | 0.1             | A       | 40                      | 61                            |
| C-A    |         |               |                 |         | 100                     | 150                           |
| A-B    |         |               |                 |         | 26                      | 39                            |
| A-C    |         |               |                 |         | 161                     | 241                           |

### 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   | 50                    | 12                      | 567               | 0.088 | 49                  | 0.0               | 0.1             | 6.955     | A                             |
| C-AB   | 32                    | 8                       | 597               | 0.053 | 32                  | 0.0               | 0.1             | 6.358     | A                             |
| C-A    | 83                    | 21                      |                   |       | 83                  |                   |                 |           |                               |
| A-B    | 21                    | 5                       |                   |       | 21                  |                   |                 |           |                               |
| A-C    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |

**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   | 59                    | 15                      | 559               | 0.106 | 59                  | 0.1               | 0.1             | 7.211     | A                             |
| C-AB   | 39                    | 10                      | 604               | 0.065 | 39                  | 0.1               | 0.1             | 6.384     | A                             |
| C-A    | 98                    | 25                      |                   |       | 98                  |                   |                 |           |                               |
| A-B    | 25                    | 6                       |                   |       | 25                  |                   |                 |           |                               |
| A-C    | 157                   | 39                      |                   |       | 157                 |                   |                 |           |                               |

**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   | 73                    | 18                      | 547               | 0.133 | 73                  | 0.1               | 0.2             | 7.580     | A                             |
| C-AB   | 50                    | 13                      | 612               | 0.082 | 50                  | 0.1               | 0.1             | 6.412     | A                             |
| C-A    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
| A-B    | 31                    | 8                       |                   |       | 31                  |                   |                 |           |                               |
| A-C    | 193                   | 48                      |                   |       | 193                 |                   |                 |           |                               |

**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   | 73                    | 18                      | 547               | 0.133 | 73                  | 0.2               | 0.2             | 7.583     | A                             |
| C-AB   | 50                    | 13                      | 612               | 0.082 | 50                  | 0.1               | 0.1             | 6.410     | A                             |
| C-A    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
| A-B    | 31                    | 8                       |                   |       | 31                  |                   |                 |           |                               |
| A-C    | 193                   | 48                      |                   |       | 193                 |                   |                 |           |                               |

**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   | 59                    | 15                      | 558               | 0.106 | 59                  | 0.2               | 0.1             | 7.217     | A                             |
| C-AB   | 39                    | 10                      | 604               | 0.065 | 39                  | 0.1               | 0.1             | 6.373     | A                             |
| C-A    | 98                    | 25                      |                   |       | 98                  |                   |                 |           |                               |
| A-B    | 25                    | 6                       |                   |       | 25                  |                   |                 |           |                               |
| A-C    | 157                   | 39                      |                   |       | 157                 |                   |                 |           |                               |

**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   | 50                    | 12                      | 567               | 0.088 | 50                  | 0.1               | 0.1             | 6.966     | A                             |
| C-AB   | 32                    | 8                       | 597               | 0.053 | 32                  | 0.1               | 0.1             | 6.362     | A                             |
| C-A    | 83                    | 21                      |                   |       | 83                  |                   |                 |           |                               |
| A-B    | 21                    | 5                       |                   |       | 21                  |                   |                 |           |                               |
| A-C    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |

| Junctions 9                                                                                                                                                      |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |

Filename: 45675\_5501\_J005.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 13:46:20

»Baseline, AM

»Baseline, PM

»2026 Future Baseline, AM

»2026 Future Baseline, PM

»2026 Future + Development, AM

»2026 Future + Development, PM

### Summary of junction performance

|                           | AM          |           |      |     | PM          |           |      |     |
|---------------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                           | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| Baseline                  |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.5         | 15.63     | 0.35 | C   | 0.4         | 15.96     | 0.30 | C   |
| Stream C-AB               | 0.1         | 4.55      | 0.06 | A   | 0.1         | 4.53      | 0.08 | A   |
| 2026 Future Baseline      |             |           |      |     |             |           |      |     |
| Stream B-AC               | 0.6         | 16.83     | 0.38 | C   | 0.5         | 16.97     | 0.32 | C   |
| Stream C-AB               | 0.1         | 4.53      | 0.06 | A   | 0.2         | 4.51      | 0.08 | A   |
| 2026 Future + Development |             |           |      |     |             |           |      |     |
| Stream B-AC               | 1.7         | 30.02     | 0.63 | D   | 1.0         | 24.56     | 0.51 | C   |
| Stream C-AB               | 0.2         | 4.63      | 0.09 | A   | 0.5         | 4.93      | 0.19 | A   |

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

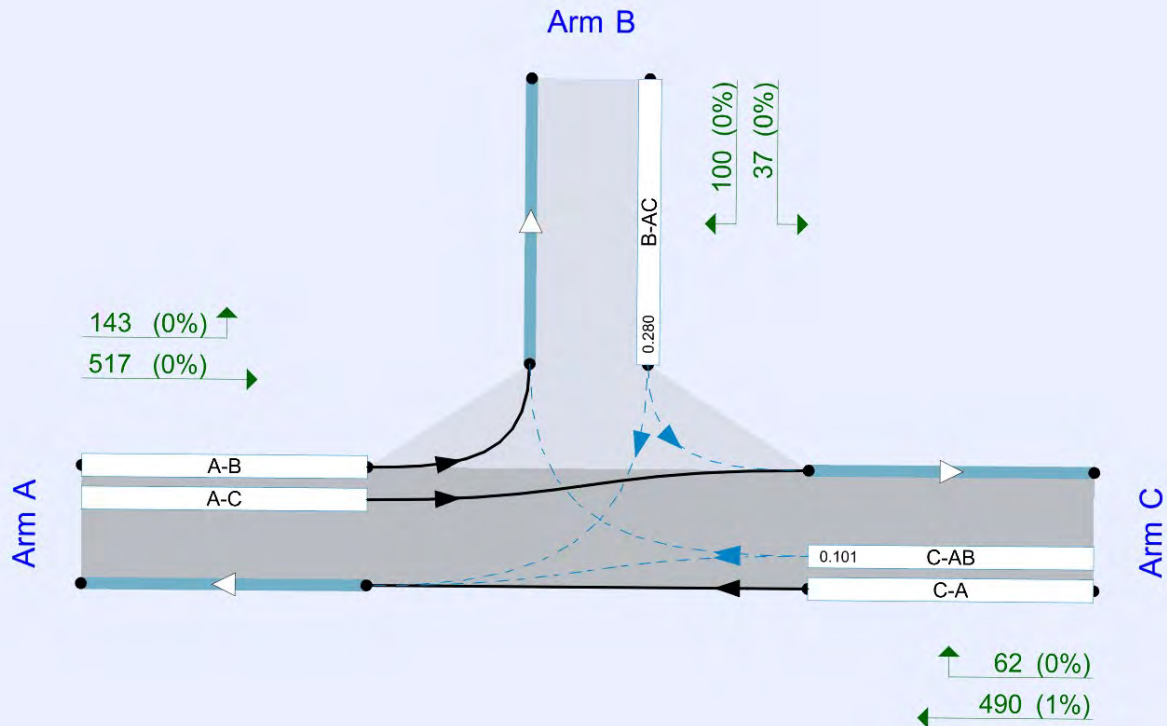
### File summary

#### File Description

|             |                                 |
|-------------|---------------------------------|
| Title       | 45675_5501_J005                 |
| Location    | Kidmore End Road - Peppard Road |
| Site number | 3                               |
| Date        | 17/03/2020                      |
| Version     | 1                               |
| Status      | (new file)                      |
| Identifier  |                                 |
| Client      |                                 |
| Jobnumber   | 45675                           |
| Enumerator  | CORP\ceadle                     |
| Description |                                 |

## Units

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



The junction diagram reflects the last run of Junctions.

