

Appendix E TRICS Outputs

Calculation Reference: AUDIT-706701-190625-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 50 to 432 (units:)
Range Selected by User: 50 to 650 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	15

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 24 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	19 days

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

Travel Plan:

Yes	5 days
No	19 days

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

PTAL Rating:

No PTAL Present	24 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	WORKINGTON			
	SALTERBACK			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	371		
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	ES-03-A-03	MIXED HOUSES & FLATS		EAST SUSSEX
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	212		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
6	ES-03-A-04	MIXED HOUSES & FLATS		EAST SUSSEX
	NEW LYDD ROAD			
	CAMBER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	134		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
7	HC-03-A-20	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL	
8	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
10	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
11	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
12	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
13	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
14	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
15	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
16	SH-03-A-04 ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09	TERRACED	SHROPSHIRE	Survey Type: MANUAL
17	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
19	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
20	WO-03-A-07 TEASEL WAY WORCESTER CLAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: TUESDAY 26/06/18	MIXED HOUSES	WORCESTERSHIRE	Survey Type: MANUAL
21	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
22	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
23	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total Number of dwellings: 197 Survey date: THURSDAY 05/07/18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
24	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 07/11/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

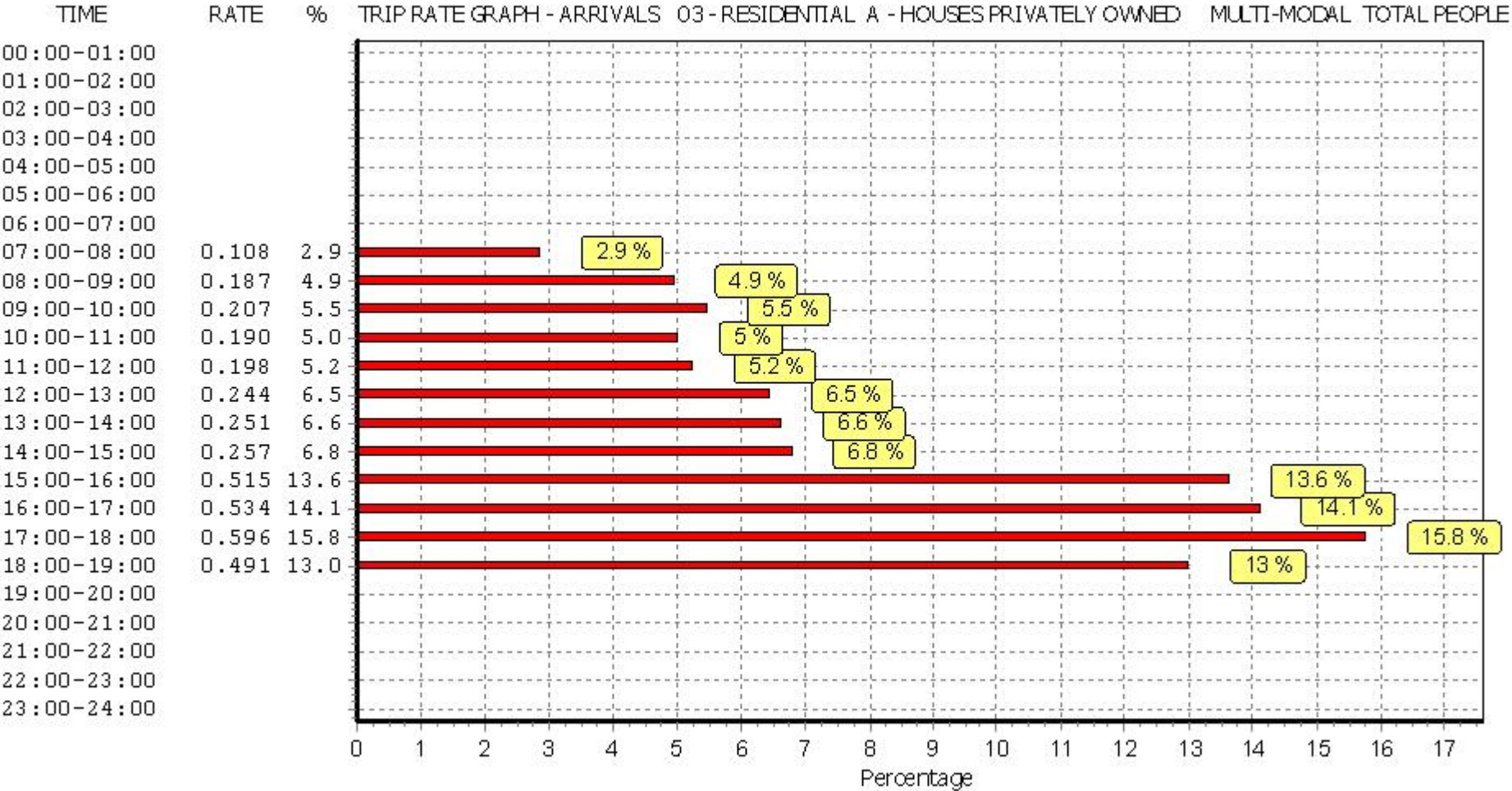
Site Ref	Reason for Deselection
DV-03-A-02	Bungalows - Retirement?
NY-03-A-06	Bungalows - Retirement?
NY-03-A-09	Bungalows - Retirement?

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

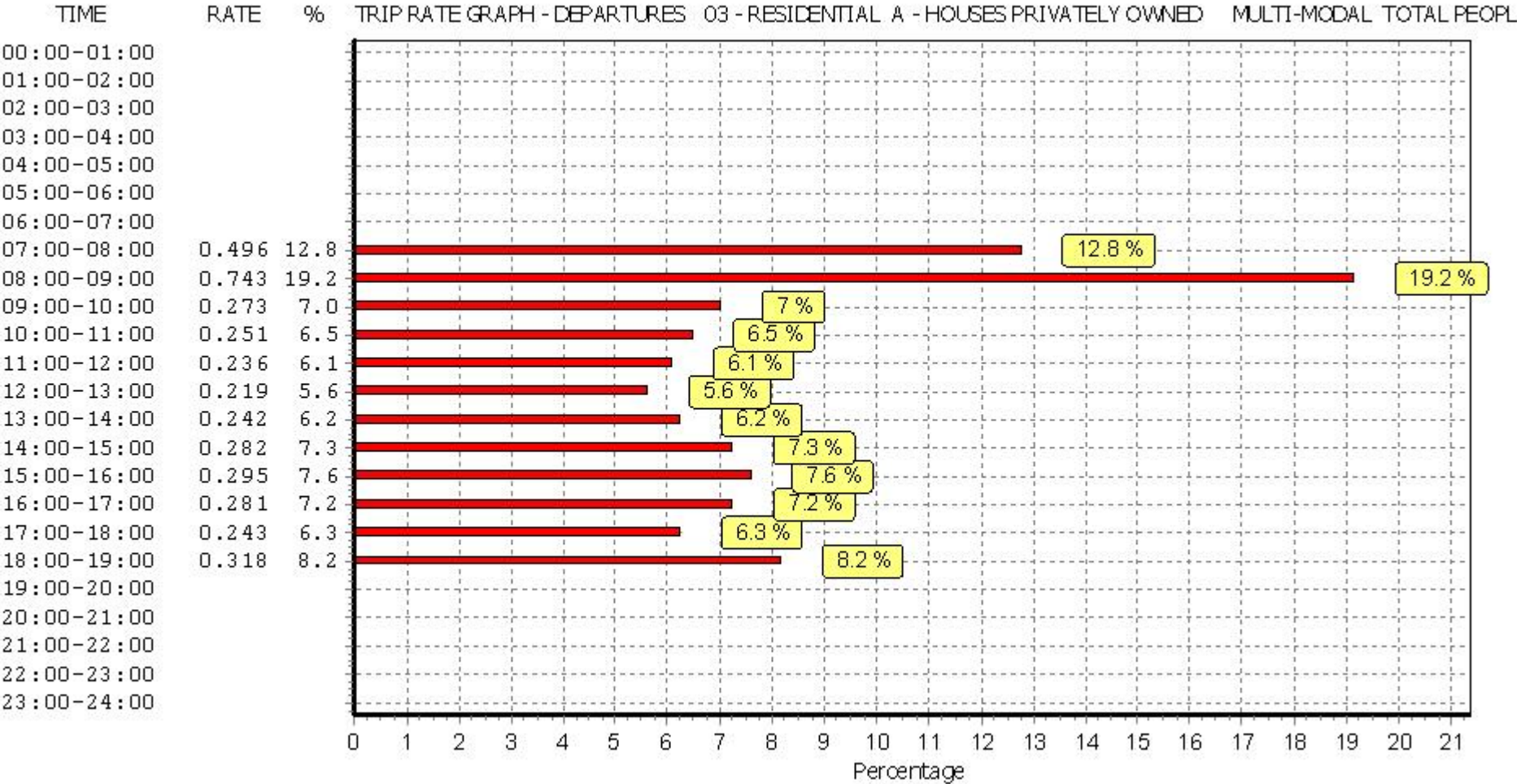
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	153	0.108	24	153	0.496	24	153	0.604
08:00 - 09:00	24	153	0.187	24	153	0.743	24	153	0.930
09:00 - 10:00	24	153	0.207	24	153	0.273	24	153	0.480
10:00 - 11:00	24	153	0.190	24	153	0.251	24	153	0.441
11:00 - 12:00	24	153	0.198	24	153	0.236	24	153	0.434
12:00 - 13:00	24	153	0.244	24	153	0.219	24	153	0.463
13:00 - 14:00	24	153	0.251	24	153	0.242	24	153	0.493
14:00 - 15:00	24	153	0.257	24	153	0.282	24	153	0.539
15:00 - 16:00	24	153	0.515	24	153	0.295	24	153	0.810
16:00 - 17:00	24	153	0.534	24	153	0.281	24	153	0.815
17:00 - 18:00	24	153	0.596	24	153	0.243	24	153	0.839
18:00 - 19:00	24	153	0.491	24	153	0.318	24	153	0.809
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.778			3.879			7.657		

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

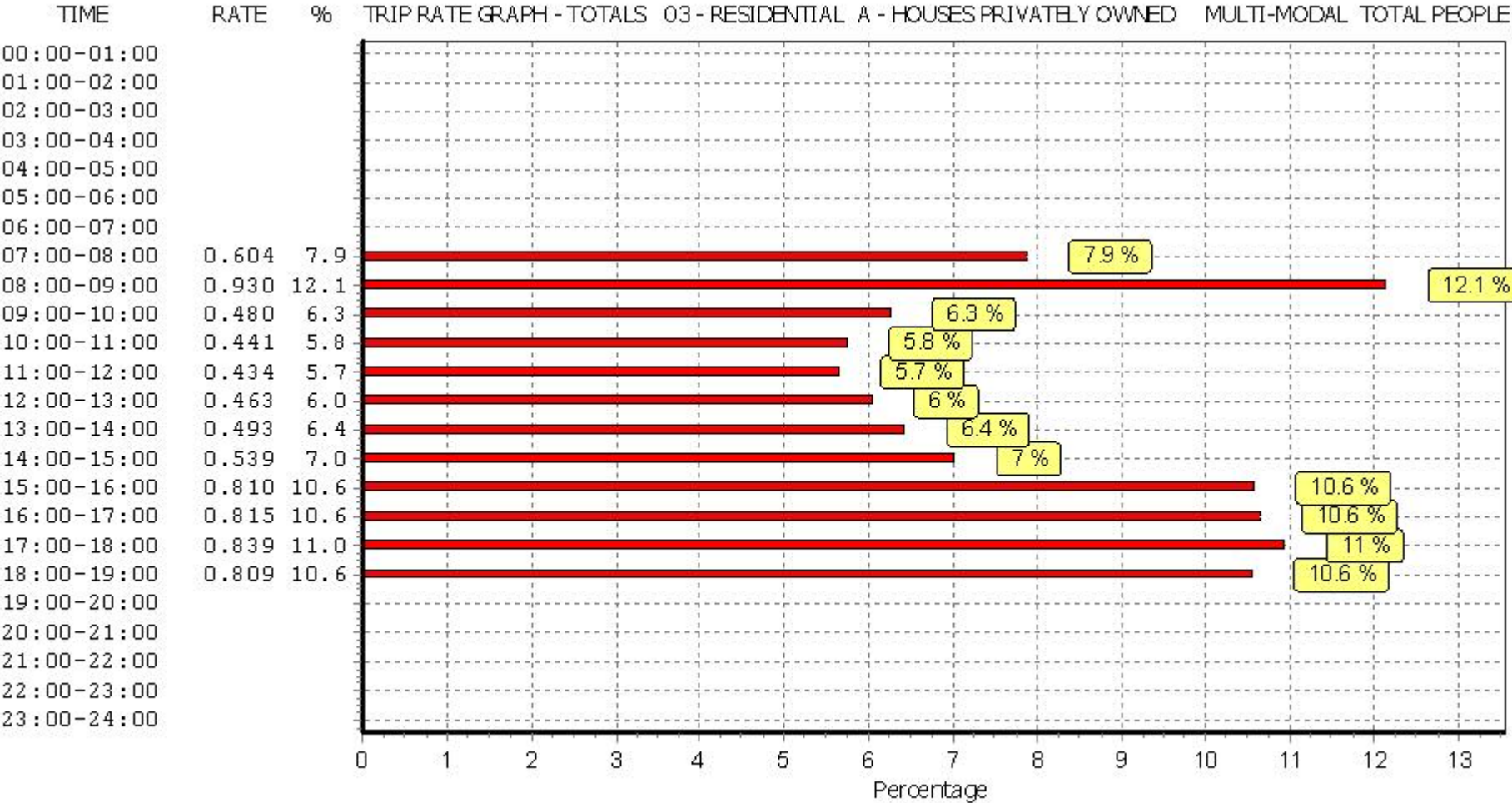
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Calculation Reference: AUDIT-706701-190625-0626

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 350 to 940 (units: sqm)
Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1

8 days

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

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

2 days

1.1 to 1.5

5 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-G-01 HANNON ROAD AYLESBURY	GP SURGERY	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total Gross floor area:	620 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
2	BU-05-G-02 HINDHEAD KNOLL MILTON KEYNES WALNUT TREE	GP SURGERY	BUCKINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	601 sqm	
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
3	CH-05-G-03 HEATH LANE CHESTER	GP SURGERY	CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	800 sqm	
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	GS-05-G-01 ABBOTSWOOD ROAD GLOUCESTER BROCKWORTH	GP SURGERY	GLOUCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	475 sqm	
	Survey date: TUESDAY	27/04/10	Survey Type: MANUAL
5	NO-05-G-02 FERRY ROAD WEST SCUNTHORPE	GP SURGERY	NORTH LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL
6	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
7	TW-05-G-01 DURHAM ROAD SUNDERLAND	GP SURGERY	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
8	WY-05-G-01 BURLEY ROAD LEEDS BURLEY	GP SURGERY	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	940 sqm	
	Survey date: WEDNESDAY	09/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.980	7	627	0.296	7	627	1.276
08:00 - 09:00	8	606	4.148	8	606	2.064	8	606	6.212
09:00 - 10:00	8	606	4.168	8	606	3.714	8	606	7.882
10:00 - 11:00	8	606	4.746	8	606	4.622	8	606	9.368
11:00 - 12:00	8	606	4.106	8	606	4.333	8	606	8.439
12:00 - 13:00	8	606	2.972	8	606	3.694	8	606	6.666
13:00 - 14:00	8	606	2.518	8	606	2.332	8	606	4.850
14:00 - 15:00	8	606	3.467	8	606	3.549	8	606	7.016
15:00 - 16:00	8	606	3.302	8	606	3.178	8	606	6.480
16:00 - 17:00	8	606	2.786	8	606	3.467	8	606	6.253
17:00 - 18:00	8	606	1.630	8	606	2.476	8	606	4.106
18:00 - 19:00	8	606	0.268	8	606	1.238	8	606	1.506
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.091			34.963			70.054