## Analysis Options

| 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 | Baseline                  | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2 | Baseline                  | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D3 | 2026 Future Baseline      | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D4 | 2026 Future Baseline      | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |
| D5 | 2026 Future + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D6 | 2026 Future + Development | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

### Analysis Set Details

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

# Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 1.70               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name               | Description | Arm type |
|-----|--------------------|-------------|----------|
| A   | Preppard Road West |             | Major    |
| B   | Kidmore End Road   |             | Minor    |
| C   | Preppard Road East |             | 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   | 7.29                     |                            |                    | 237.6                         | ✓       | 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   | One lane       | 3.00           | 10                     | 10                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 486                | 0.084         | 0.211         | 0.133         | 0.302         |
| B-C    | 630                | 0.091         | 0.231         | -             | -             |
| C-B    | 712                | 0.260         | 0.260         | -             | -             |

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 | Baseline      | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 569                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 115                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 484                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |     |
|--|----|-----|----|-----|
|  |    | A   | B  | C   |
|  | A  | 0   | 49 | 520 |
|  | B  | 57  | 0  | 58  |
|  | C  | 463 | 21 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 3 |
|  | B  | 2 | 0 | 3 |
|  | C  | 4 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.35    | 15.63         | 0.5             | C       | 106                     | 158                           |
| C-AB   | 0.06    | 4.55          | 0.1             | A       | 39                      | 59                            |
| C-A    |         |               |                 |         | 405                     | 608                           |
| A-B    |         |               |                 |         | 45                      | 67                            |
| A-C    |         |               |                 |         | 477                     | 716                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 87                    | 22                      | 424               | 0.204 | 86                  | 0.0               | 0.3             | 10.879    | B                             |
| C-AB   | 27                    | 7                       | 832               | 0.033 | 27                  | 0.0               | 0.0             | 4.543     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 37                    | 9                       |                   |       | 37                  |                   |                 |           |                               |
| A-C    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 398               | 0.259 | 103                 | 0.3               | 0.4             | 12.475    | B                             |
| C-AB   | 37                    | 9                       | 861               | 0.043 | 37                  | 0.0               | 0.1             | 4.444     | A                             |
| C-A    | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| A-B    | 44                    | 11                      |                   |       | 44                  |                   |                 |           |                               |
| A-C    | 467                   | 117                     |                   |       | 467                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 127                   | 32                      | 363               | 0.349 | 126                 | 0.4               | 0.5             | 15.533    | C                             |
| C-AB   | 53                    | 13                      | 903               | 0.059 | 53                  | 0.1               | 0.1             | 4.324     | A                             |
| C-A    | 480                   | 120                     |                   |       | 480                 |                   |                 |           |                               |
| A-B    | 54                    | 13                      |                   |       | 54                  |                   |                 |           |                               |
| A-C    | 573                   | 143                     |                   |       | 573                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 127                   | 32                      | 363               | 0.349 | 127                 | 0.5               | 0.5             | 15.626    | C                             |
| C-AB   | 53                    | 13                      | 903               | 0.059 | 53                  | 0.1               | 0.1             | 4.333     | A                             |
| C-A    | 480                   | 120                     |                   |       | 480                 |                   |                 |           |                               |
| A-B    | 54                    | 13                      |                   |       | 54                  |                   |                 |           |                               |
| A-C    | 573                   | 143                     |                   |       | 573                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 398               | 0.260 | 104                 | 0.5               | 0.4             | 12.571    | B                             |
| C-AB   | 37                    | 9                       | 861               | 0.043 | 37                  | 0.1               | 0.1             | 4.462     | A                             |
| C-A    | 398                   | 100                     |                   |       | 398                 |                   |                 |           |                               |
| A-B    | 44                    | 11                      |                   |       | 44                  |                   |                 |           |                               |
| A-C    | 467                   | 117                     |                   |       | 467                 |                   |                 |           |                               |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 87                    | 22                      | 424               | 0.204 | 87                  | 0.4               | 0.3             | 10.973    | B                             |
| C-AB   | 27                    | 7                       | 833               | 0.033 | 27                  | 0.1               | 0.0             | 4.552     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 37                    | 9                       |                   |       | 37                  |                   |                 |           |                               |
| A-C    | 391                   | 98                      |                   |       | 391                 |                   |                 |           |                               |

# Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 1.41               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | Baseline      | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 575                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 86                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 497                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 80 | 495 |
|      | B  | 64  | 0  | 22  |
|      | C  | 469 | 28 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.30    | 15.96         | 0.4             | C       | 79                      | 118                           |
| C-AB   | 0.08    | 4.53          | 0.1             | A       | 53                      | 79                            |
| C-A    |         |               |                 |         | 403                     | 605                           |
| A-B    |         |               |                 |         | 73                      | 110                           |
| A-C    |         |               |                 |         | 454                     | 681                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 383               | 0.169 | 64                  | 0.0               | 0.2             | 11.240    | B                             |
| C-AB   | 37                    | 9                       | 834               | 0.044 | 36                  | 0.0               | 0.1             | 4.528     | A                             |
| C-A    | 338                   | 84                      |                   |       | 338                 |                   |                 |           |                               |
| A-B    | 60                    | 15                      |                   |       | 60                  |                   |                 |           |                               |
| A-C    | 373                   | 93                      |                   |       | 373                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 77                    | 19                      | 357               | 0.217 | 77                  | 0.2               | 0.3             | 12.841    | B                             |
| C-AB   | 49                    | 12                      | 864               | 0.057 | 49                  | 0.1               | 0.1             | 4.443     | A                             |
| C-A    | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| A-B    | 72                    | 18                      |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 445                   | 111                     |                   |       | 445                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 95                    | 24                      | 320               | 0.296 | 94                  | 0.3               | 0.4             | 15.880    | C                             |
| C-AB   | 72                    | 18                      | 906               | 0.079 | 72                  | 0.1               | 0.1             | 4.336     | A                             |
| C-A    | 475                   | 119                     |                   |       | 475                 |                   |                 |           |                               |
| A-B    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-C    | 545                   | 136                     |                   |       | 545                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 95                    | 24                      | 320               | 0.296 | 95                  | 0.4               | 0.4             | 15.956    | C                             |
| C-AB   | 72                    | 18                      | 907               | 0.079 | 72                  | 0.1               | 0.1             | 4.342     | A                             |
| C-A    | 475                   | 119                     |                   |       | 475                 |                   |                 |           |                               |
| A-B    | 88                    | 22                      |                   |       | 88                  |                   |                 |           |                               |
| A-C    | 545                   | 136                     |                   |       | 545                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 77                    | 19                      | 357               | 0.217 | 78                  | 0.4               | 0.3             | 12.921    | B                             |
| C-AB   | 49                    | 12                      | 864               | 0.057 | 50                  | 0.1               | 0.1             | 4.450     | A                             |
| C-A    | 397                   | 99                      |                   |       | 397                 |                   |                 |           |                               |
| A-B    | 72                    | 18                      |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 445                   | 111                     |                   |       | 445                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 383               | 0.169 | 65                  | 0.3               | 0.2             | 11.321    | B                             |
| C-AB   | 37                    | 9                       | 835               | 0.044 | 37                  | 0.1               | 0.1             | 4.534     | A                             |
| C-A    | 337                   | 84                      |                   |       | 337                 |                   |                 |           |                               |
| A-B    | 60                    | 15                      |                   |       | 60                  |                   |                 |           |                               |
| A-C    | 373                   | 93                      |                   |       | 373                 |                   |                 |           |                               |

# 2026 Future Baseline, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 1.83               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name        | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2026 Future Baseline | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 599                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 121                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 509                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 52 | 547 |
|      | B  | 60  | 0  | 61  |
|      | C  | 487 | 22 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 3 |
|      | B  | 2 | 0 | 3 |
|      | C  | 4 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.38    | 16.83         | 0.6             | C       | 111                     | 167                           |
| C-AB   | 0.06    | 4.53          | 0.1             | A       | 43                      | 64                            |
| C-A    |         |               |                 |         | 424                     | 637                           |
| A-B    |         |               |                 |         | 48                      | 72                            |
| A-C    |         |               |                 |         | 502                     | 753                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 91                    | 23                      | 417               | 0.218 | 90                  | 0.0               | 0.3             | 11.248    | B                             |
| C-AB   | 29                    | 7                       | 840               | 0.035 | 29                  | 0.0               | 0.0             | 4.517     | A                             |
| C-A    | 354                   | 88                      |                   |       | 354                 |                   |                 |           |                               |
| A-B    | 39                    | 10                      |                   |       | 39                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 109                   | 27                      | 390               | 0.279 | 108                 | 0.3               | 0.4             | 13.093    | B                             |
| C-AB   | 40                    | 10                      | 870               | 0.046 | 40                  | 0.0               | 0.1             | 4.415     | A                             |
| C-A    | 418                   | 104                     |                   |       | 418                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 352               | 0.378 | 132                 | 0.4               | 0.6             | 16.704    | C                             |
| C-AB   | 59                    | 15                      | 915               | 0.064 | 59                  | 0.1               | 0.1             | 4.292     | A                             |
| C-A    | 502                   | 125                     |                   |       | 502                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 133                   | 33                      | 352               | 0.378 | 133                 | 0.6               | 0.6             | 16.831    | C                             |
| C-AB   | 59                    | 15                      | 915               | 0.064 | 59                  | 0.1               | 0.1             | 4.302     | A                             |
| C-A    | 502                   | 125                     |                   |       | 502                 |                   |                 |           |                               |
| A-B    | 57                    | 14                      |                   |       | 57                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 109                   | 27                      | 390               | 0.279 | 110                 | 0.6               | 0.4             | 13.192    | B                             |
| C-AB   | 40                    | 10                      | 870               | 0.046 | 40                  | 0.1               | 0.1             | 4.432     | A                             |
| C-A    | 418                   | 104                     |                   |       | 418                 |                   |                 |           |                               |
| A-B    | 47                    | 12                      |                   |       | 47                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 91                    | 23                      | 417               | 0.219 | 92                  | 0.4               | 0.3             | 11.358    | B                             |
| C-AB   | 30                    | 7                       | 840               | 0.035 | 30                  | 0.1               | 0.0             | 4.528     | A                             |
| C-A    | 354                   | 88                      |                   |       | 354                 |                   |                 |           |                               |
| A-B    | 39                    | 10                      |                   |       | 39                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

# 2026 Future Baseline, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 1.49               | 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 |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2026 Future Baseline | 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 601                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 90                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 519                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 84 | 517 |
|      | B  | 67  | 0  | 23  |
|      | C  | 490 | 29 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.32    | 16.97         | 0.5             | C       | 83                      | 124                           |
| C-AB   | 0.08    | 4.51          | 0.2             | A       | 57                      | 85                            |
| C-A    |         |               |                 |         | 420                     | 629                           |
| A-B    |         |               |                 |         | 77                      | 116                           |
| A-C    |         |               |                 |         | 474                     | 712                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 68                    | 17                      | 377               | 0.180 | 67                  | 0.0               | 0.2             | 11.567    | B                             |
| C-AB   | 39                    | 10                      | 841               | 0.046 | 39                  | 0.0               | 0.1             | 4.505     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 63                    | 16                      |                   |       | 63                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 81                    | 20                      | 350               | 0.231 | 81                  | 0.2               | 0.3             | 13.355    | B                             |
| C-AB   | 53                    | 13                      | 872               | 0.061 | 53                  | 0.1               | 0.1             | 4.416     | A                             |
| C-A    | 414                   | 103                     |                   |       | 414                 |                   |                 |           |                               |
| A-B    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 99                    | 25                      | 311               | 0.318 | 98                  | 0.3               | 0.5             | 16.865    | C                             |
| C-AB   | 78                    | 19                      | 917               | 0.085 | 78                  | 0.1               | 0.2             | 4.313     | A                             |
| C-A    | 494                   | 123                     |                   |       | 494                 |                   |                 |           |                               |
| A-B    | 92                    | 23                      |                   |       | 92                  |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 99                    | 25                      | 311               | 0.318 | 99                  | 0.5               | 0.5             | 16.965    | C                             |
| C-AB   | 78                    | 19                      | 917               | 0.085 | 78                  | 0.2               | 0.2             | 4.315     | A                             |
| C-A    | 493                   | 123                     |                   |       | 493                 |                   |                 |           |                               |
| A-B    | 92                    | 23                      |                   |       | 92                  |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 81                    | 20                      | 350               | 0.231 | 82                  | 0.5               | 0.3             | 13.451    | B                             |
| C-AB   | 53                    | 13                      | 872               | 0.061 | 53                  | 0.2               | 0.1             | 4.424     | A                             |
| C-A    | 414                   | 103                     |                   |       | 414                 |                   |                 |           |                               |
| A-B    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 68                    | 17                      | 377               | 0.180 | 68                  | 0.3               | 0.2             | 11.656    | B                             |
| C-AB   | 39                    | 10                      | 841               | 0.046 | 39                  | 0.1               | 0.1             | 4.511     | A                             |
| C-A    | 352                   | 88                      |                   |       | 352                 |                   |                 |           |                               |
| A-B    | 63                    | 16                      |                   |       | 63                  |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

# 2026 Future + 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        | untitled | T-Junction    | Two-way              |                       | 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 |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2026 Future + 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 626                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 190                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 519                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
| From |    | A   | B  | C   |
|      | A  | 0   | 79 | 547 |
|      | B  | 110 | 0  | 80  |
|      | C  | 487 | 32 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
| From |    | A | B | C |
|      | A  | 0 | 0 | 3 |
|      | B  | 2 | 0 | 3 |
|      | C  | 4 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.63    | 30.02         | 1.7             | D       | 174                     | 262                           |
| C-AB   | 0.09    | 4.63          | 0.2             | A       | 63                      | 94                            |
| C-A    |         |               |                 |         | 414                     | 621                           |
| A-B    |         |               |                 |         | 72                      | 109                           |
| A-C    |         |               |                 |         | 502                     | 753                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 143                   | 36                      | 399               | 0.359 | 141                 | 0.0               | 0.6             | 14.179    | B                             |
| C-AB   | 43                    | 11                      | 836               | 0.051 | 43                  | 0.0               | 0.1             | 4.617     | A                             |
| C-A    | 348                   | 87                      |                   |       | 348                 |                   |                 |           |                               |
| A-B    | 59                    | 15                      |                   |       | 59                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 171                   | 43                      | 371               | 0.461 | 170                 | 0.6               | 0.8             | 18.229    | C                             |
| C-AB   | 58                    | 15                      | 866               | 0.067 | 58                  | 0.1               | 0.1             | 4.543     | A                             |
| C-A    | 408                   | 102                     |                   |       | 408                 |                   |                 |           |                               |
| A-B    | 71                    | 18                      |                   |       | 71                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 209                   | 52                      | 331               | 0.632 | 206                 | 0.8               | 1.6             | 28.760    | D                             |
| C-AB   | 86                    | 22                      | 910               | 0.095 | 86                  | 0.1               | 0.2             | 4.464     | A                             |
| C-A    | 485                   | 121                     |                   |       | 485                 |                   |                 |           |                               |
| A-B    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 209                   | 52                      | 331               | 0.632 | 209                 | 1.6               | 1.7             | 30.015    | D                             |
| C-AB   | 86                    | 22                      | 910               | 0.095 | 86                  | 0.2               | 0.2             | 4.474     | A                             |
| C-A    | 485                   | 121                     |                   |       | 485                 |                   |                 |           |                               |
| A-B    | 87                    | 22                      |                   |       | 87                  |                   |                 |           |                               |
| A-C    | 602                   | 151                     |                   |       | 602                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 171                   | 43                      | 371               | 0.461 | 174                 | 1.7               | 0.9             | 19.021    | C                             |
| C-AB   | 59                    | 15                      | 866               | 0.068 | 59                  | 0.2               | 0.1             | 4.563     | A                             |
| C-A    | 408                   | 102                     |                   |       | 408                 |                   |                 |           |                               |
| A-B    | 71                    | 18                      |                   |       | 71                  |                   |                 |           |                               |
| A-C    | 492                   | 123                     |                   |       | 492                 |                   |                 |           |                               |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 143                   | 36                      | 399               | 0.359 | 144                 | 0.9               | 0.6             | 14.569    | B                             |
| C-AB   | 43                    | 11                      | 836               | 0.052 | 43                  | 0.1               | 0.1             | 4.630     | A                             |
| C-A    | 348                   | 87                      |                   |       | 348                 |                   |                 |           |                               |
| A-B    | 59                    | 15                      |                   |       | 59                  |                   |                 |           |                               |
| A-C    | 412                   | 103                     |                   |       | 412                 |                   |                 |           |                               |