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

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

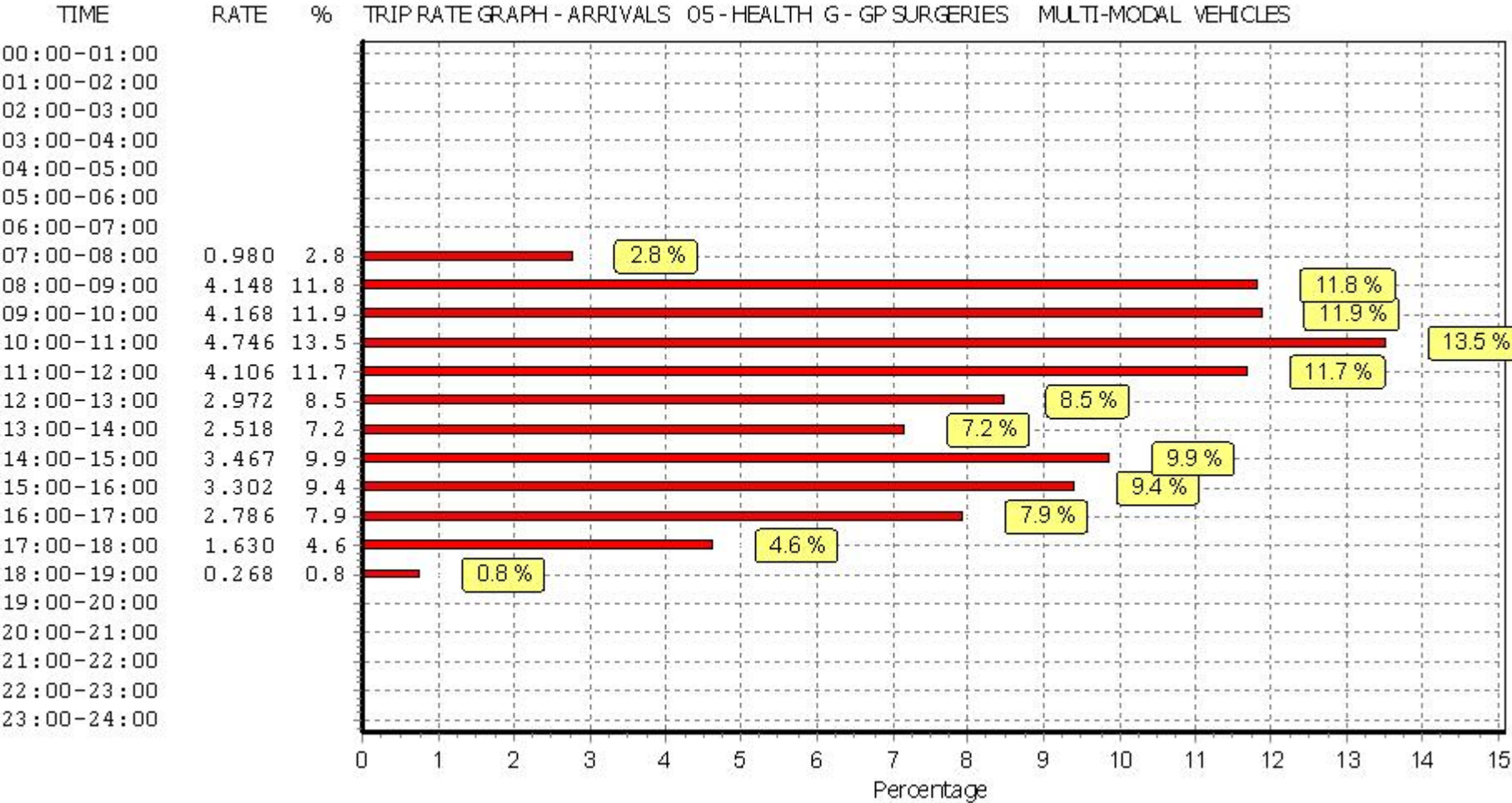
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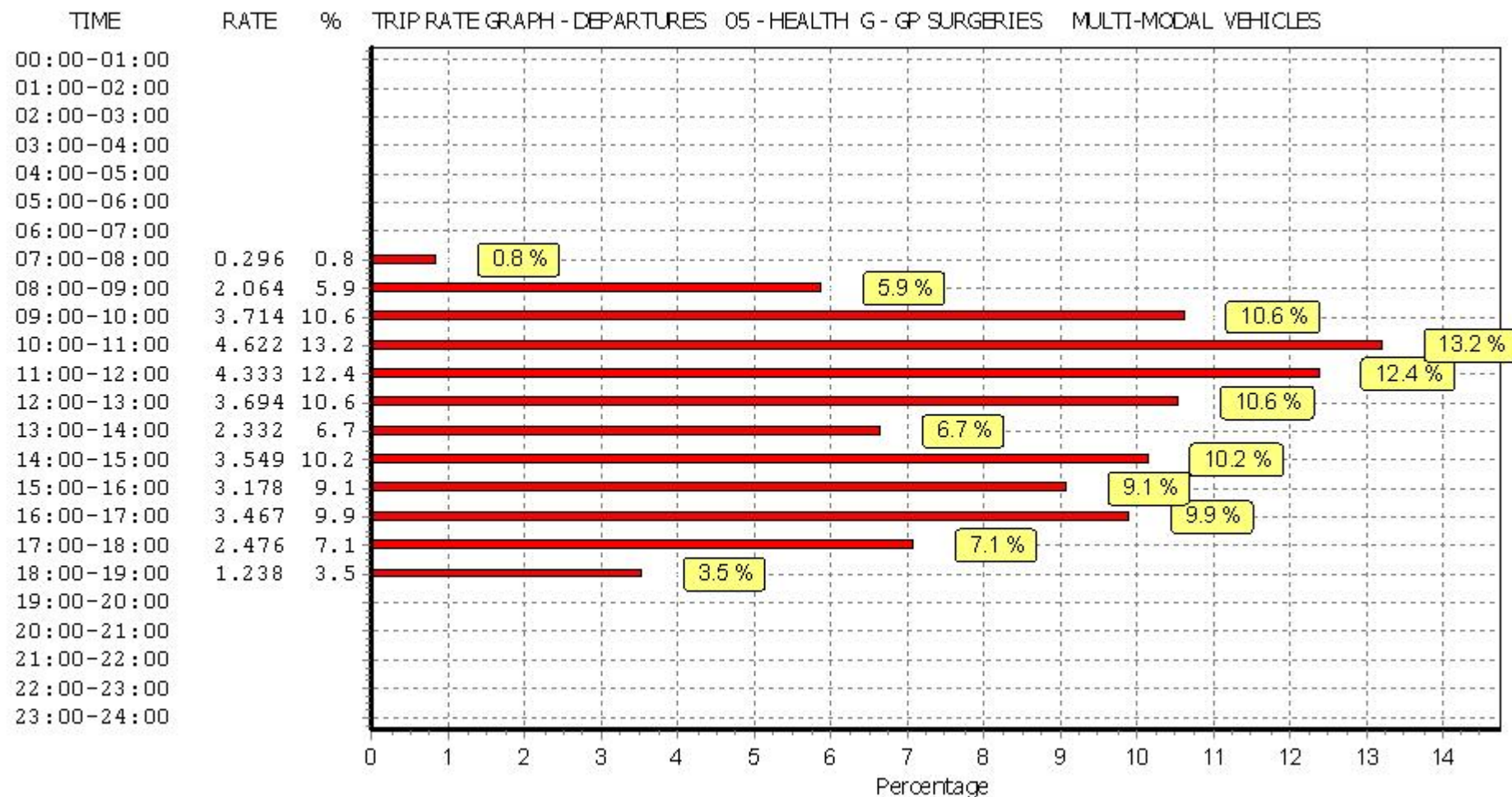
Parameter summary

Trip rate parameter range selected:	350 - 940 (units: sqm)
Survey date range:	01/03/09 - 01/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

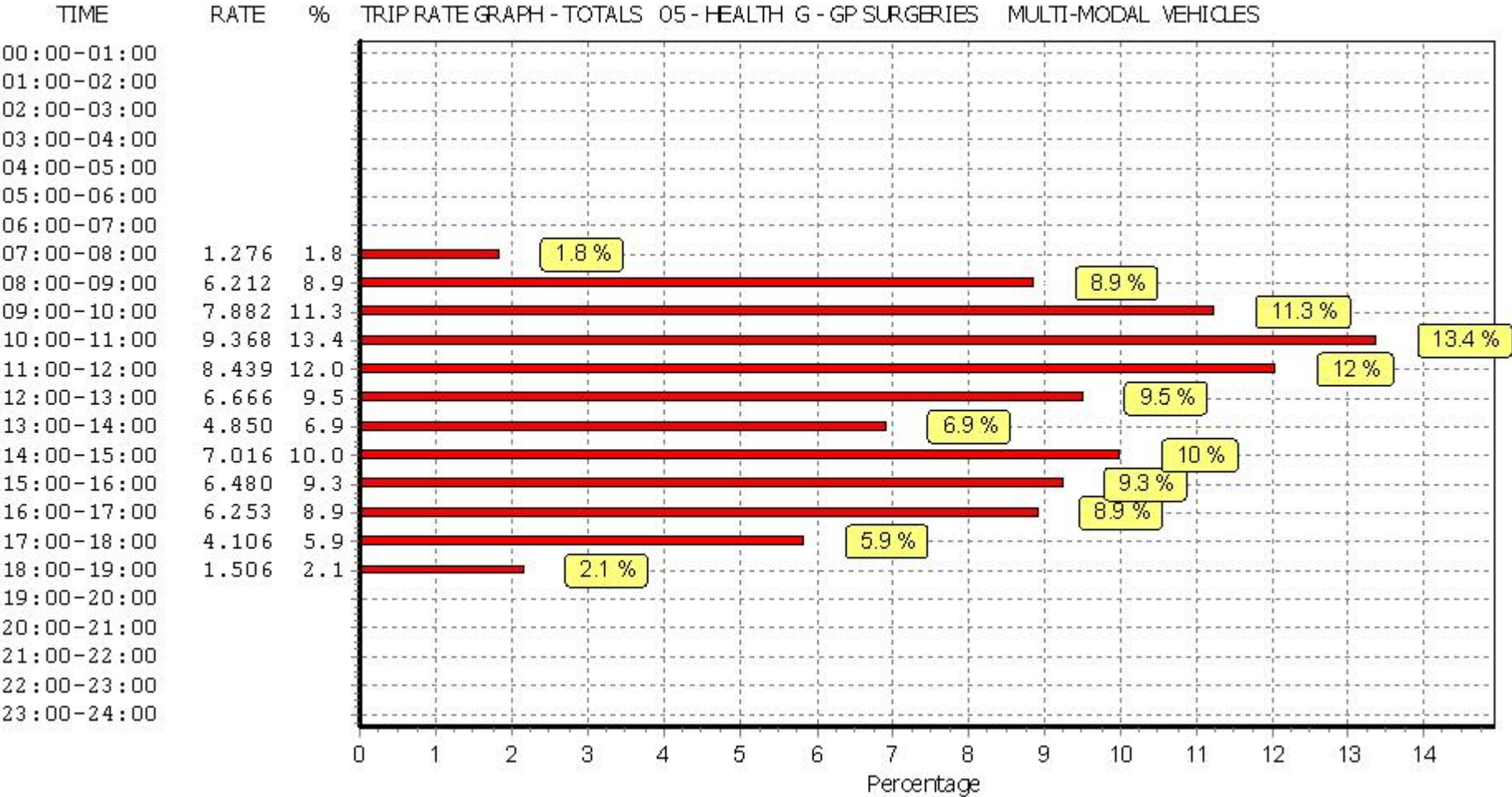
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

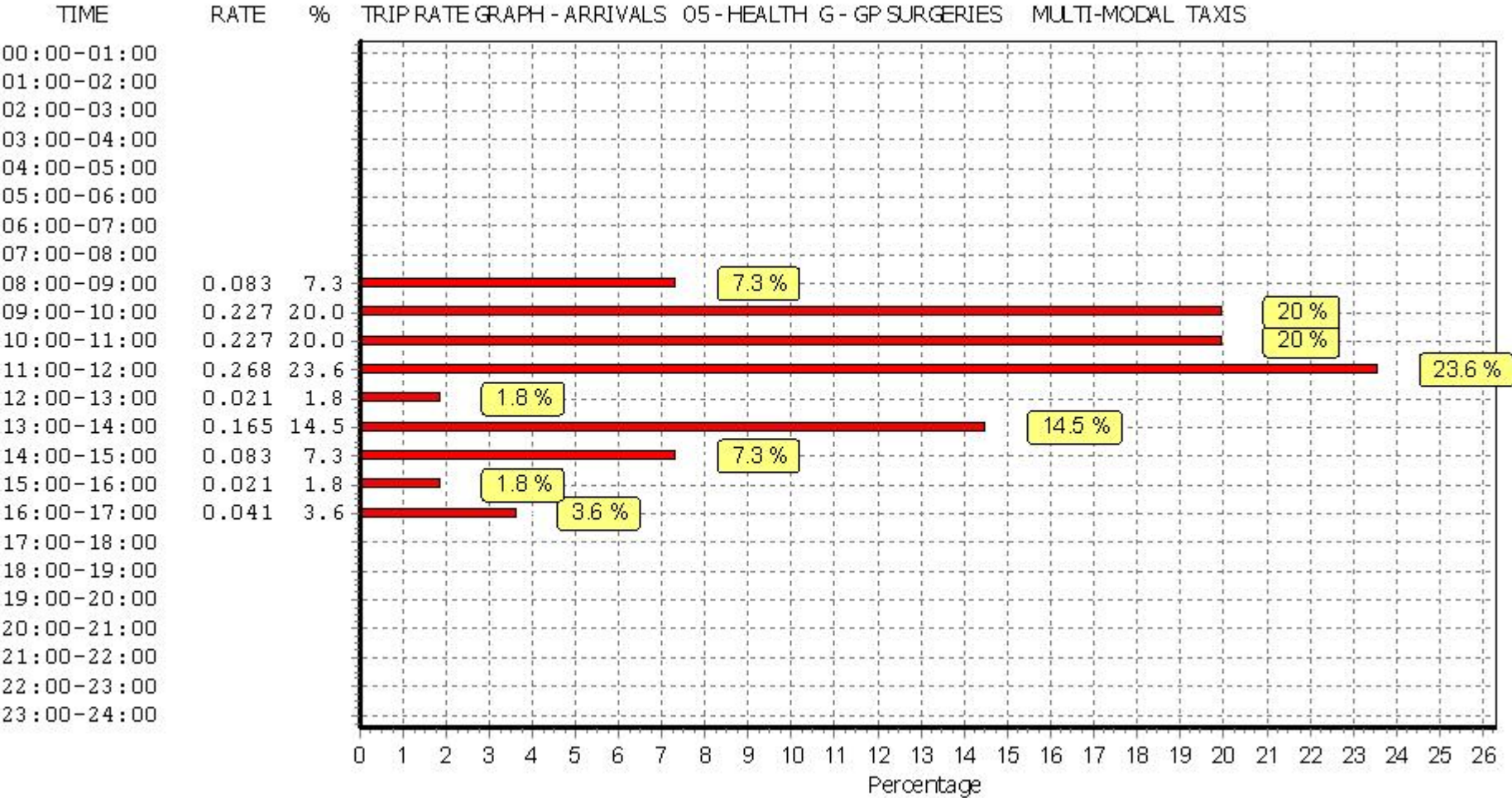
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

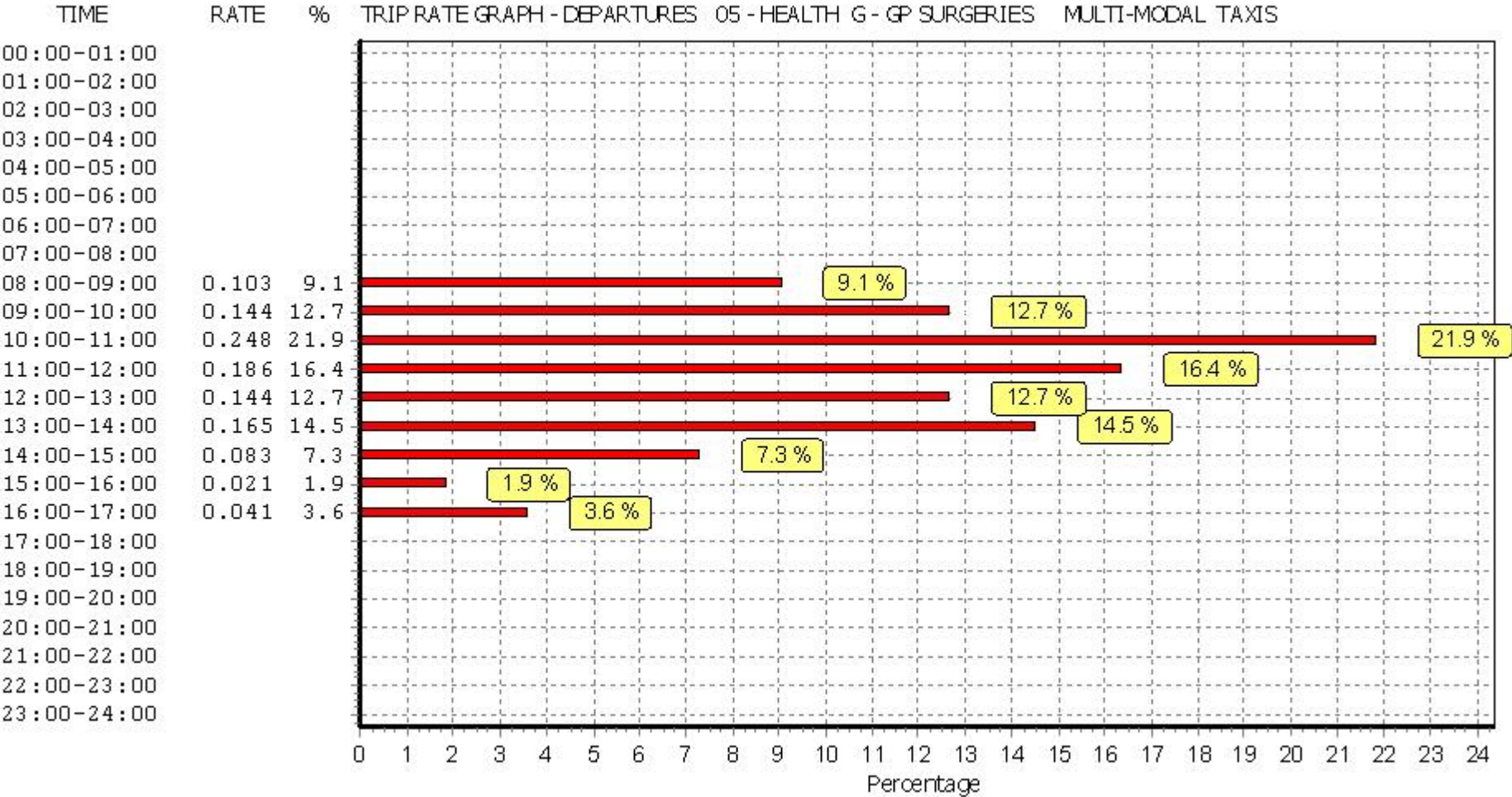
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.103	8	606	0.186
09:00 - 10:00	8	606	0.227	8	606	0.144	8	606	0.371
10:00 - 11:00	8	606	0.227	8	606	0.248	8	606	0.475
11:00 - 12:00	8	606	0.268	8	606	0.186	8	606	0.454
12:00 - 13:00	8	606	0.021	8	606	0.144	8	606	0.165
13:00 - 14:00	8	606	0.165	8	606	0.165	8	606	0.330
14:00 - 15:00	8	606	0.083	8	606	0.083	8	606	0.166
15:00 - 16:00	8	606	0.021	8	606	0.021	8	606	0.042
16:00 - 17:00	8	606	0.041	8	606	0.041	8	606	0.082
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.136			1.135			2.271