# 2026 Future + 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        | untitled | T-Junction    | Two-way              |                       | 2.98               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name             | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2026 Future + 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 (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 660                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 137                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 552                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
| From |    | A   | B   | C   |
|      | A  | 0   | 143 | 517 |
|      | B  | 100 | 0   | 37  |
|      | C  | 490 | 62  | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
| From |    | A | B | C |
|      | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.51    | 24.56         | 1.0             | C       | 126                     | 189                           |
| C-AB   | 0.19    | 4.93          | 0.5             | A       | 123                     | 184                           |
| C-A    |         |               |                 |         | 384                     | 575                           |
| A-B    |         |               |                 |         | 131                     | 197                           |
| A-C    |         |               |                 |         | 474                     | 712                           |

### Main Results for each time segment

#### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 369               | 0.280 | 102                 | 0.0               | 0.4             | 13.393    | B                             |
| C-AB   | 84                    | 21                      | 832               | 0.101 | 83                  | 0.0               | 0.2             | 4.828     | A                             |
| C-A    | 332                   | 83                      |                   |       | 332                 |                   |                 |           |                               |
| A-B    | 108                   | 27                      |                   |       | 108                 |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 123                   | 31                      | 339               | 0.363 | 122                 | 0.4               | 0.6             | 16.566    | C                             |
| C-AB   | 115                   | 29                      | 862               | 0.133 | 114                 | 0.2               | 0.3             | 4.846     | A                             |
| C-A    | 382                   | 95                      |                   |       | 382                 |                   |                 |           |                               |
| A-B    | 129                   | 32                      |                   |       | 129                 |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 151                   | 38                      | 297               | 0.508 | 149                 | 0.6               | 1.0             | 24.035    | C                             |
| C-AB   | 170                   | 42                      | 906               | 0.187 | 169                 | 0.3               | 0.5             | 4.921     | A                             |
| C-A    | 438                   | 109                     |                   |       | 438                 |                   |                 |           |                               |
| A-B    | 157                   | 39                      |                   |       | 157                 |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 151                   | 38                      | 297               | 0.508 | 151                 | 1.0               | 1.0             | 24.558    | C                             |
| C-AB   | 170                   | 43                      | 906               | 0.188 | 170                 | 0.5               | 0.5             | 4.932     | A                             |
| C-A    | 438                   | 109                     |                   |       | 438                 |                   |                 |           |                               |
| A-B    | 157                   | 39                      |                   |       | 157                 |                   |                 |           |                               |
| A-C    | 569                   | 142                     |                   |       | 569                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 123                   | 31                      | 339               | 0.363 | 125                 | 1.0               | 0.6             | 16.948    | C                             |
| C-AB   | 115                   | 29                      | 862               | 0.133 | 116                 | 0.5               | 0.3             | 4.862     | A                             |
| C-A    | 381                   | 95                      |                   |       | 381                 |                   |                 |           |                               |
| A-B    | 129                   | 32                      |                   |       | 129                 |                   |                 |           |                               |
| A-C    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 369               | 0.280 | 104                 | 0.6               | 0.4             | 13.632    | B                             |
| C-AB   | 84                    | 21                      | 832               | 0.101 | 85                  | 0.3               | 0.2             | 4.848     | A                             |
| C-A    | 331                   | 83                      |                   |       | 331                 |                   |                 |           |                               |
| A-B    | 108                   | 27                      |                   |       | 108                 |                   |                 |           |                               |
| A-C    | 389                   | 97                      |                   |       | 389                 |                   |                 |           |                               |

## TECHNICAL NOTE

### Appendix C: Personal Injury Collision Data

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160305244 24/10/2016 Time 1600 Vehicles 2 Casualties 1 Slight  
E:471247 N:174804 First Road: A 4155 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Vehicle blind spot      | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly | Vehicle 1    | Very Likely |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 TRNG LT INTO PETROL STN W TO N & COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET APP 30M E J/W PRIORY AVENUE CAVERSHAM

Vehicle Reference 1 Car Turning left  
Vehicle movement from W to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Female  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 32 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160313895 21/10/2016 Time 1921 Vehicles 1 Casualties 1 Serious

E:471831 N: 174640 First Road: U 7201 Road Type Single carriageway

Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry

Darkness: street lights present and lit Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

#### Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Casualty 1   | Very Likely |
| 2nd: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 3rd: |                                        |              |             |
| 4th: |                                        |              |             |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED (YOUTH) XED RD TO N FROM BHND BUS STAT AT BUS STP INTO PATH & COLL/W C1 TRAV SE

Occurred on GOSBROOK RD APP 90M W GEORGE ST AT BUS STOP READING

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from NW to SE No tow / articulation On the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Male  
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Serious  
 Not a pupil Seatbelt  
 In carr elsewhere N bound  
 Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160329870 16/11/2016 Time 0945 Vehicles 2 Casualties 1 Slight  
E:471684 N: 174673 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 2    | Possible    |
| 2nd: |                         |              |             |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

FEW DETAILS, APPEARS PC2 (YOUTH) ENTRG MAIN RD POSS FROM F/WAY COLL/W C1 TRAV IN NK DIR.C1  
FTS

Occurred on GOSBROOK RD EX LOC NK POSS NEAR PED XING READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 35 Female  
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 16 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160362844 02/12/2016 Time 1446 Vehicles 1 Casualties 2 Slight  
E:470985 N: 174849 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Possible    |
| 3rd: | Failed to judge vehicles path or speed | Casualty 1   |             |
| 4th: |                                        |              |             |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED XED RD TO W FROM BTWN STOPPD VEHS & COLL/W MC2 TRAV S FILTRG PAST STAT TRAFF  
Occurred on A4074 CHURCH RD O/S AUBURN COURT CAVERSHAM READING

Vehicle Reference 1 Motorcycle 50cc and under Overtaking stat vehicle O/S  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere W bound  
Driver's nearside

Casualty Reference: 2 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170002290 16/12/2016 Time 1317 Vehicles 2 Casualties 1 Slight  
E:471366 N:174963 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1    | Very Likely |
| 2nd: | Junction overshoot      | Vehicle 1    | Very Likely |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 FAILED TO G/WAY & TRND LFT E TO S OUT OF JUNC & COLL/W C2 TRAV S

Occurred on HEMDEAN RD J/W OXFORD ST CAVERSHAM READING

Vehicle Reference 1 Car Turning left  
Vehicle movement from E to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 25 Male  
Not hit and run Breath test Negative

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 33 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170003383 13/12/2016 Time 1929 Vehicles 2 Casualties 2 Slight  
E:471719 N: 175024 First Road: A 4155 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Failed to look properly      | Vehicle 2    | Very Likely |
| 2nd: | Careless/Reckless/In a hurry | Vehicle 2    | Very Likely |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

LGV2 FAILED TO GWAY TRNG LT S TO W & COLL/W C1 TRAV W IN SLW MOVG TRAFF. LGV2 FTS

Occurred on A4155 HENLEY ROAD J/W CROMWELL ROAD CAVERSHAM

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 22 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 24 Female Passenger Severity: Slight  
Not a pupil Seatbelt  
Front seat

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Turning left  
Vehicle movement from S to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Male  
Hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170043518 05/02/2017 Time 2007 Vehicles 1 Casualties 1 Slight  
E:471265 N: 174991 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                   | Participant: | Confidence: |
|------|-------------------------------------------|--------------|-------------|
| 1st: | Vehicle blind spot                        | Vehicle 1    | Very Likely |
| 2nd: | Pedestrian wearing dark clothing at night | Casualty 1   | Very Likely |
| 3rd: |                                           |              |             |
| 4th: |                                           |              |             |
| 5th: |                                           |              |             |
| 6th: |                                           |              |             |

C1 TRNG RT NW TO SW COLL/W PED WEARG DARK CLOTHG XING RD NW/B

Occurred on PRIEST HILL J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from NW to SW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 41 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere NW bound  
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170135728 10/04/2017 Time 2310 Vehicles 2 Casualties 1 Slight  
E:470958 N:175635 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                               | Participant: | Confidence: |
|------|---------------------------------------|--------------|-------------|
| 1st: | Inexperienced or learner driver/rider | Vehicle 1    | Very Likely |
| 2nd: | Junction overshoot                    | Vehicle 1    | Very Likely |
| 3rd: |                                       |              |             |
| 4th: |                                       |              |             |
| 5th: |                                       |              |             |
| 6th: |                                       |              |             |