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

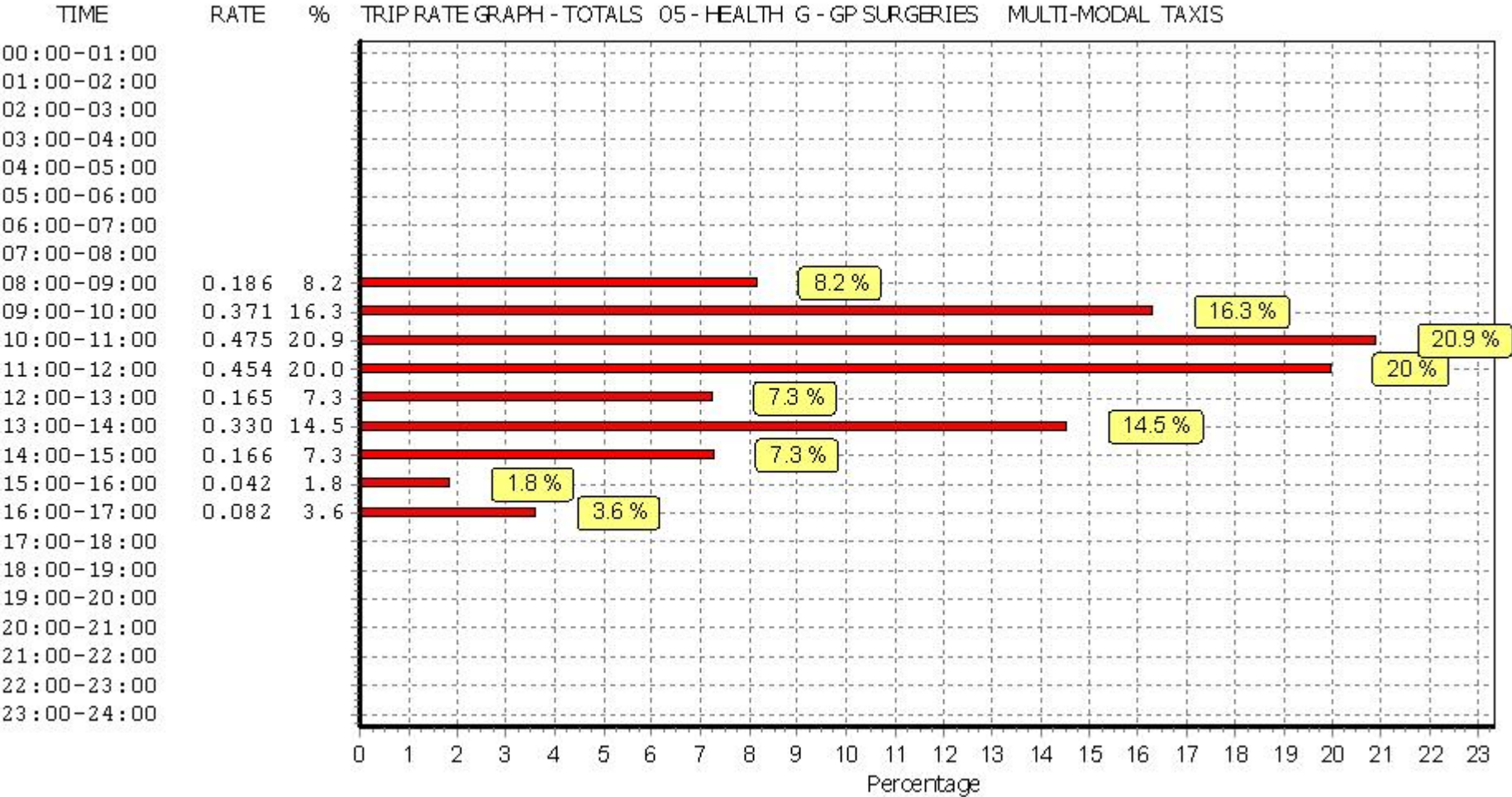
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

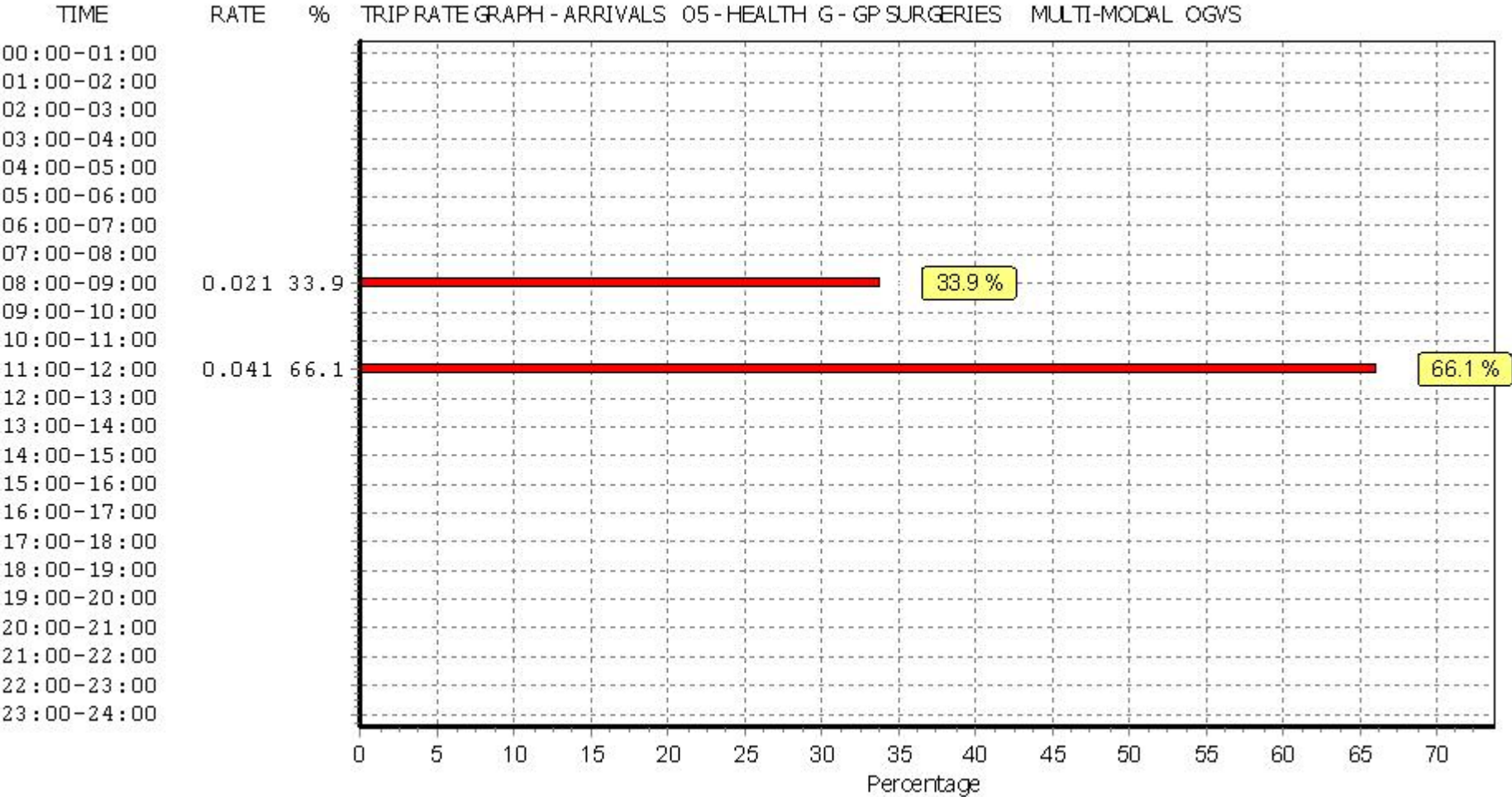
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

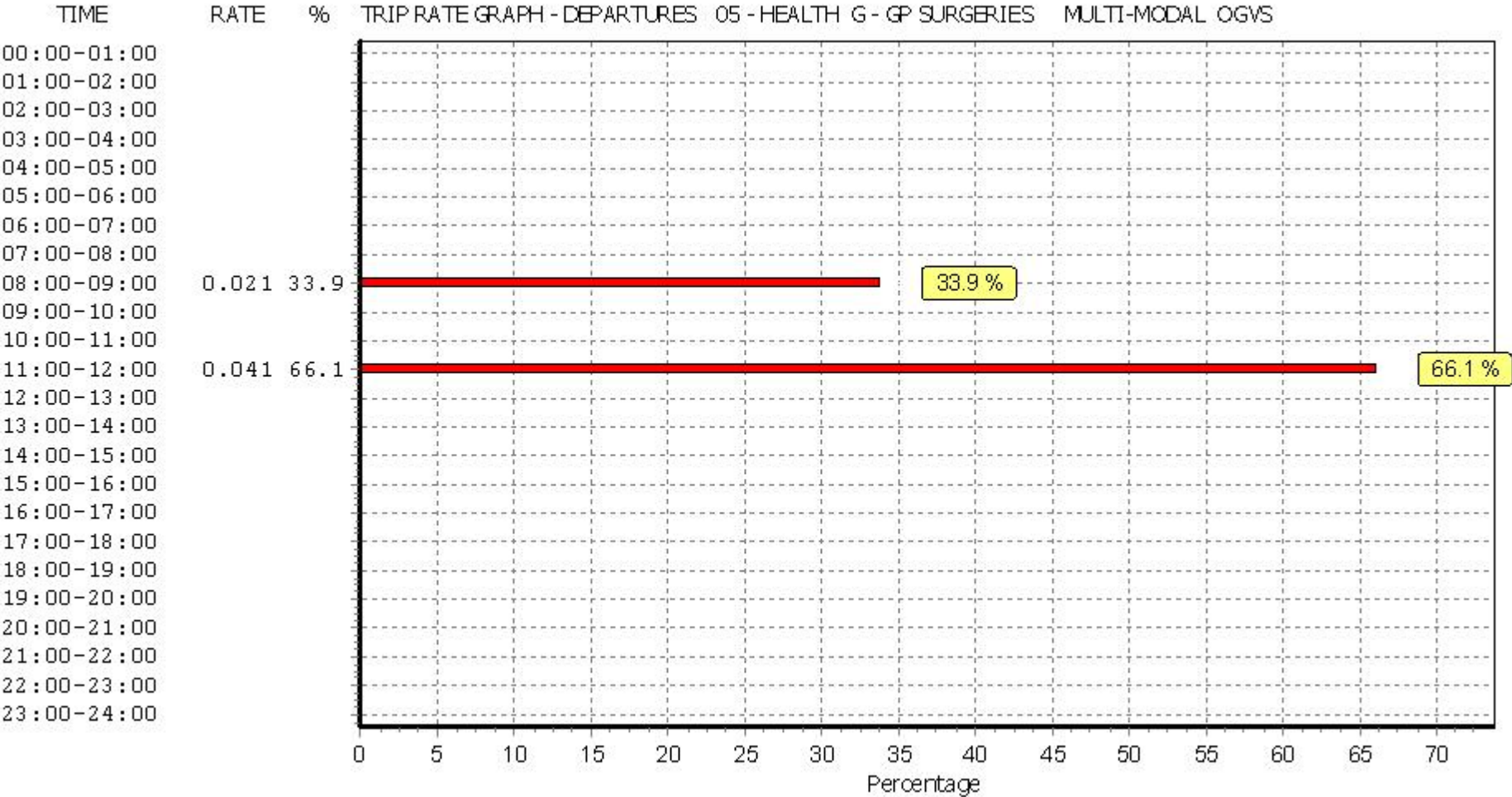
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.021	8	606	0.021	8	606	0.042
09:00 - 10:00	8	606	0.000	8	606	0.000	8	606	0.000
10:00 - 11:00	8	606	0.000	8	606	0.000	8	606	0.000
11:00 - 12:00	8	606	0.041	8	606	0.041	8	606	0.082
12:00 - 13:00	8	606	0.000	8	606	0.000	8	606	0.000
13:00 - 14:00	8	606	0.000	8	606	0.000	8	606	0.000
14:00 - 15:00	8	606	0.000	8	606	0.000	8	606	0.000
15:00 - 16:00	8	606	0.000	8	606	0.000	8	606	0.000
16:00 - 17:00	8	606	0.000	8	606	0.000	8	606	0.000
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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

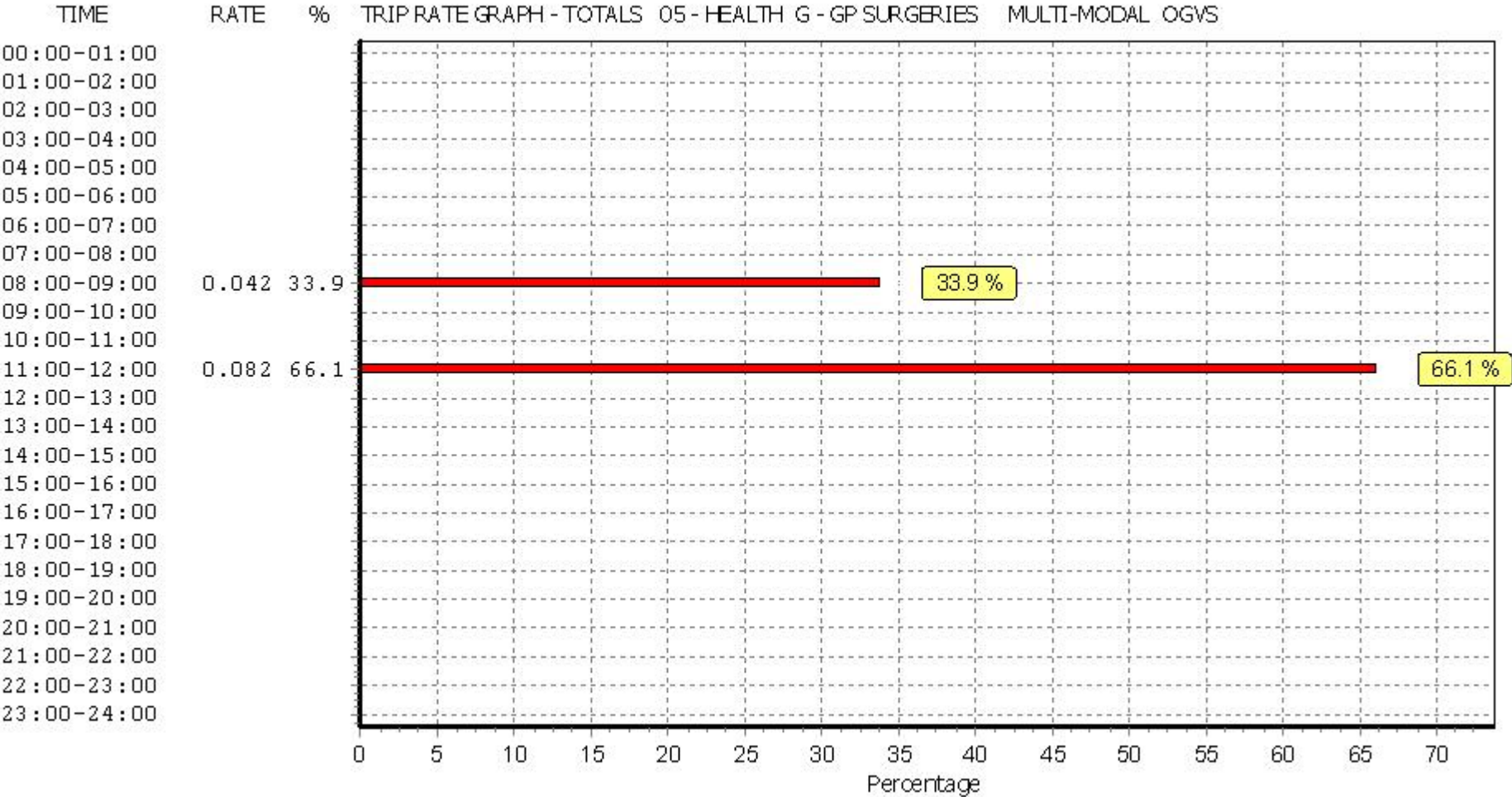
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