MC1 TRAV W FAILED TO G/WAY AT XRDS & COLL/W C2 TRAV N

Occurred on KIDMORE RD J/W OAKLEY RD READING

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 17 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from S to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 18 Female  
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170159581 25/05/2017 Time 0752 Vehicles 2 Casualties 1 Slight  
E:471303 N: 175762 First Road: U 7201 Road Type Slip road  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                                 | Participant: | Confidence: |
|------|---------------------------------------------------------|--------------|-------------|
| 1st: | Passing too close to cyclist, horse rider or pedestrian | Vehicle 2    | Possible    |
| 2nd: | Failed to look properly                                 | Vehicle 2    | Possible    |
| 3rd: | Failed to judge other persons path or speed             | Vehicle 2    |             |
| 4th: |                                                         |              |             |
| 5th: |                                                         |              |             |
| 6th: |                                                         |              |             |

PC1 & C2 BOTH TRAV E HAVG CLEARD RBT, FOR NK REASON C1 COLL/W REAR PC1

Occurred on GROVE HILL APP 50M E HEMDEAN RD CAVERSHAM READING

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 51 Male  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 59 Female  
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170203797 03/07/2017 Time 1120 Vehicles 1 Casualties 1 Serious  
E:471492 N: 174876 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 4155  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Vehicle 1    | Possible    |
| 2nd: | Failed to look properly                | Casualty 1   | Possible    |
| 3rd: | Careless/Reckless/In a hurry           | Casualty 1   | Possible    |
| 4th: | Failed to judge vehicles path or speed | Casualty 1   | Possible    |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

C1 WAITG TO TRN LT NW TO NE STRUCK PED XING RD SW/B

Occurred on CHESTER STREET J/W A4155 PROSPECT STREET READING

Vehicle Reference 1 Car Waiting to turn left  
Vehicle movement from NW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 35 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Female Pedestrian Severity: Serious  
Not a pupil Seatbelt  
In carr elsewhere SW bound  
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170207824 07/07/2017 Time 1730 Vehicles 1 Casualties 1 Slight  
E:471905 N: 174628 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 3345  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

| Factor:                      | Participant: | Confidence: |
|------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1    | Very Likely |
| 2nd:                         |              |             |
| 3rd:                         |              |             |
| 4th:                         |              |             |
| 5th:                         |              |             |
| 6th:                         |              |             |

PED (YOUNG GIRL) WAITG TO X RD S/B AT PED XING & HIT BY C1 RVRSG S FROM PRVT DR

Occurred on GOSBROOK ROAD J/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Reversing  
Vehicle movement from N to S No tow / articulation On the main road  
9 No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 29 Female  
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 4 Female Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170308169 06/10/2017 Time 0840 Vehicles 2 Casualties 1 Slight  
E:471298 N: 175762 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1    | Very Likely |
| 2nd: |                         |              |             |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 FAILED TO GWAY TRNG LT NW TO NE ON NO LT TRN & COLL/W PC2 TRAV NE ON CWAY.

Occurred on GROVE HILL J/W ROTHERFIELD ROAD EMMER GREEN

Vehicle Reference 1 Car Turning left  
Vehicle movement from NW to NE No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 34 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 43 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170310558 13/10/2017 Time 1232 Vehicles 1 Casualties 1 Slight  
E:471347 N: 174884 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

|      | Factor:                               | Participant: | Confidence: |
|------|---------------------------------------|--------------|-------------|
| 1st: | Crossed road masked by stationary veh | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly               | Casualty 1   | Very Likely |
| 3rd: |                                       |              |             |
| 4th: |                                       |              |             |
| 5th: |                                       |              |             |
| 6th: |                                       |              |             |

PED (YOUNG BOY) XING RD W/B BET PRKD VEHS & COLL/W C1 TRAV N

Occurred on HEMDEAN ROAD APP 20M S J/W CHESTER STREET CAVERSHAM

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from S to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 43 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere W bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170314595 17/10/2017 Time 1310 Vehicles 2 Casualties 1 Slight  
E:471449 N:174806 First Road: A 4155 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: Zebra crossing Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Disobeyed pedestrian crossing facility | Vehicle 1    | Possible    |
| 2nd: | Failed to look properly                | Vehicle 1    | Possible    |
| 3rd: |                                        |              |             |
| 4th: |                                        |              |             |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

C2 TRAV NE IS HLD UP DUE TO VEH AHEAD STPPG TO LET PED CROSS RD & HIT IN REAR BY C1

Occurred on A4155 PROSPECT STREET APP 30M NE J/W A4155 CHURCH STREET READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 21 Male  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead but held up  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 67 Female  
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight  
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Careless/Reckless/In a hurry | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly      | Vehicle 1    | Very Likely |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E  
Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from N to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 27 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 37 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight  
E:471228 N:174898 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Snow  
Daylight:street lights present Snowing without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: DfT Special Projects:

Causation

| Factor: | Participant: | Confidence: |
|---------|--------------|-------------|
| 1st:    |              |             |
| 2nd:    |              |             |
| 3rd:    |              |             |
| 4th:    |              |             |
| 5th:    |              |             |
| 6th:    |              |             |

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Male  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing  
Vehicle movement from SE to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Male  
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight  
E:471633 N:174697 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1    | Very Likely |
| 2nd: |                         |              |             |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from NW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 18 Male  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight  
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: Zebra crossing Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: DfT Special Projects:

Causation

|      | Factor:                            | Participant: | Confidence: |
|------|------------------------------------|--------------|-------------|
| 1st: | Failed to look properly            | Vehicle 1    | Very Likely |
| 2nd: | Failed to signal/Misleading signal | Vehicle 1    | Very Likely |
| 3rd: |                                    |              |             |
| 4th: |                                    |              |             |
| 5th: |                                    |              |             |
| 6th: |                                    |              |             |

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from NW to SW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 40 Male  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 58 Female  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight  
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Very Likely |
| 3rd: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 4th: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 57 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight  
E:472038 N: 175263 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Casualty 1   | Possible    |
| 2nd: | Failed to look properly | Vehicle 1    | Possible    |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

LGV1 REVRNG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 38 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere W bound  
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight  
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Very Likely |
| 3rd: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 4th: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 57 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight  
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Careless/Reckless/In a hurry | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly      | Vehicle 1    | Very Likely |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from N to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 27 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 37 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight  
E:471228 N: 174898 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Snow  
Daylight:street lights present Snowing without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: DfT Special Projects:

Causation

| Factor: | Participant: | Confidence: |
|---------|--------------|-------------|
| 1st:    |              |             |
| 2nd:    |              |             |
| 3rd:    |              |             |
| 4th:    |              |             |
| 5th:    |              |             |
| 6th:    |              |             |

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Male  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing  
Vehicle movement from SE to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Male  
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180198674 30/06/2018 Time 2005 Vehicles 2 Casualties 1 Slight  
E:471878 N: 174631 First Road: B 3345 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3345  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

| Factor:           | Participant: | Confidence: |
|-------------------|--------------|-------------|
| 1st: Dazzling sun | Vehicle 1    | Very Likely |
| 2nd:              |              |             |
| 3rd:              |              |             |
| 4th:              |              |             |
| 5th:              |              |             |
| 6th:              |              |             |

C1 TRN RT E TO N ONTO PRIV DRIVEWAY COLL/W PSV2 TRAV W TO E.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET CAVERSHAM

Vehicle Reference 1 Car Turning right  
Vehicle movement from E to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 23 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Bus or coach Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 51 Male  
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180206212 07/07/2018 Time 1006 Vehicles 2 Casualties 1 Slight  
E:471866 N: 175401 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor: | Participant: | Confidence: |
|------|---------|--------------|-------------|
| 1st: | Other   | Vehicle 1    | Very Likely |
| 2nd: |         |              |             |
| 3rd: |         |              |             |
| 4th: |         |              |             |
| 5th: |         |              |             |
| 6th: |         |              |             |

DRIVER FAILED TO PUT AUTOMATIC VEH IN PRK BEFORE EXITING.  
C1 REVSNG N TO S COLL/W RR C2 PRKD.  
Occurred on ELLESMERE CLOSE APPX 116M N J/W DERBY ROAD READING

Vehicle Reference 1 Car Reversing  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 51 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked  
Vehicle movement from Park to Parked No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Not hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180227849 23/07/2018 Time 1235 Vehicles 1 Casualties 1 Slight  
E:471915 N:174618 First Road: B 3345 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Very Likely |
| 3rd: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 4th: | Careless/Reckless/In a hurry           | Casualty 1   | Very Likely |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

V1 TRAV W TO E. PED CROSSED ROAD AND RAN INTO MIDDLE OF JUNCTION AND WAS STRUCK BY V1 CAUSING MINOR INJURIES.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET, CAVERHSAM, READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from W to E No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 47 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Pedestrian Severity: Slight  
Not a pupil Seatbelt  
Within 50m ped crossing N bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight  
E:471633 N: 174697 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1    | Very Likely |
| 2nd: |                         |              |             |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from NW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 18 Male  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight  
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: Zebra crossing Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: DfT Special Projects:

Causation

|      | Factor:                            | Participant: | Confidence: |
|------|------------------------------------|--------------|-------------|
| 1st: | Failed to look properly            | Vehicle 1    | Very Likely |
| 2nd: | Failed to signal/Misleading signal | Vehicle 1    | Very Likely |
| 3rd: |                                    |              |             |
| 4th: |                                    |              |             |
| 5th: |                                    |              |             |
| 6th: |                                    |              |             |

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from NW to SW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 40 Male  
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 58 Female  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight  
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Very Likely |
| 3rd: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 4th: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 57 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight  
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                | Participant: | Confidence: |
|------|----------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly                | Casualty 1   | Very Likely |
| 3rd: | Crossed road masked by stationary veh  | Casualty 1   | Very Likely |
| 4th: | Failed to judge vehicles path or speed | Casualty 1   | Very Likely |
| 5th: |                                        |              |             |
| 6th: |                                        |              |             |

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 57 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight  
E:472038 N: 175263 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight: street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Casualty 1   | Possible    |
| 2nd: | Failed to look properly | Vehicle 1    | Possible    |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

LGV1 REVRNG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 38 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere W bound  
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190013313 08/01/2019 Time 0657 Vehicles 2 Casualties 1 Slight  
E:470972 N:174874 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Darkness: no street lighting Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Poor turn or manoeuvre       | Vehicle 1    | Very Likely |
| 2nd: | Careless/Reckless/In a hurry | Vehicle 1    | Possible    |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

LGV1 TRAV NW TO S ON R/H BEND XED INTO OPP C/WAY & COLL/W PSV2 TRAV S TO NW ON L/H BEND  
Occurred on A4074 CHURCH ROAD APPX 110M SE J/W THE WARREN CAVERSHAM

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead right bend  
Vehicle movement from NW to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Bus or coach Going ahead left bend  
Vehicle movement from S to NW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 52 Male  
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190134599 05/05/2019 Time 0715 Vehicles 4 Casualties 1 Slight  
E:471635 N: 174735 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                   | Participant: | Confidence: |
|------|---------------------------|--------------|-------------|
| 1st: | Impaired by alcohol       | Vehicle 1    | Very Likely |
| 2nd: | Driver using mobile phone | Vehicle 1    | Very Likely |
| 3rd: |                           |              |             |
| 4th: |                           |              |             |
| 5th: |                           |              |             |
| 6th: |                           |              |             |

DRIVER C1 TRAV S TO N DISTRACTED BY MOBILE PHONE & COLL/W C2, C3 & C4 PRKD. DRIVER C1 INTOX.  
Occurred on WESTFIELD ROAD APPX 36M N J/W GOSBROOK ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from S to N No tow / articulation On the main road  
On main carriageway Overturned  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road Parked Vehicle Off road: None  
Did not leave carr Age of Driver 22 Female  
Not hit and run Breath test Positive

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked  
Vehicle movement from Park to Parked No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Male  
Not hit and run Breath test Not requested

Vehicle Reference 3 Car Parked  
Vehicle movement from Park to Parked No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Female  
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference 4 Car Parked  
Vehicle movement from Park to Parked No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Female  
Not hit and run Breath test Not requested

190144341 14/05/2019 Time 1305 Vehicles 1 Casualties 1 Slight  
E:471727 N: 174874 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

| Factor:                      | Participant: | Confidence: |
|------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1    | Very Likely |
| 2nd:                         |              |             |
| 3rd:                         |              |             |
| 4th:                         |              |             |
| 5th:                         |              |             |
| 6th:                         |              |             |

C1 REVRSG N TO E COLL/W PED XING C/WAY N TO S.

Occurred on CROMWELL ROAD J/W HAMPDEN ROAD READING

Vehicle Reference 1 Car Reversing  
Vehicle movement from N to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 71 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere S bound  
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190214304 14/07/2019 Time 1436 Vehicles 1 Casualties 1 Slight  
E:471134 N: 175891 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                               | Participant: | Confidence: |
|------|---------------------------------------|--------------|-------------|
| 1st: | Crossed road masked by stationary veh | Casualty 1   | Very Likely |
| 2nd: | Failed to look properly               | Casualty 1   | Very Likely |
| 3rd: |                                       |              |             |
| 4th: |                                       |              |             |
| 5th: |                                       |              |             |
| 6th: |                                       |              |             |

PED (CHILD) XING C/WAY NE TO SW FROM BETWEEN PRKD VEHS COLL/W C1 TRAV SE TO NW.

Occurred on HEMDEAN ROAD J/W SHELDON RISE CAVERSHAM

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from SE to NW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 39 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 7 Male Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere SW bound  
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190225402 23/07/2019 Time 1020 Vehicles 3 Casualties 3 Slight  
E:471387 N: 175804 First Road: U 7220 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Other                   | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly | Vehicle 1    | Possible    |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

DRIVER MISJUDGED SPACE BETWEEN VEHS.

C1 TRAV SW TO NE COLL/W C2 PRKD & THEN COLL/W LGV3 TRAV NE TO SW.

Occurred on ROTHERFIELD WAY APPX 105M NE J/W GROVE HILL READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road Parked Vehicle Off road: None  
Did not leave carr Age of Driver 36 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 39 Male Passenger Severity: Slight  
Not a pupil Seatbelt  
Front seat

Vehicle Reference 2 Car Parked  
Vehicle movement from Park to Parked No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

|                       |                              |                                          |                   |
|-----------------------|------------------------------|------------------------------------------|-------------------|
| Vehicle Reference     | 3                            | Goods 3.5 tonnes mgw and under           | Going ahead other |
| Vehicle movement from | NE to SW                     | No tow / articulation                    | On the main road  |
| On main carriageway   |                              | No skidding, jack-knifing or overturning |                   |
| Location at impact    | Not at, or within 20M of Jct | First impact                             | Front             |
| Hit object in road    | None                         | Off road:                                | None              |
| Did not leave carr    |                              | Age of Driver                            | 59                |
| Not hit and run       | Breath test                  | Negative                                 | Male              |

|                     |   |          |   |      |    |      |              |           |        |
|---------------------|---|----------|---|------|----|------|--------------|-----------|--------|
| Casualty Reference: | 3 | Vehicle: | 3 | Age: | 59 | Male | Driver/rider | Severity: | Slight |
| Not a pupil         |   |          |   |      |    |      | Seatbelt     |           |        |

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190250072 13/08/2019 Time 1655 Vehicles 2 Casualties 1 Slight  
E:471081 N: 174790 First Road: A 4074 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Stationary or parked vehicle | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly      | Vehicle 1    | Very Likely |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRNG RT E TO N THROUGH QUEUEING TRAFF COLL/W PC2 TRAV W TO E MASKED BY STAT VEHs.  
Occurred on A4074 CHURCH ROAD J/W ST ANNES ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right  
Vehicle movement from E to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 41 Male  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Female  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190290470 19/09/2019 Time 1453 Vehicles 1 Casualties 2 Slight  
E:471956 N: 176091 First Road: B 481 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: Central reservation Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1    | Very Likely |
| 2nd: |                         |              |             |
| 3rd: |                         |              |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Occurred on B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE READING

Vehicle Reference 1 Car Overtaking stat vehicle O/S  
Vehicle movement from SW to NE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 20 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt  
Casualty Reference: 2 Vehicle: 1 Age: 1 Female Pedestrian Severity: Slight  
Not a pupil Seatbelt  
In carr elsewhere SE bound  
Driver's nearside masked