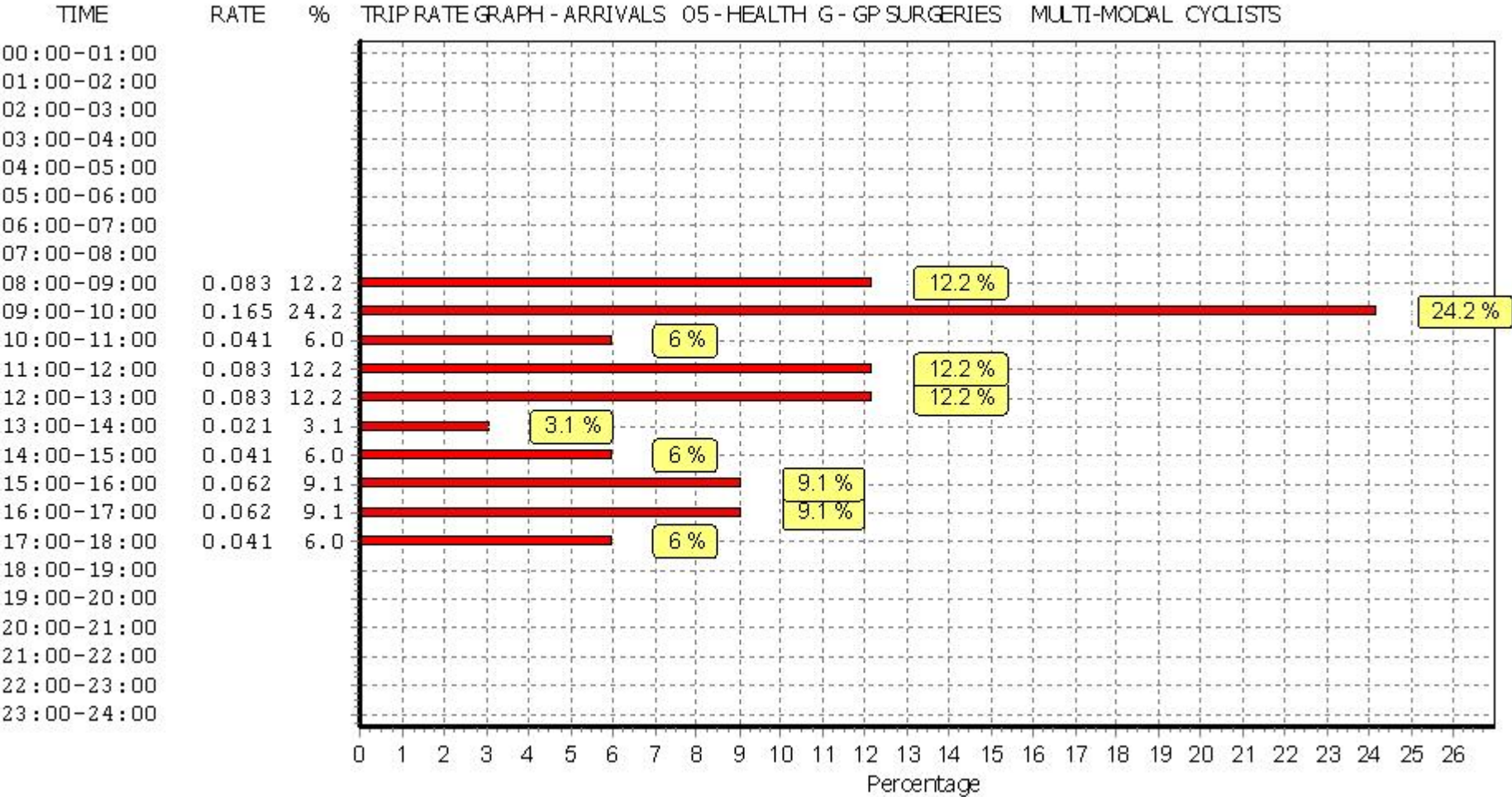
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

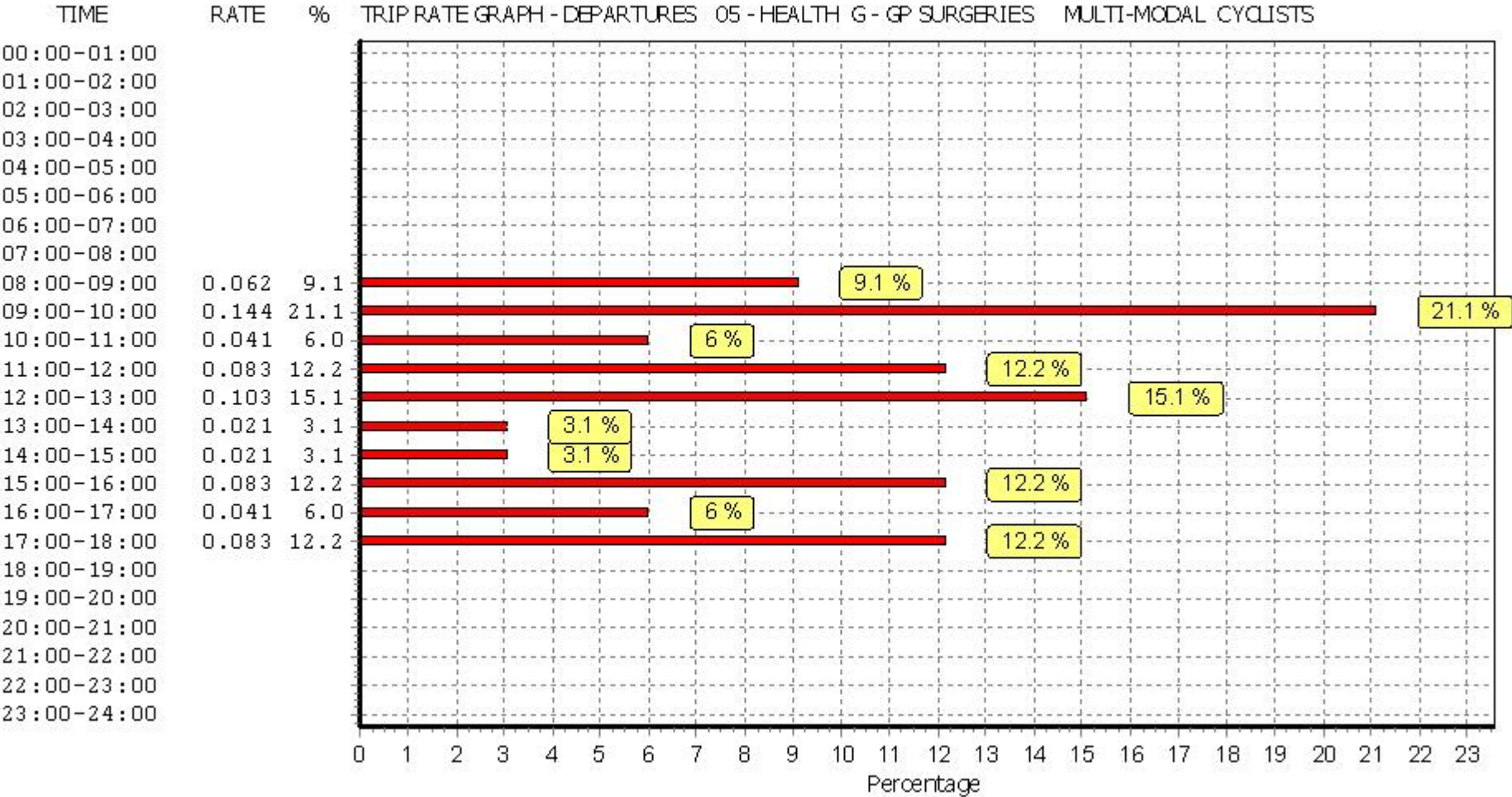
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.062	8	606	0.145
09:00 - 10:00	8	606	0.165	8	606	0.144	8	606	0.309
10:00 - 11:00	8	606	0.041	8	606	0.041	8	606	0.082
11:00 - 12:00	8	606	0.083	8	606	0.083	8	606	0.166
12:00 - 13:00	8	606	0.083	8	606	0.103	8	606	0.186
13:00 - 14:00	8	606	0.021	8	606	0.021	8	606	0.042
14:00 - 15:00	8	606	0.041	8	606	0.021	8	606	0.062
15:00 - 16:00	8	606	0.062	8	606	0.083	8	606	0.145
16:00 - 17:00	8	606	0.062	8	606	0.041	8	606	0.103
17:00 - 18:00	8	606	0.041	8	606	0.083	8	606	0.124
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.682			1.364

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

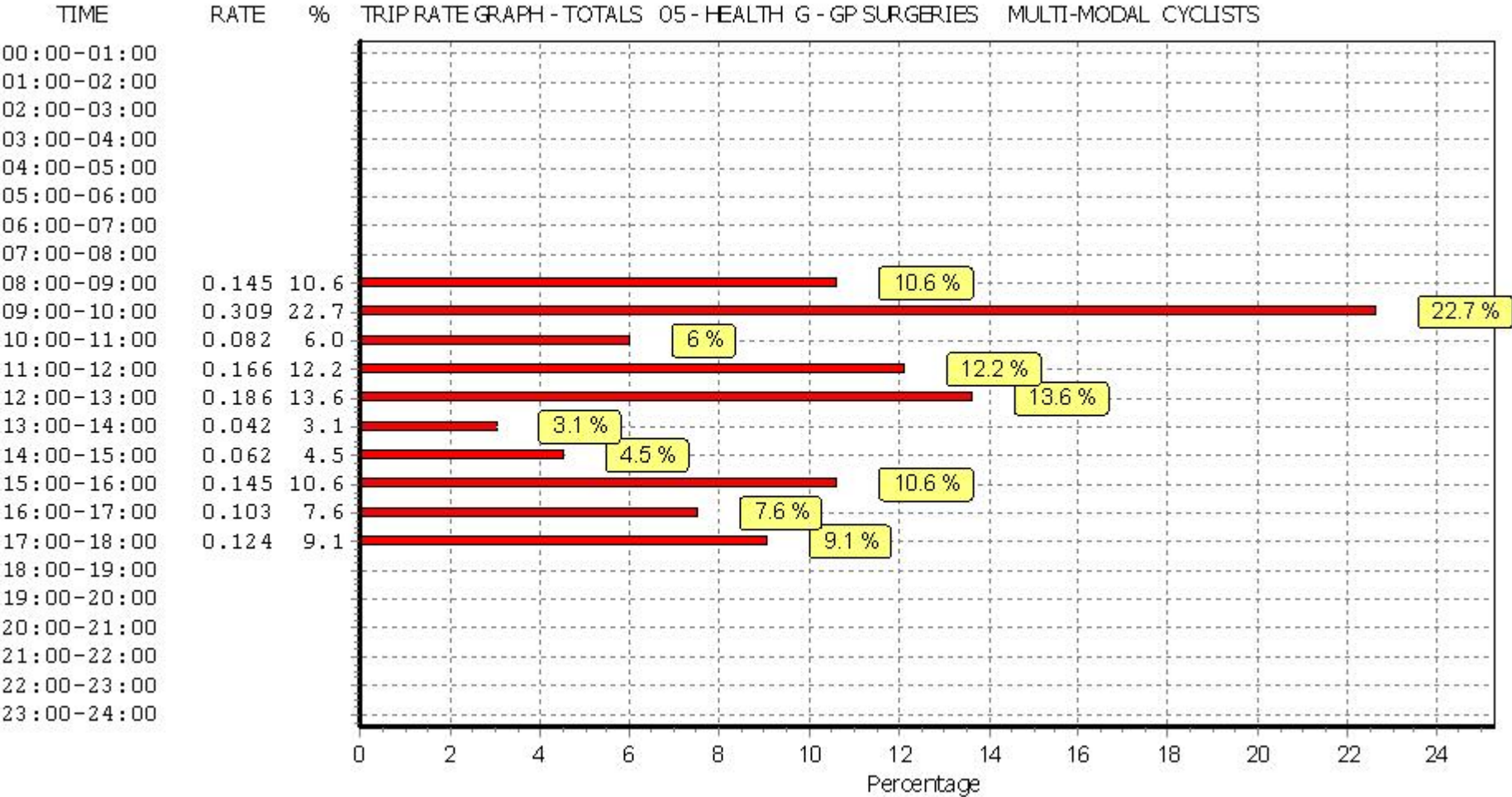
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

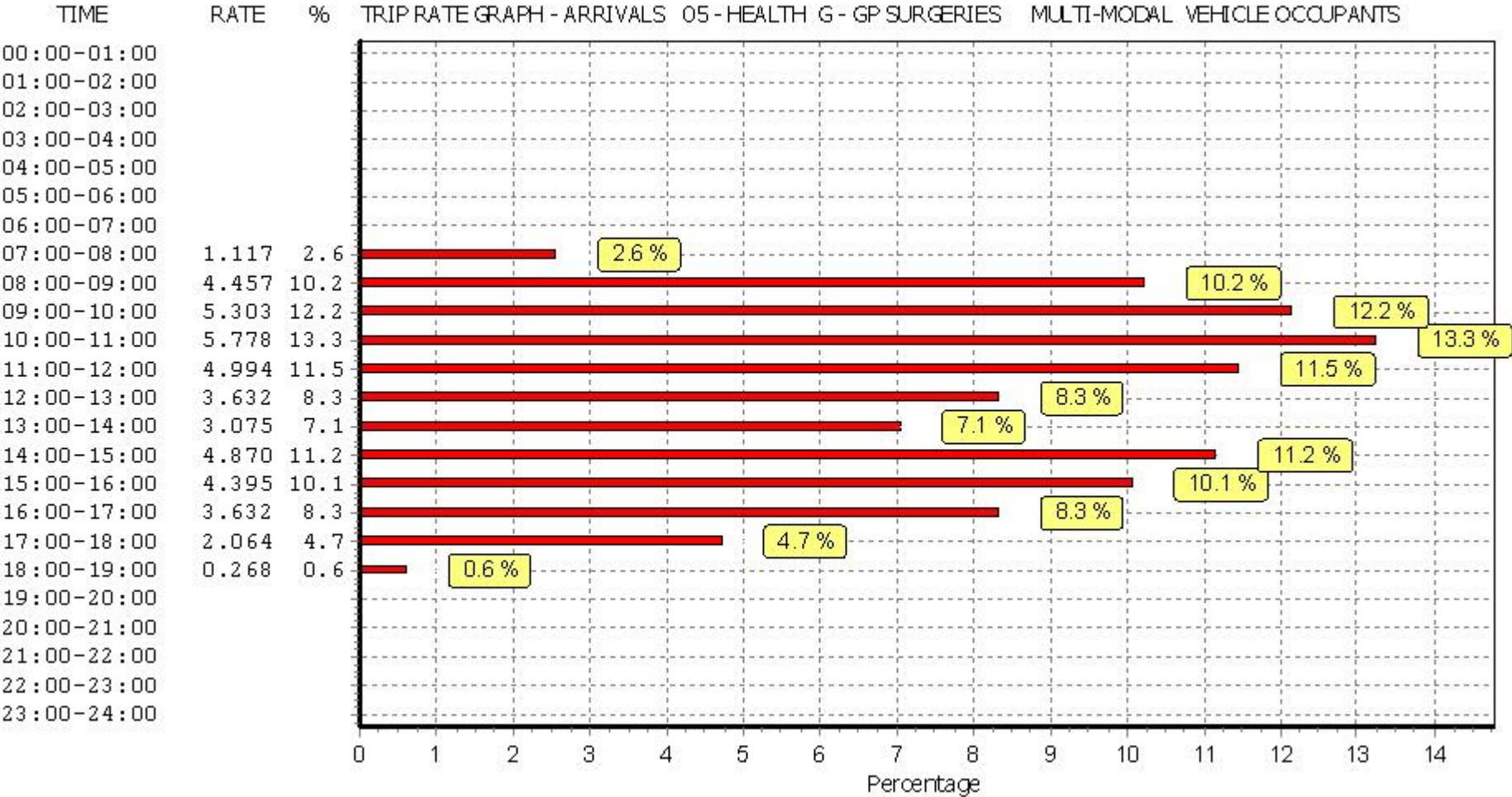
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