**Accidents between dates**      **01/10/2016 and 30/09/2019**    (36) months

**Selection:**

**Notes:**

PIA - Caversham South

Accidents involving:

|                                          | Fatal    | Serious  | Slight    | Total     |
|------------------------------------------|----------|----------|-----------|-----------|
| Motor vehicles only (excluding 2-wheels) | 0        | 2        | 23        | 25        |
| 2-wheeled motor vehicles                 | 0        | 0        | 2         | 2         |
| Pedal cycles                             | 0        | 0        | 11        | 11        |
| Horses & other                           | 0        | 0        | 0         | 0         |
| <b>Total</b>                             | <b>0</b> | <b>2</b> | <b>36</b> | <b>38</b> |

Casualties:

|                  | Fatal    | Serious  | Slight    | Total     |
|------------------|----------|----------|-----------|-----------|
| Vehicle driver   | 0        | 0        | 12        | 12        |
| Passenger        | 0        | 0        | 2         | 2         |
| Motorcycle rider | 0        | 0        | 2         | 2         |
| Cyclist          | 0        | 0        | 11        | 11        |
| Pedestrian       | 0        | 2        | 14        | 16        |
| Other            | 0        | 0        | 0         | 0         |
| <b>Total</b>     | <b>0</b> | <b>2</b> | <b>41</b> | <b>43</b> |

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

160342078 25/11/2016 Time 1727 Vehicles 2 Casualties 1 Slight  
E:471752 N:176497 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Failed to look properly      | Vehicle 1    | Possible    |
| 2nd: | Stationary or parked vehicle | Vehicle 1    | Possible    |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRNG RT SW TO SE COLL/W MC2 TRAV SW

Occurred on GROVE ROAD J/W OAK GROVE READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from SW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 42 Male  
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other  
Vehicle movement from NE to SW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 16 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175038 09/06/2018 Time 1230 Vehicles 2 Casualties 1 Slight  
E:472655 N:176728 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Stationary or parked vehicle | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly      | Vehicle 1    | Possible    |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRAV W ON WRG SD OF RD COLL/W MC2 TRAV E

Occurred on CAVERSHAM PARK RD 50M W FROM J/W NORTHBROOK ROAD

Vehicle Reference 1 Car Starting  
Vehicle movement from E to W No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 33 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Overtaking stat vehicle O/S  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 42 Male  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175839 10/06/2018 Time 1149 Vehicles 2 Casualties 1 Slight  
E:472290 N:176900 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                 | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Dazzling sun            | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly | Vehicle 1    | Very Likely |
| 3rd: | Poor turn or manoeuvre  | Vehicle 1    |             |
| 4th: |                         |              |             |
| 5th: |                         |              |             |
| 6th: |                         |              |             |

C1 TRNG RT SW TO SE FAILD TO SEE & COLL/W PC2 TRAV SW

Occurred on CAVERSHAM PARK RD J/W KILN RD READING

Vehicle Reference 1 Car Turning right  
Vehicle movement from SW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 73 Female  
Not hit and run Breath test Not requested

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from NE to SW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 49 Male  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180299372 01/10/2018 Time 0732 Vehicles 2 Casualties 1 Slight  
E:472087 N: 176518 First Road: B 481 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
Daylight: street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:      | Participant: | Confidence: |
|------|--------------|--------------|-------------|
| 1st: | Dazzling sun | Vehicle 1    | Very Likely |
| 2nd: |              |              |             |
| 3rd: |              |              |             |
| 4th: |              |              |             |
| 5th: |              |              |             |
| 6th: |              |              |             |

V1 HAS PULLED ON TO PEPPARD ROAD FROM KIDMORE END ROAD INTO THE PATH OF V2 ALREADY TRAVELLING ON PEPPARD ROAD V1 STATES DAZZLING SUN

Occurred on B481 PEPPARD ROAD JUNCTION WITH KIDMORE END

Vehicle Reference 1 Car Turning right  
Vehicle movement from NW to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 26 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other  
Vehicle movement from SW to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 82 Male  
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190027443 25/01/2019 Time 1746 Vehicles 2 Casualties 1 Serious  
E:472009 N:176332 First Road: B 481 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                     | Participant: | Confidence: |
|------|---------------------------------------------|--------------|-------------|
| 1st: | Failed to judge other persons path or speed | Vehicle 1    | Very Likely |
| 2nd: |                                             |              |             |
| 3rd: |                                             |              |             |
| 4th: |                                             |              |             |
| 5th: |                                             |              |             |
| 6th: |                                             |              |             |

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right  
Vehicle movement from S to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving main road First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 35 Male  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from N to S No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 15 Female  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 15 Female Driver/rider Severity: Serious  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190216023 15/07/2019 Time 1718 Vehicles 2 Casualties 1 Slight  
E:472255 N:176869 First Road: B 481 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                      | Participant: | Confidence: |
|------|------------------------------|--------------|-------------|
| 1st: | Careless/Reckless/In a hurry | Vehicle 1    | Very Likely |
| 2nd: | Failed to look properly      | Vehicle 1    | Very Likely |
| 3rd: |                              |              |             |
| 4th: |                              |              |             |
| 5th: |                              |              |             |
| 6th: |                              |              |             |

C1 TRN RT NE TO NW COLL/W C2 TRAV NW TO SE. C1 FTS.

Occurred on B481 PEPPARD ROAD J/W KILN ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right  
Vehicle movement from NE to NW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Male  
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from NW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 52 Female  
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190281107 11/09/2019 Time 1503 Vehicles 2 Casualties 1 Slight  
E:472257 N:176870 First Road: U 7201 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

|      | Factor:                                     | Participant: | Confidence: |
|------|---------------------------------------------|--------------|-------------|
| 1st: | Failed to look properly                     | Vehicle 1    | Very Likely |
| 2nd: | Failed to judge other persons path or speed | Vehicle 2    | Very Likely |
| 3rd: |                                             |              |             |
| 4th: |                                             |              |             |
| 5th: |                                             |              |             |
| 6th: |                                             |              |             |

C1 TRN RT NE TO NW COLL/W PC2 TRAV NW TO SE.

Occurred on PEPPARD ROAD J/W KILN ROAD EMMER GREEN

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE to NW No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering main road First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 60 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from NW to SE No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 18 Male  
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190285331 15/09/2019 Time 0830 Vehicles 2 Casualties 1 Slight  
E:471961 N: 176177 First Road: B 481 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

| Factor:                      | Participant: | Confidence: |
|------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1    | Very Likely |
| 2nd:                         |              |             |
| 3rd:                         |              |             |
| 4th:                         |              |             |
| 5th:                         |              |             |
| 6th:                         |              |             |

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from W to E No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering roundabout First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 41 Female  
Not hit and run Breath test Negative

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other  
Vehicle movement from S to N No tow / articulation On the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 45 Male  
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight  
Not a pupil Seatbelt