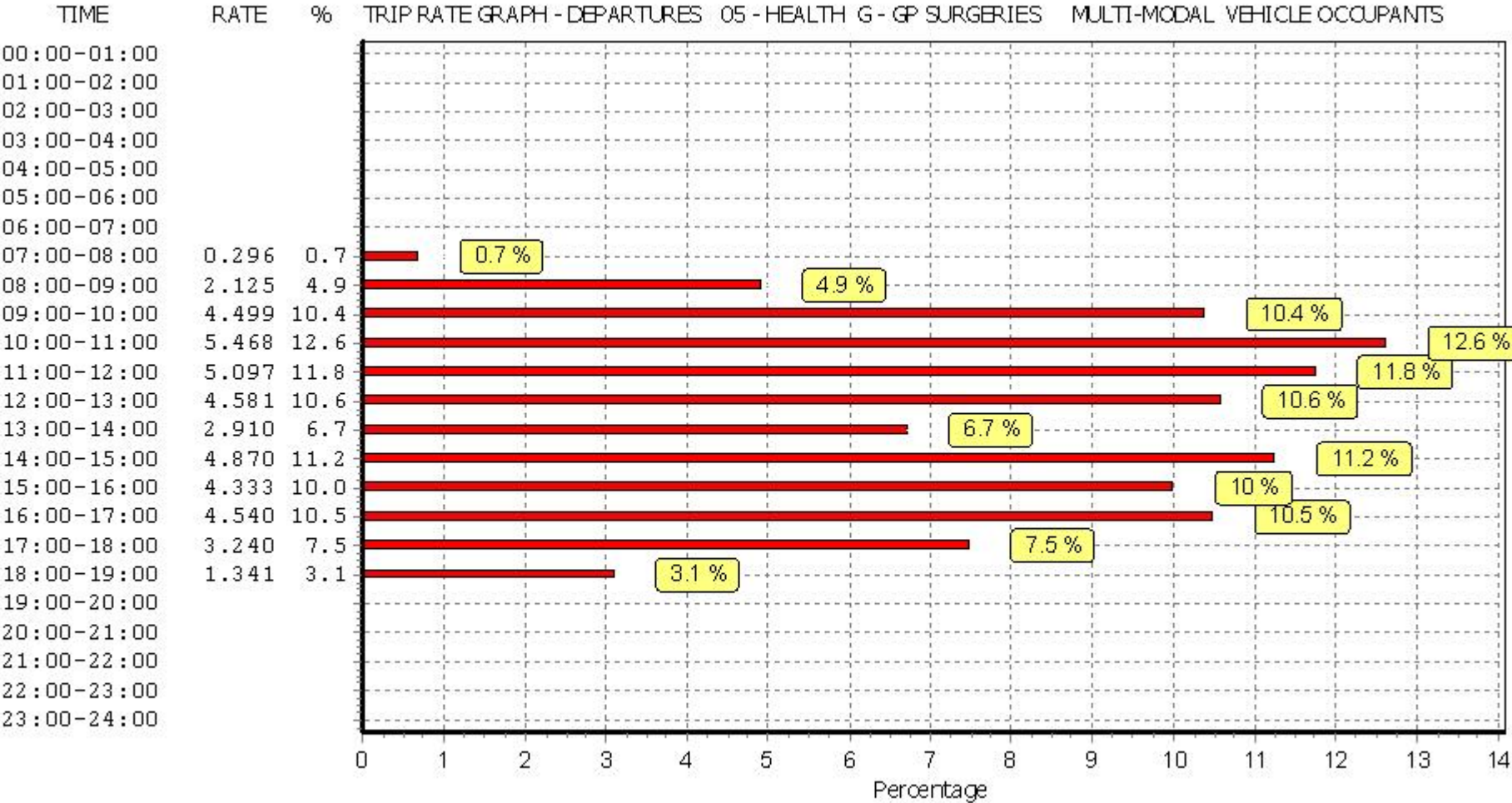
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.117	7	627	0.296	7	627	1.413
08:00 - 09:00	8	606	4.457	8	606	2.125	8	606	6.582
09:00 - 10:00	8	606	5.303	8	606	4.499	8	606	9.802
10:00 - 11:00	8	606	5.778	8	606	5.468	8	606	11.246
11:00 - 12:00	8	606	4.994	8	606	5.097	8	606	10.091
12:00 - 13:00	8	606	3.632	8	606	4.581	8	606	8.213
13:00 - 14:00	8	606	3.075	8	606	2.910	8	606	5.985
14:00 - 15:00	8	606	4.870	8	606	4.870	8	606	9.740
15:00 - 16:00	8	606	4.395	8	606	4.333	8	606	8.728
16:00 - 17:00	8	606	3.632	8	606	4.540	8	606	8.172
17:00 - 18:00	8	606	2.064	8	606	3.240	8	606	5.304
18:00 - 19:00	8	606	0.268	8	606	1.341	8	606	1.609
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		43.585			43.300			86.885	

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

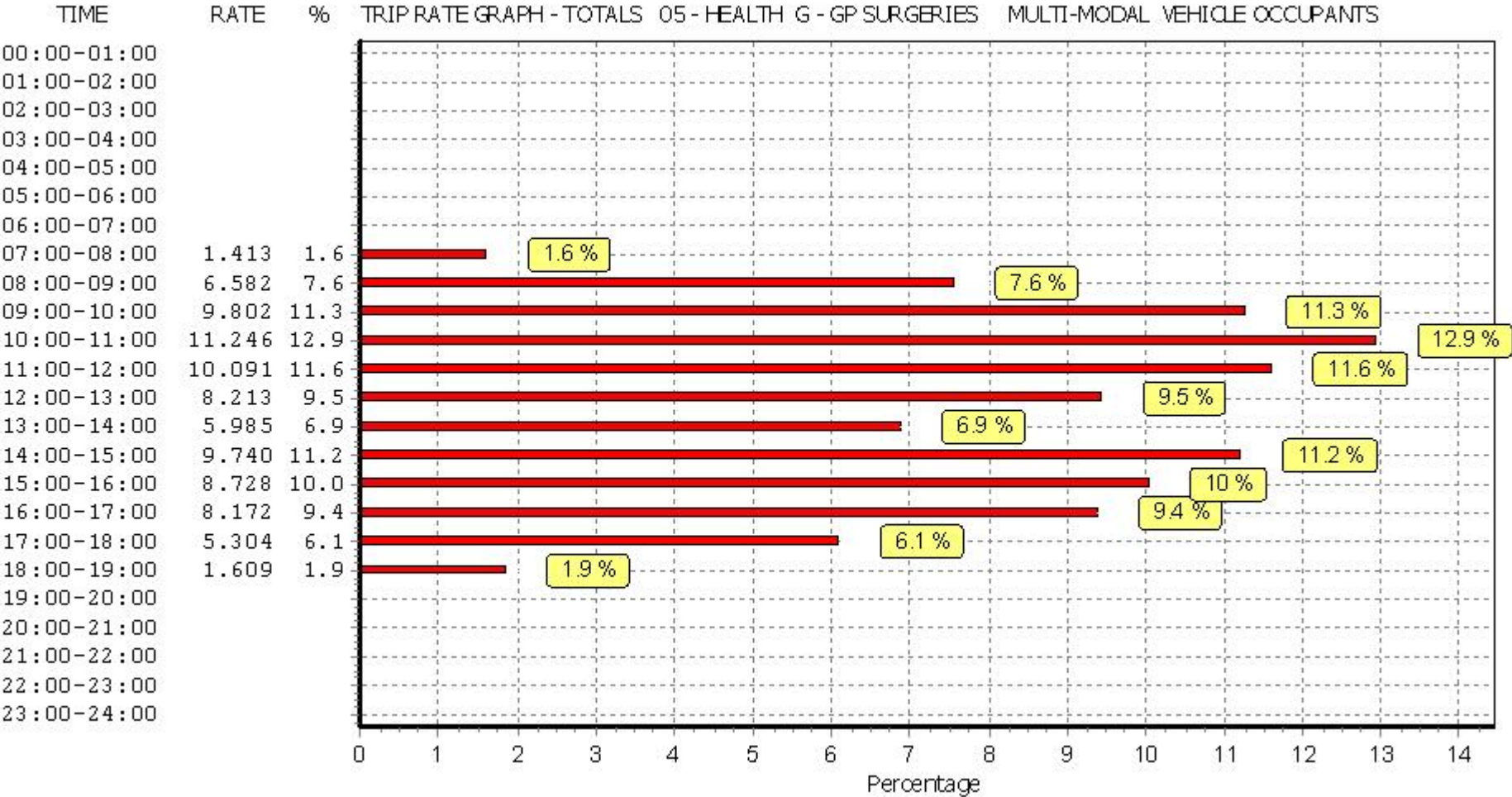
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

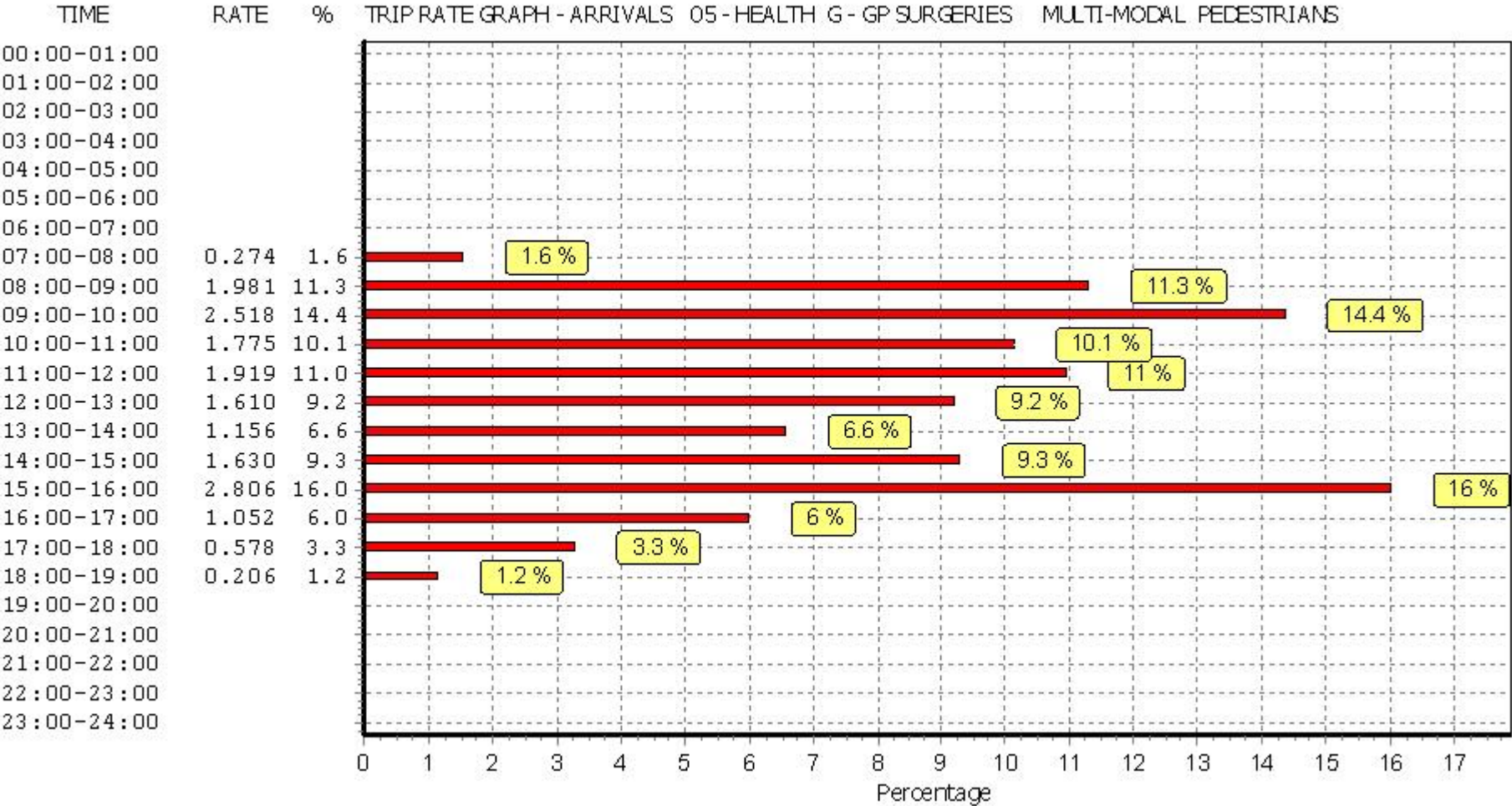
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

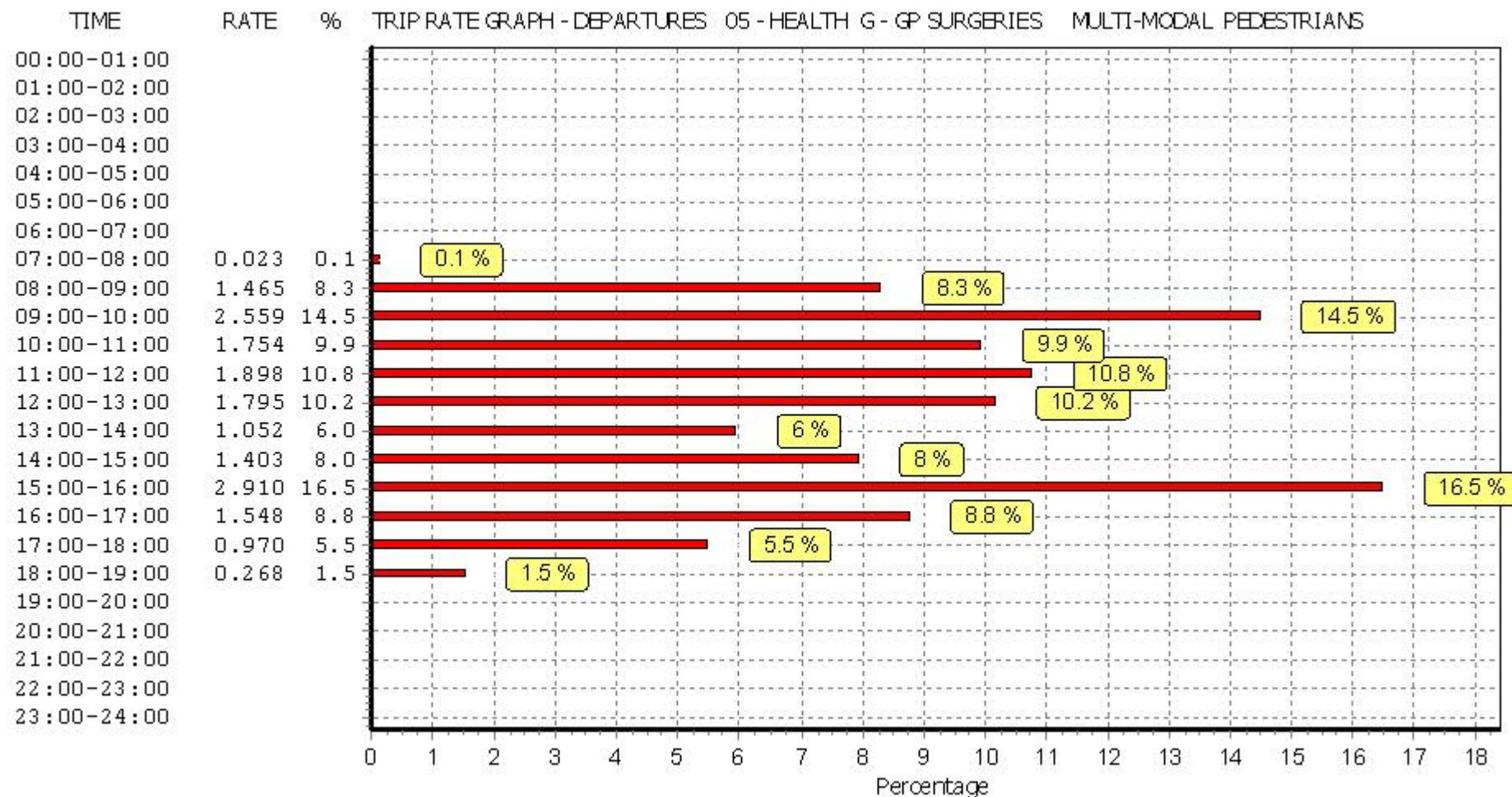
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.274	7	627	0.023	7	627	0.297
08:00 - 09:00	8	606	1.981	8	606	1.465	8	606	3.446
09:00 - 10:00	8	606	2.518	8	606	2.559	8	606	5.077
10:00 - 11:00	8	606	1.775	8	606	1.754	8	606	3.529
11:00 - 12:00	8	606	1.919	8	606	1.898	8	606	3.817
12:00 - 13:00	8	606	1.610	8	606	1.795	8	606	3.405
13:00 - 14:00	8	606	1.156	8	606	1.052	8	606	2.208
14:00 - 15:00	8	606	1.630	8	606	1.403	8	606	3.033
15:00 - 16:00	8	606	2.806	8	606	2.910	8	606	5.716
16:00 - 17:00	8	606	1.052	8	606	1.548	8	606	2.600
17:00 - 18:00	8	606	0.578	8	606	0.970	8	606	1.548
18:00 - 19:00	8	606	0.206	8	606	0.268	8	606	0.474
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.505			17.645			35.150

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

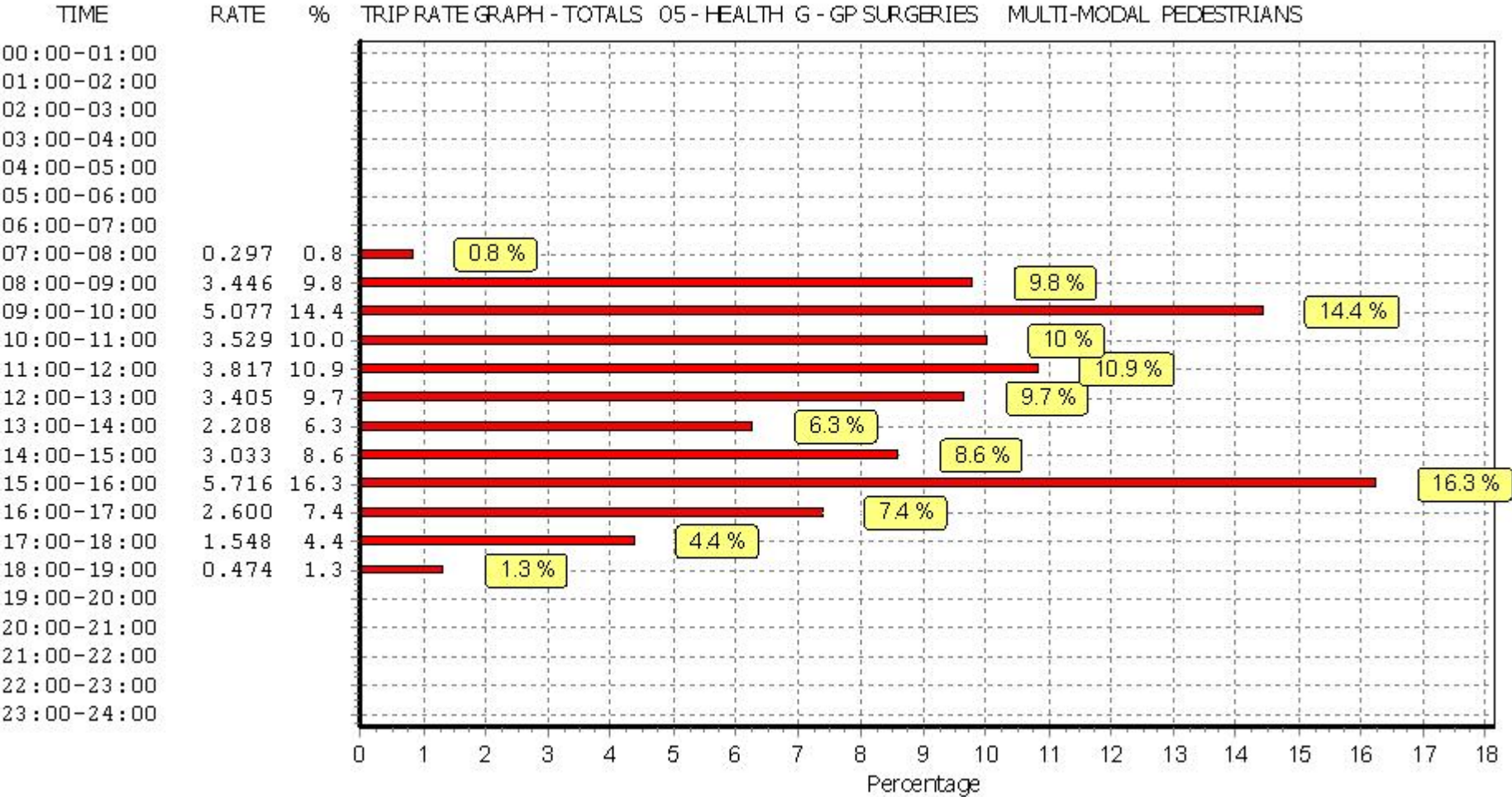
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

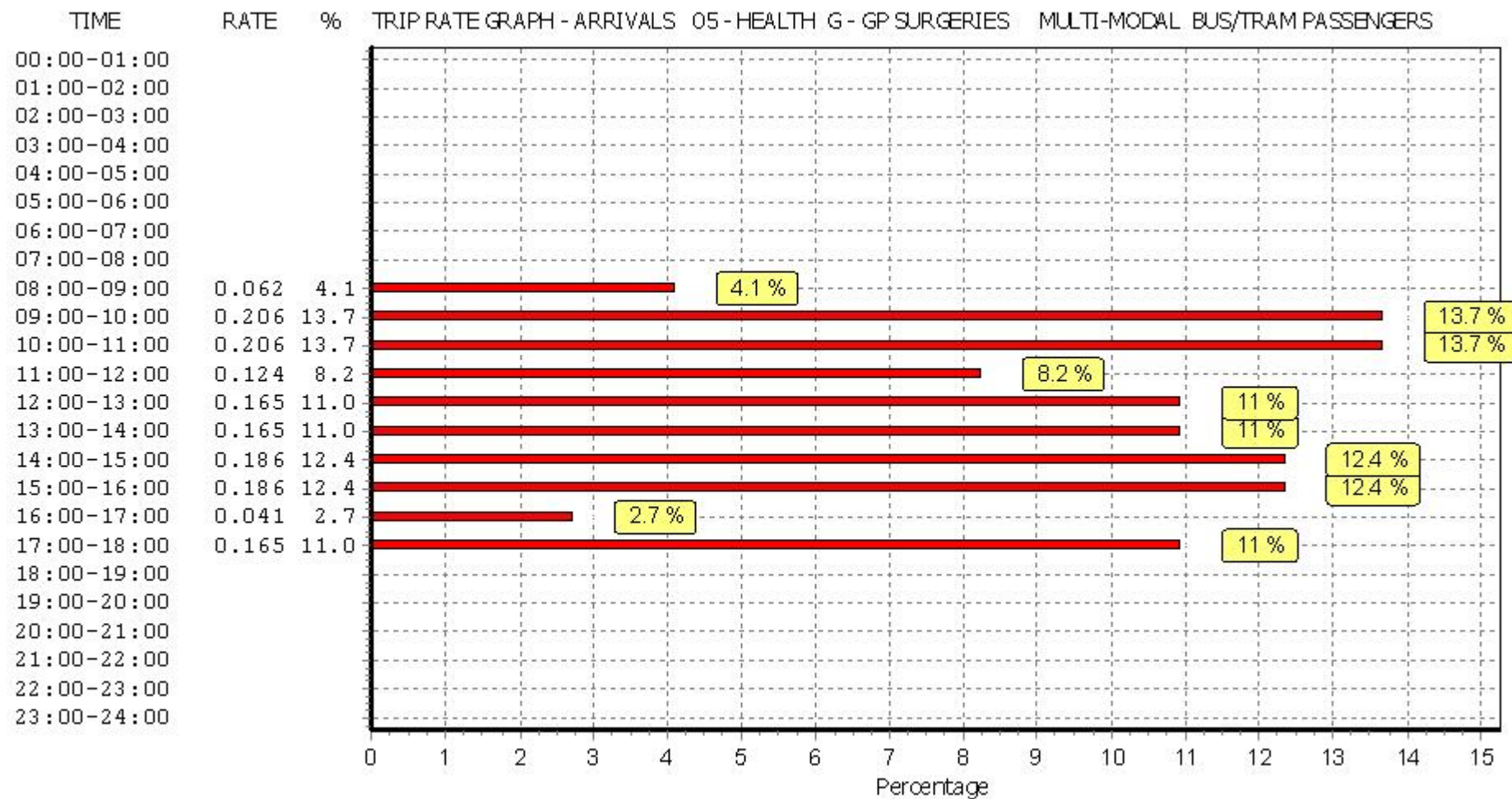
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

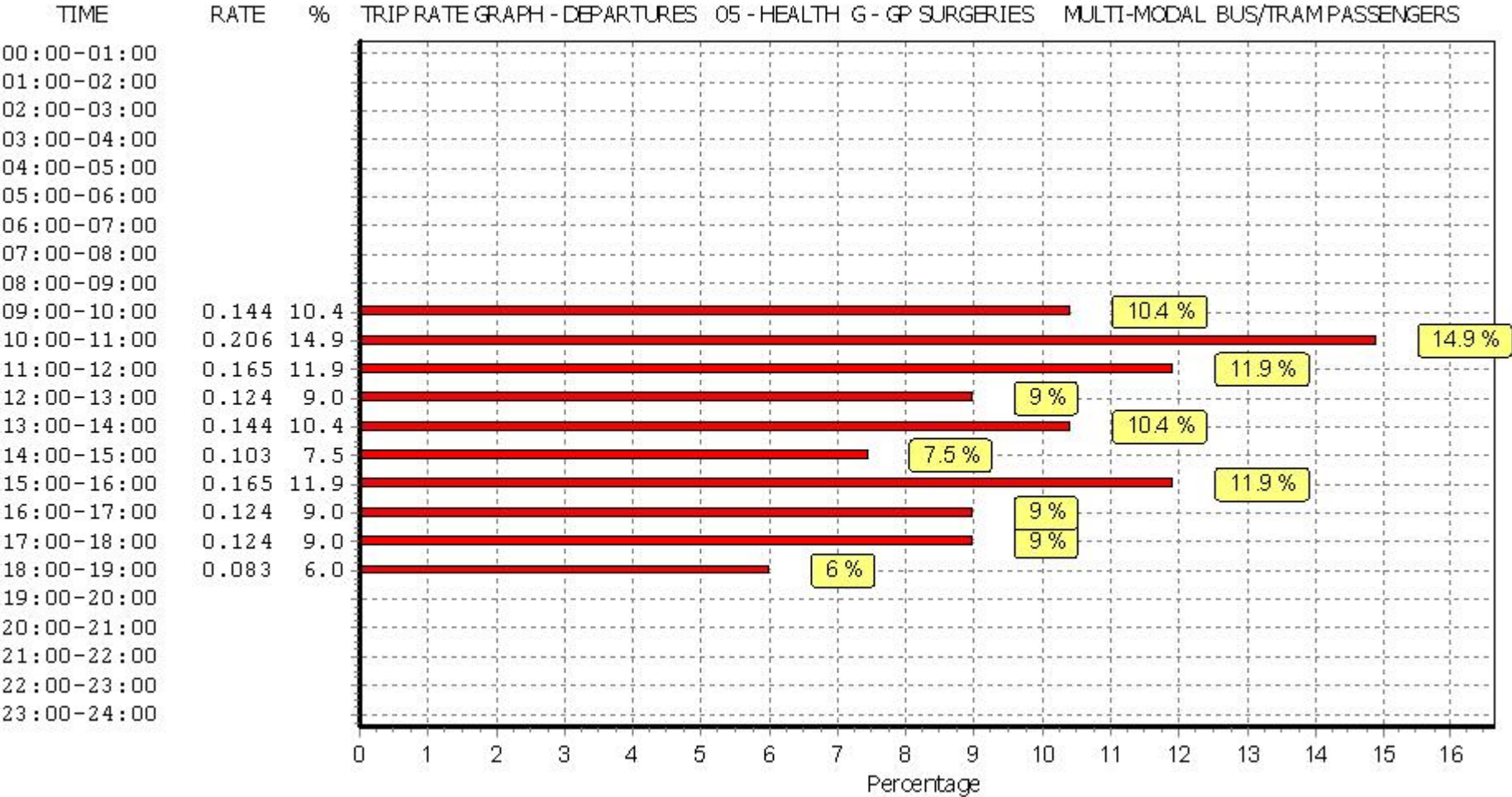
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

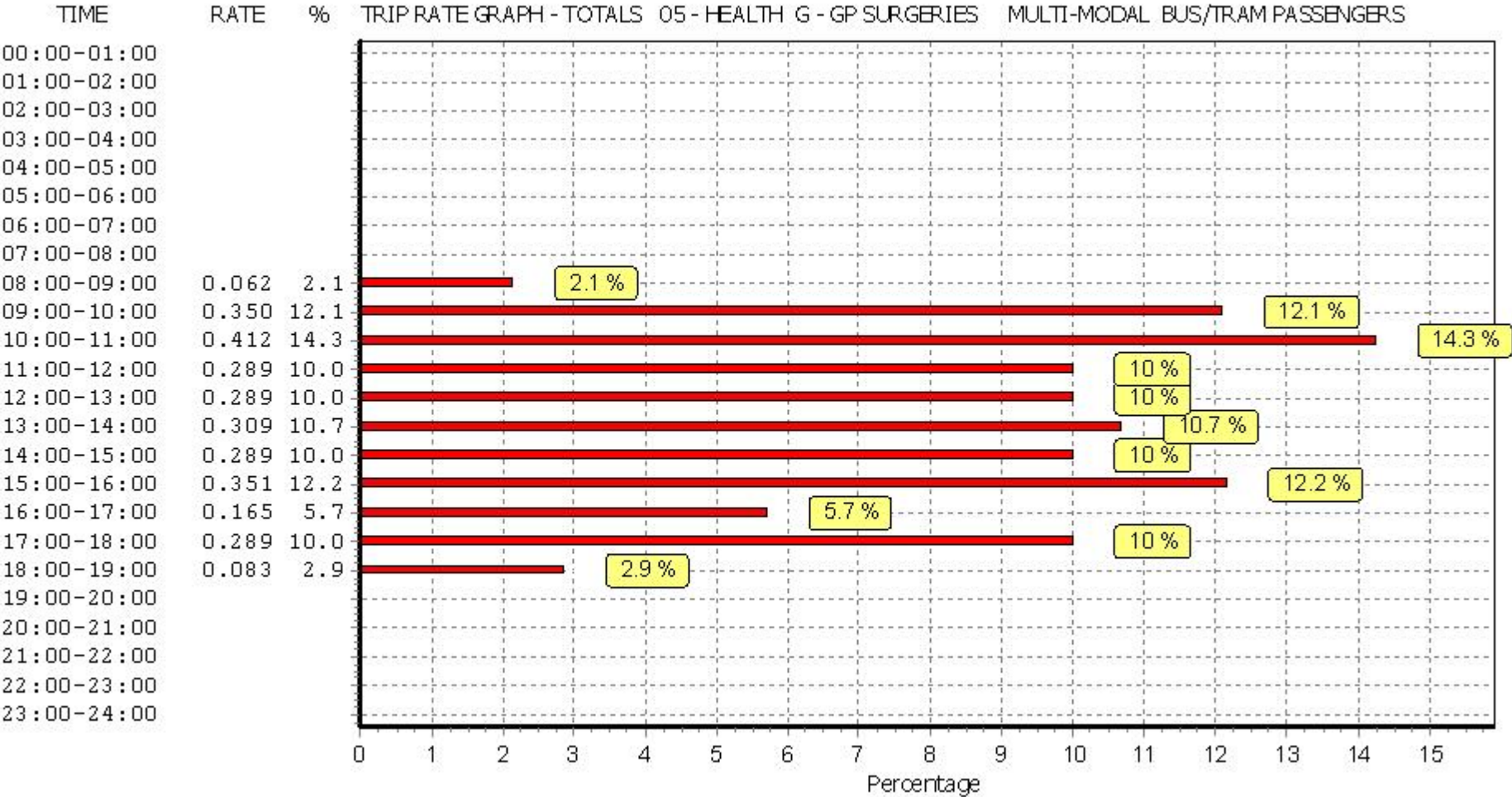
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PUBLIC TRANSPORT USERS