**Accidents between dates**      **01/10/2016 and 30/09/2019**    (36) months

**Selection:**

**Notes:**

Caversham Golf Course Area 1 of 2

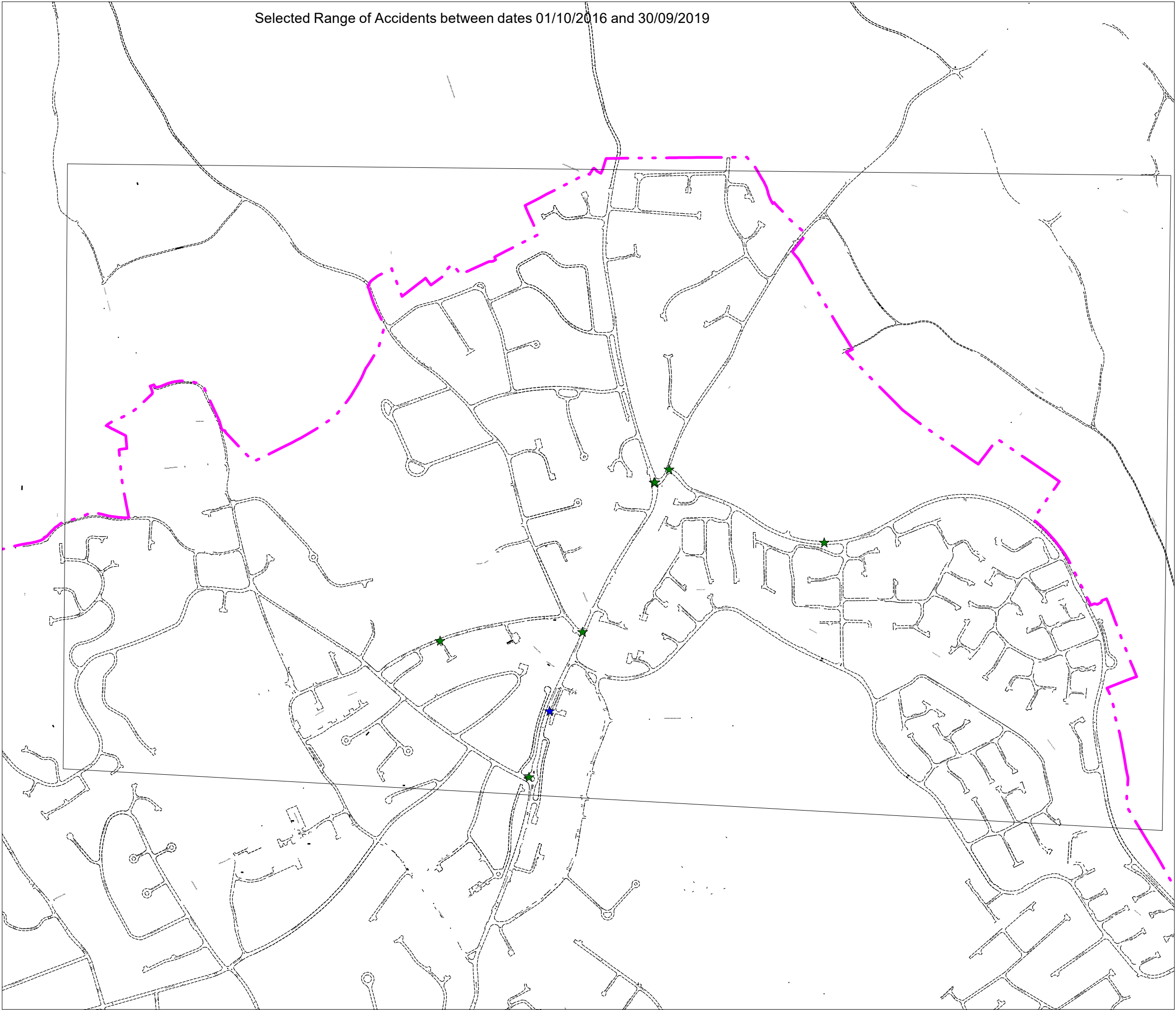
Accidents involving:

|                                          | Fatal | Serious | Slight | Total |
|------------------------------------------|-------|---------|--------|-------|
| Motor vehicles only (excluding 2-wheels) | 0     | 0       | 2      | 2     |
| 2-wheeled motor vehicles                 | 0     | 0       | 3      | 3     |
| Pedal cycles                             | 0     | 1       | 2      | 3     |
| Horses & other                           | 0     | 0       | 0      | 0     |
| Total                                    | 0     | 1       | 7      | 8     |

Casualties:

|                  | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver   | 0     | 0       | 2      | 2     |
| Passenger        | 0     | 0       | 0      | 0     |
| Motorcycle rider | 0     | 0       | 3      | 3     |
| Cyclist          | 0     | 1       | 2      | 3     |
| Pedestrian       | 0     | 0       | 0      | 0     |
| Other            | 0     | 0       | 0      | 0     |
| Total            | 0     | 1       | 7      | 8     |

Selected Range of Accidents between dates 01/10/2016 and 30/09/2019



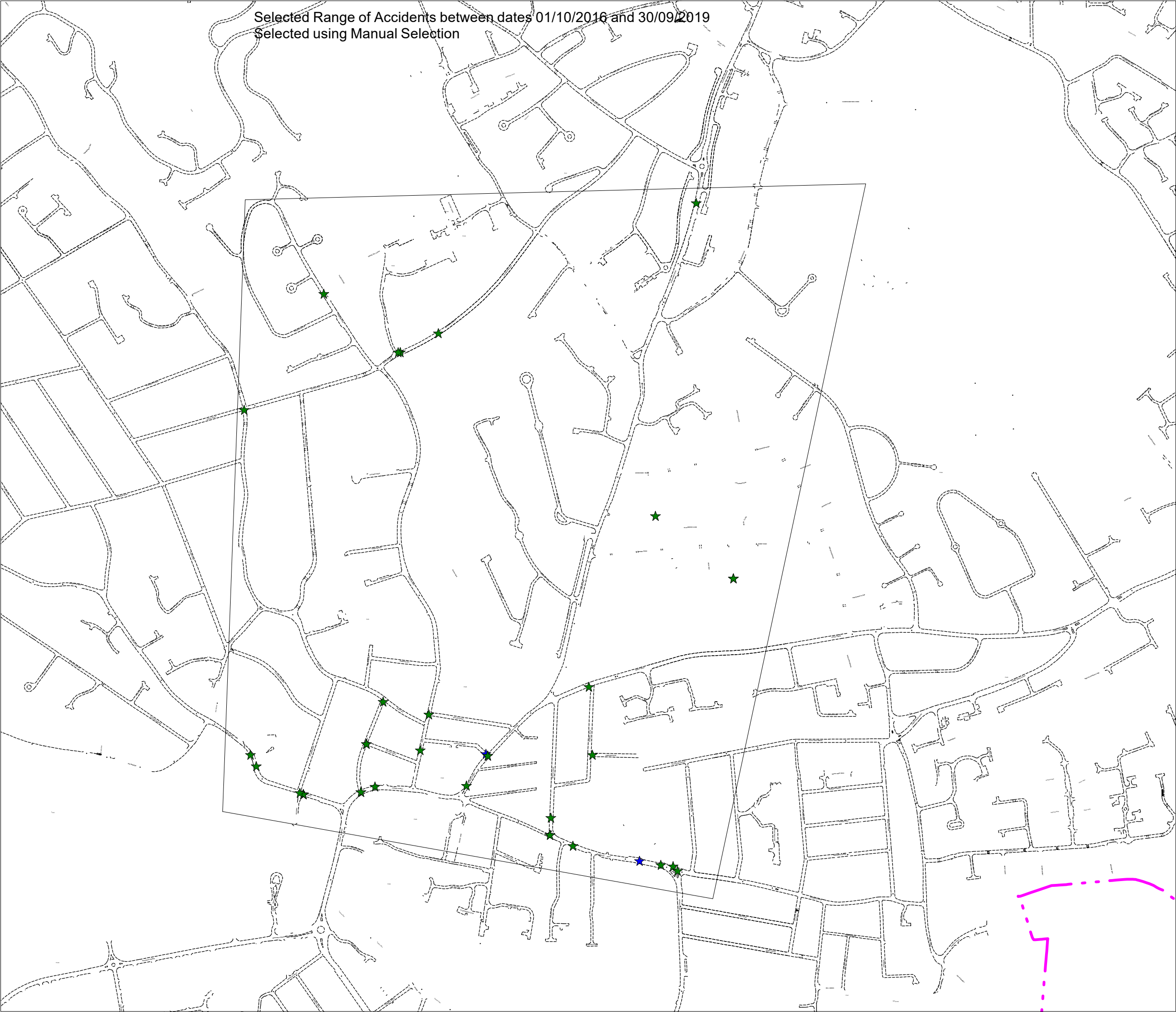
© Crown copyright and database rights.  
Ordnance Survey  
Reading Borough Council  
Licence No: 100019672 2020



DRAWING TITLE

PIA - Caversham Area 1 of 2

|             |            |
|-------------|------------|
| SCALE       | 1 : 8500   |
| DATE        | 23/03/2020 |
| DRAWING No. |            |
| DRAWN BY    |            |
|             |            |
|             |            |



© Crown copyright and database rights.  
Ordnance Survey  
Reading Borough Council  
Licence No: 100019672 2020



|                             |            |
|-----------------------------|------------|
| DRAWING TITLE               |            |
| PIA - Caversham Area 2 of 2 |            |
| SCALE                       | 1 : 8000   |
| DATE                        | 23/03/2020 |
| DRAWING No.                 |            |
| DRAWN BY                    |            |
|                             |            |
|                             |            |