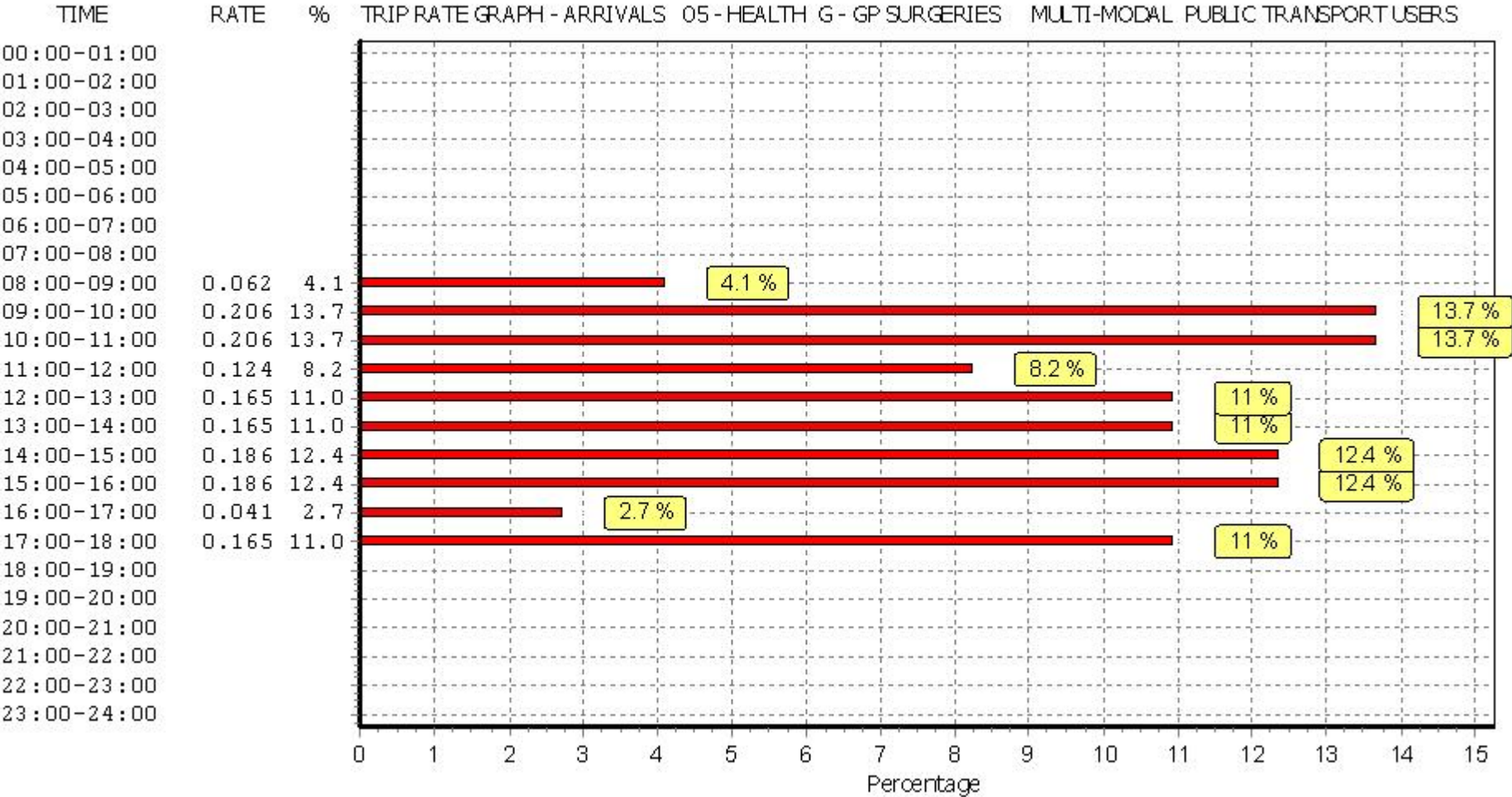
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

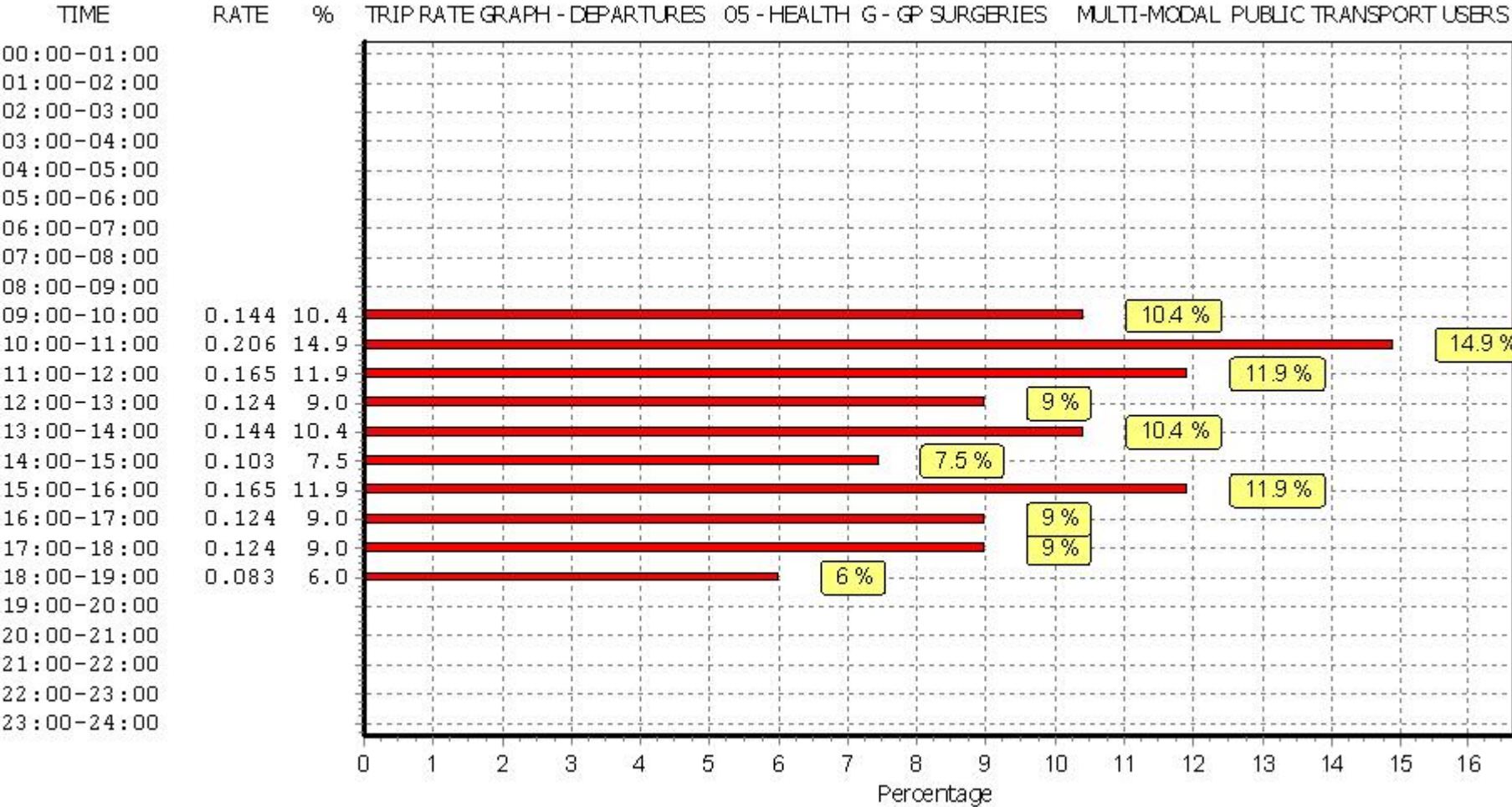
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

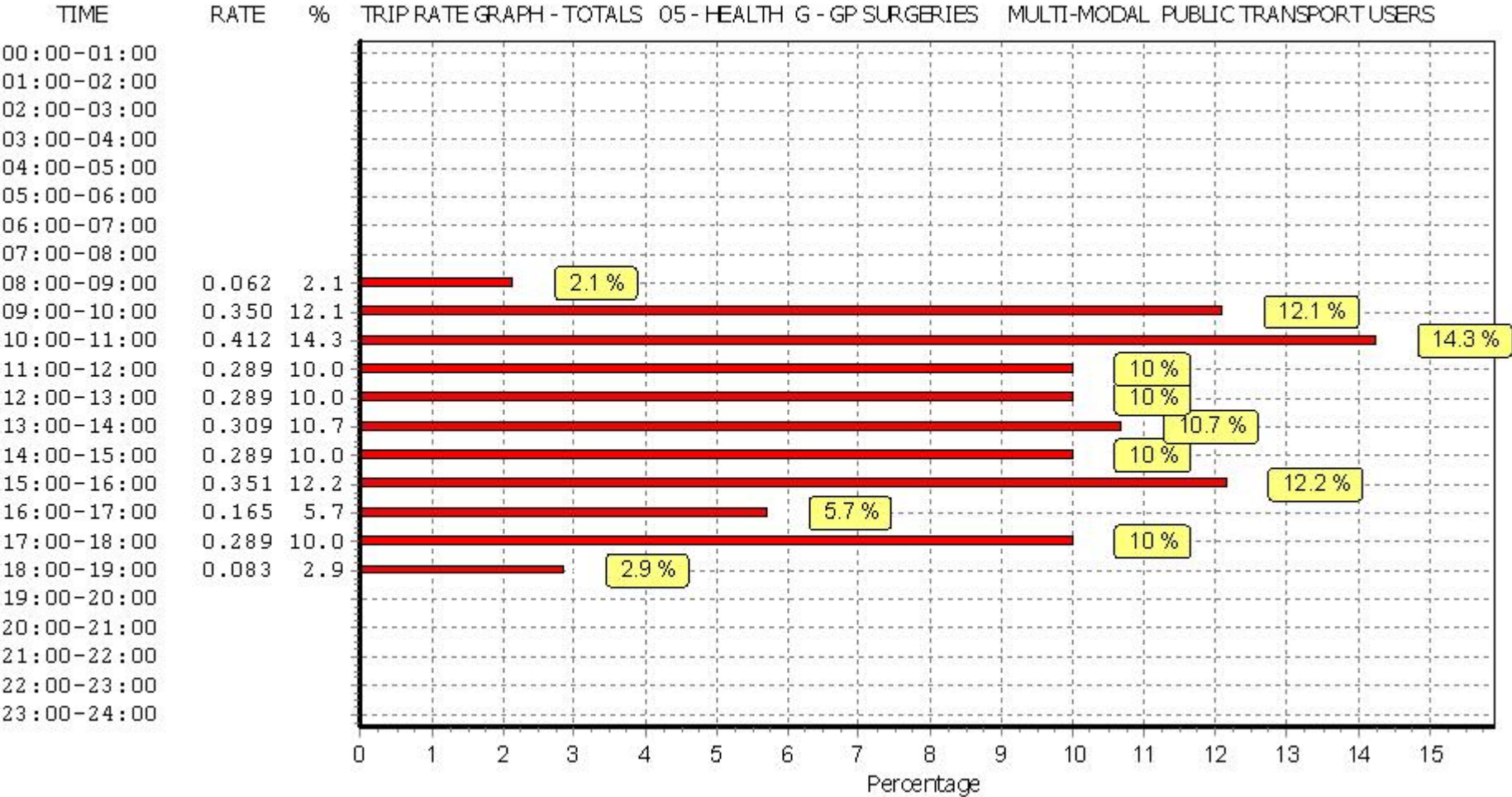
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

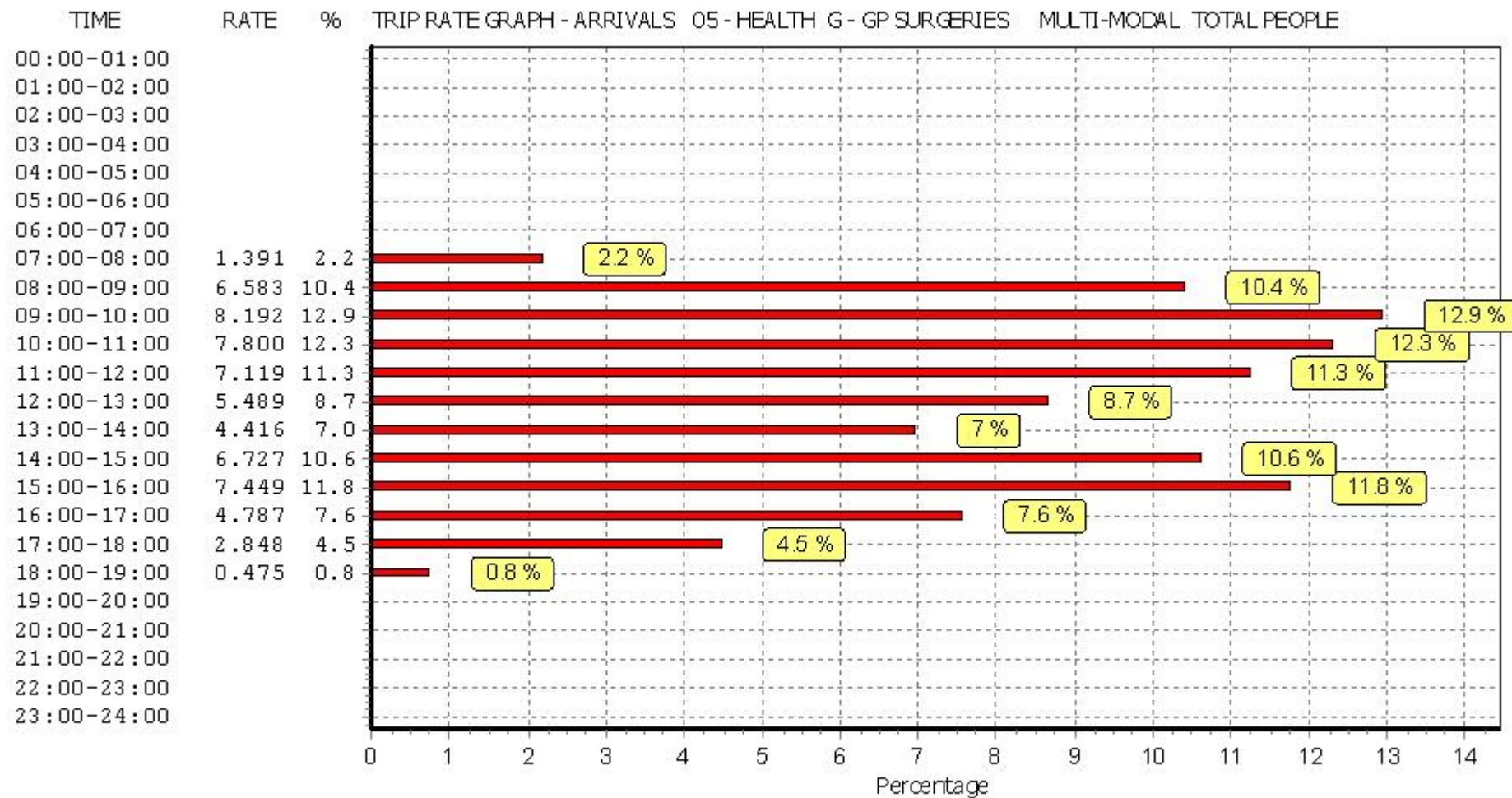
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

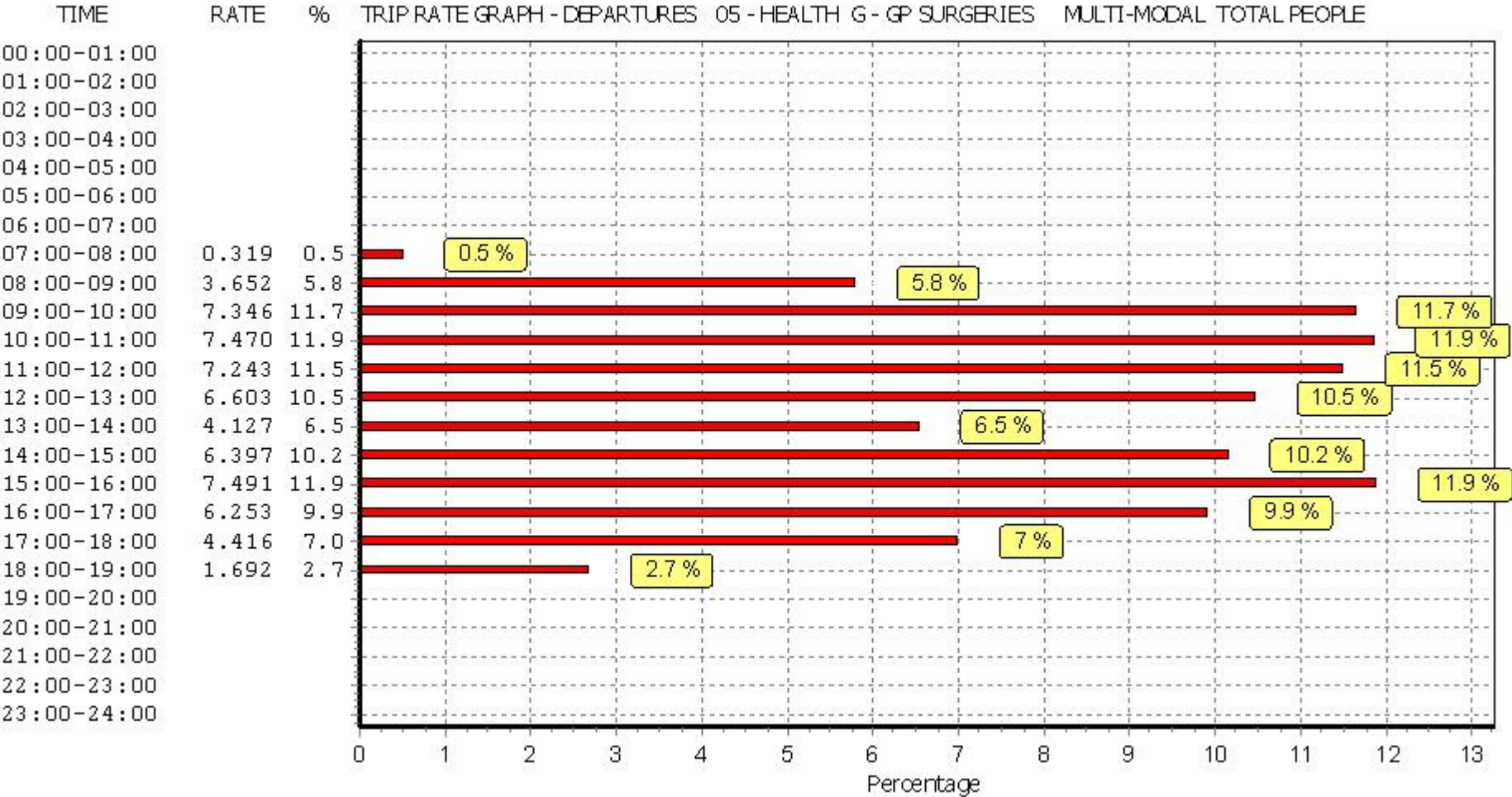
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.391	7	627	0.319	7	627	1.710
08:00 - 09:00	8	606	6.583	8	606	3.652	8	606	10.235
09:00 - 10:00	8	606	8.192	8	606	7.346	8	606	15.538
10:00 - 11:00	8	606	7.800	8	606	7.470	8	606	15.270
11:00 - 12:00	8	606	7.119	8	606	7.243	8	606	14.362
12:00 - 13:00	8	606	5.489	8	606	6.603	8	606	12.092
13:00 - 14:00	8	606	4.416	8	606	4.127	8	606	8.543
14:00 - 15:00	8	606	6.727	8	606	6.397	8	606	13.124
15:00 - 16:00	8	606	7.449	8	606	7.491	8	606	14.940
16:00 - 17:00	8	606	4.787	8	606	6.253	8	606	11.040
17:00 - 18:00	8	606	2.848	8	606	4.416	8	606	7.264
18:00 - 19:00	8	606	0.475	8	606	1.692	8	606	2.167
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			63.276			63.009			126.285

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

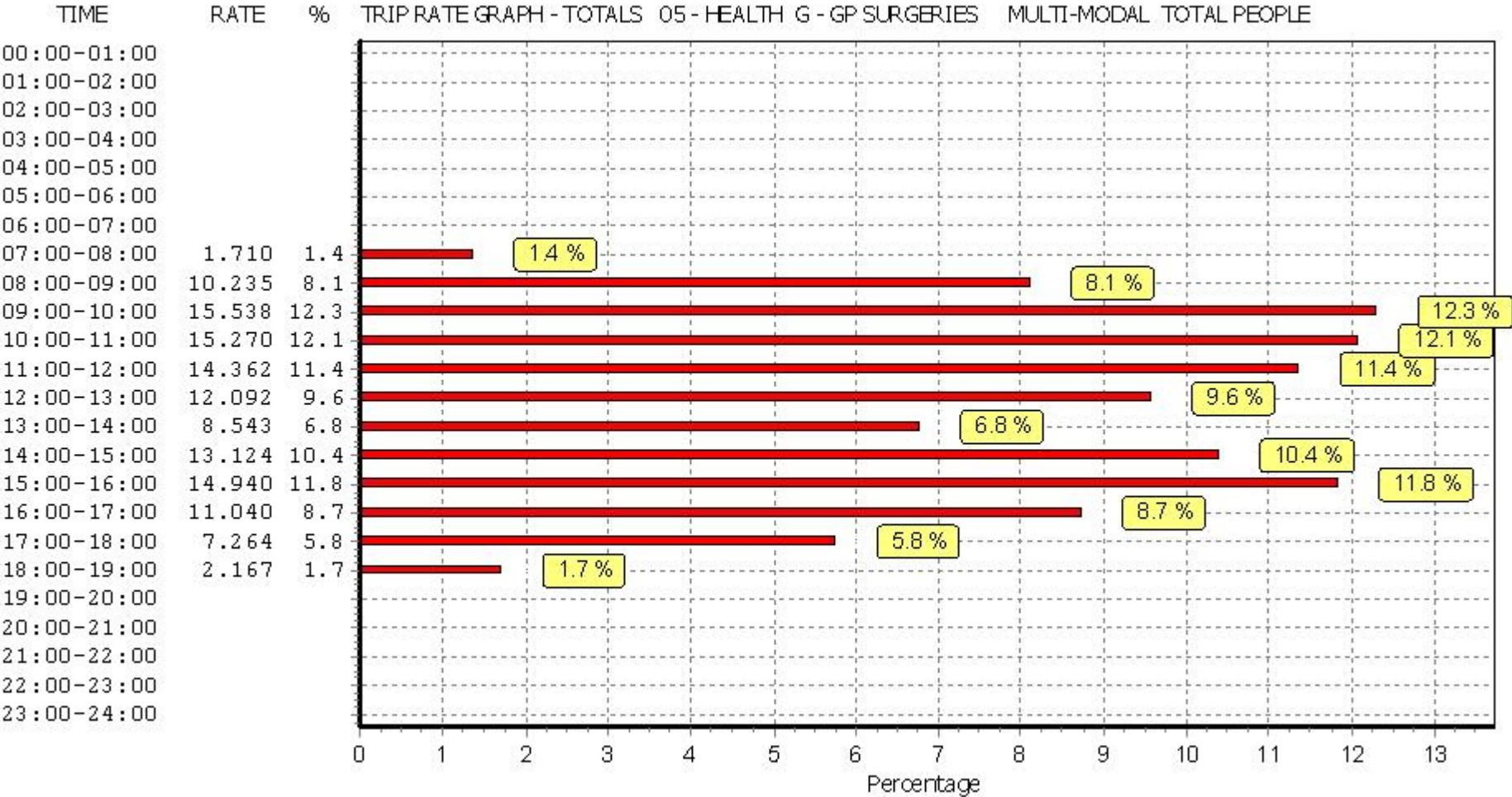
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Appendix F NTS Data

Table NTS0502
 Trip start time by trip purpose (Monday to Friday only): England, 2014/2018

Percentage										
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	47	3	1	-	3	11	31	5	100	1
0100 - 0159	44	4	-	-	2	10	34	5	100	-
0200 - 0259	62	2	0	1	2	9	14	10	100	-
0300 - 0359	62	7	1	-	2	7	10	11	100	1
0400 - 0459	70	8	-	-	1	7	2	10	100	1
0500 - 0559	76	6	-	-	1	6	3	7	100	7
0600 - 0659	67	7	1	-	2	9	4	10	100	20
0700 - 0759	49	6	14	5	3	14	4	5	100	58
0800 - 0859	20	3	29	22	4	14	3	4	100	120
0900 - 0959	11	5	3	7	22	26	15	11	100	59
1000 - 1059	5	4	2	1	34	25	16	13	100	60
1100 - 1159	5	4	2	2	35	24	18	11	100	63
1200 - 1259	7	5	2	2	31	25	20	9	100	59
1300 - 1359	10	5	2	1	29	24	19	10	100	56
1400 - 1459	10	4	4	11	25	20	17	10	100	63
1500 - 1559	7	2	26	21	12	14	12	6	100	115
1600 - 1659	22	4	7	4	15	21	18	9	100	77
1700 - 1759	32	4	3	2	12	20	20	7	100	78
1800 - 1859	21	3	1	1	15	18	31	10	100	57
1900 - 1959	11	2	1	-	16	18	41	10	100	38
2000 - 2059	13	3	1	-	14	16	44	10	100	23
2100 - 2159	15	3	1	-	8	16	50	8	100	16
2200 - 2259	21	3	-	-	4	12	52	7	100	11
2300 - 2359	24	2	1	-	3	11	52	6	100	6
All day	18	4	9	7	17	19	18	8	100	1,008

1 Five survey years combined.

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Department for Transport statistics
National Travel Survey

Table NTS0613
Trips to and from school¹ per child per year by main mode: England, from 1995/97

Main mode	Percentage												
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aged 5-16 years:													
Walk ²	47	49	45	47	48	49	49	49	46	47	45	46	43
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2
Car / van	30	29	33	31	31	31	29	30	31	30	32	32	35
Private bus	4	5	5	5	4	5	4	6	7	5	5	5	4
Local bus	15	14	13	12	13	11	14	13	13	13	15	13	13
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport ³	2	2	2	2	1	1	1	2	1	1	2	1	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.0	2.1	2.4	2.3	2.3	2.2	2.3	2.2	2.5	2.3	2.4	2.4	2.6
% travelling to school alone ⁵	24	24	25	24	25	25	25	23	21	21	21	23	21
Unweighted sample size: individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619
Aged 5-10 years:													
Walk ²	53	56	51	53	51	53	54	54	51	53	52	51	48
Bicycle	-	-	1	1	1	1	1	1	1	1	1	1	2
Car / van	40	37	41	40	41	39	39	38	41	40	40	41	44
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-
Other transport ³	2	1	1	1	1	1	1	1	-	1	-	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	1.2	1.4	1.5	1.4	1.6	1.4	1.4	1.5	1.6	1.5	1.4	1.6	1.7
% travelling to school alone ⁵	7	9	9	6	7	5	4	4	5	5	4	6	4
Unweighted sample size: individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540
Aged 11-16 years:													
Walk ²	41	43	39	42	44	45	43	44	41	40	38	40	38
Bicycle	2	3	3	2	3	2	4	2	3	3	2	3	2
Car / van	21	21	25	24	22	22	20	22	22	21	24	22	26
Private bus	6	6	6	8	6	8	6	8	10	8	7	8	6
Local bus	27	24	23	21	22	20	24	21	22	23	25	24	22
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	1
Other transport ³	2	3	2	2	2	2	2	2	1	2	3	2	3
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.9	2.8	3.3	3.2	2.9	2.9	3.2	2.9	3.4	3.0	3.3	3.2	3.4
% travelling to school alone ⁴	42	38	41	40	42	45	44	40	36	36	36	40	38
Unweighted sample size: individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079

1 Education trips of under 50 miles only.

2 There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.

Walk includes all travel on foot. It is also used when respondents ride in non-motorised wheelchairs, prams or pushchairs, as well as when they ride on toy bicycles, roller-skates, skateboards, or accompany their parents on a visit to the shops on toy bicycles/tricycles (where the parents are walking) are coded as having walked there

3 All other modes of transport.

4 Based on main stage of trip.

The figures in this table are National Statistics.

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

The survey results are subject to sampling error.

Email: national.travelsurvey@dft.gov.uk

[Notes & definitions](#)

2013	2014	2015	2016
44	45	43	46
1	2	2	2
33	34	36	34
5	3	4	3
15	13	13	12
1	1	1	2
2	2	1	1
100	100	100	100
2.6	2.4	2.4	2.3
22	22	21	23
2,350	2,518	2,287	2,372
14,270	16,114	14,248	15,388
49	49	47	51
1	1	1	2
43	44	46	41
2	2	2	2
4	3	4	3
-	0	-	-
1	1	1	2
100	100	100	100
1.5	1.6	1.7	1.5
3	3	4	6
1,234	1,249	1,204	1,292
7,397	7,939	7,481	8,459
39	40	39	39
1	3	2	3
22	23	25	26
7	5	6	4
25	23	22	23
2	3	3	3
3	3	2	1
100	100	100	100
3.6	3.3	3.1	3.2
41	43	40	44
1,116	1,269	1,083	1,080
6,873	8,175	6,767	6,929

non-motorised scooters, or when they jog. For exa

Source

La:
Ne:

Appendix G Trade Union Congress Report



Britain's 3 million night workers need fair rights to work-life balance, says TUC

(<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/one-working/britain%E2%80%99s-3-million-night-workers>)

5 August 2015

A new report published today (Wednesday) by the TUC, *A Hard Day's Night*, shows that night working has grown since the recession, and there are now over three million employees who are regular night-workers in the UK.

The report highlights the evidence that night working can have a negative impact on work-life balance and family life.

Growth of night working

In 2014, there were 200,000 more night workers than in 2007 – a total of 3,168,000 people. This is an increase of 6.9 per cent between 2007 and 2014.

And the proportion of employees who are night workers is creeping up too. In 2007 it was 11.7 per cent of all employees, and in 2014 it had risen to 12.3 per cent.

It used to be that night workers were mainly men in manufacturing plants. Men are still more likely to be night workers. In 2014, 14.9 per cent of male employees were night workers, compared to 9.7 per cent of female employees.

However, the number of women working nights is growing at a much faster rate. Regular night working by women has increased by 12 per cent since 2007, as opposed to a 4 per cent increase for men. And the top two sectors for the total number of night workers are female dominated – care workers and nursing (including midwives).

Plans to increase public transport provision at night, and proposals for a seven-day NHS, are likely to lead to further increases in night work. And the greater availability of night-time transport may lead to more retail and leisure services adopting night opening.

The work-life balance impacts of night working

The TUC does not oppose night working, but argues that employers must properly consider and address the implications for staff. Decisions to extend night working should always involve consultation and negotiation with workers' representatives to ensure fair and safe outcomes.

The negative health impacts of night work are already well-documented, such as heightened risks of cardiovascular disease, diabetes and depression. However, less attention has been given to the impacts on home life and relationships.

A Hard Day's Night reviews the available research, which shows that night working can increase the risk of relationship problems, can affect the emotional wellbeing of a night worker's children, and is associated with higher childcare costs. But the negative impacts of night working are less when employees have more influence and control over their shift patterns.

Fairness and safety for night workers

The TUC recommends that:

- Employers and unions should ensure that night working is only introduced where necessary.
- Where night working is introduced into a workplace, no existing workers should be forced to work nights.
- Shift patterns should be negotiated between unions and employers.

- Workers should have some element of control over their rota, so that they can ensure that the shifts they work are best suited to their individual circumstances.
- Workers should always have sufficient notice of their shift patterns so they can make arrangements well in advance. Changes at short notice should be avoided.
- The remuneration paid to those working nights should properly reflect the likely additional costs of childcare and inconvenience that night shifts can entail.

TUC General Secretary **Frances O'Grady** said: "We all value night workers, whether they are cleaning our office, caring for a sick relative or driving all night so that there are fresh goods in our local shop. But night work is hard and it disrupts family life. So we must show our appreciation for the sacrifices night workers make by ensuring they have sensible rights and protections.

"It's not right for employers to require night working without adequate consultation and negotiation. With night work increasing, employers must play fair and play safe, or public safety will be put at risk and the families of night workers will suffer.

"We are publishing recommendations today to better protect the wellbeing of night workers, and help them give a better service to the public. We encourage the government and employers to positively engage with trade unions on fair and sensible rights for night workers, so that we continue to enjoy the social benefits night workers give us without harm to them or the public."

NOTES TO EDITORS:

- The full report *A Hard Day's Night* can be found at <https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf> (<https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>)

Proportion of the employee workforce that usually works night shifts

	Male	Female	Total
2007	14.4%	9.0%	11.7%
2014	14.9%	9.7%	12.3%

Proportion of the employee workforce that usually works night shifts by sector, 2014

Major occupation group (main job)	Male	Female	Total
Managers, Directors And Senior Officials	9.9%	7.8%	9.2%
Professional Occupations	8.7%	13.2%	11.1%
Associate Professional And Technical Occupations	15.6%	7.1%	12.0%
Administrative And Secretarial Occupations	7.4%	1.8%	3.1%
Skilled Trades Occupations	13.3%	5.9%	12.5%
Caring, Leisure And Other Service Occupations	29.6%	18.5%	20.5%

Sales And Customer Service Occupations	10.8%	5.9%	7.6%
Process, Plant And Machine Operatives	23.9%	13.2%	22.5%
Elementary Occupations	23.4%	10.9%	17.8%
Total employee workforce	14.9%	9.7%	12.3%

Top 15 sub-sectors of employment for number of night workers, 2014

Sub-occupation	Male	Female	Total
Caring Personal Services	108,807	341,522	450,329
Nursing and Midwifery Professionals	31,990	229,227	261,217
Elementary Services Occupations	121,890	88,217	210,107
Protective Service Occupations	151,971	41,425	193,396
Elementary Security Occupations	100,900	12,849	113,749
Road Transport Drivers	106,241	911	107,153
Health Professionals	51,822	43,251	95,073
Process Operatives	77,221	13,976	91,197
Sales Assistants and Retail Cashiers	47,804	40,100	87,905
Teaching and Educational Professionals	26,418	49,833	76,251
Elementary Storage Occupations	68,929	2,264	71,193
Food Preparation and Hospitality Trades	55,553	9,346	64,899
Elementary Process Plant Occupations	42,580	12,689	55,270
Machining, Fitting, Instrument Making Trades	52,462	848	53,310

Source: Office for National Statistics (ONS)

- Case study from a member of the Transport Salaried Staffs Association (TSSA):

David is a ticket officer and station assistant on London Underground. He already has shift patterns which can start as early as 5am, and finish as late as 1am. He currently works around 35 to 40 hours a week, with shifts being 7.5 hours long.

The changes London Underground Ltd (LUL) wants will not mean David working more hours, but will alter his shift pattern making him work more unsocial hours. On some days, he will also have to work longer shifts of 12 hours. Ticket staff like him are being reclassified as 'supervisors', meaning night shifts will be compulsory for them and they may also have to do solo staffing of some stations. Other new responsibilities will involve opening and closing stations, so this will likely mean earlier starts and later finishes.

David has three children aged 15 (boy), 12 (girl) and 4 (boy). His wife works evenings from 5pm to 9pm and he currently does a shift pattern that allows him to look after the children when his wife is at work. He feels he already has too little time with his wife, but this will get worse under the new terms that LUL is demanding. He currently takes his oldest boy to RAF cadets and his daughter to karate in the evenings, but with the changes that will be forced to his shift pattern he fears he will no longer be able to, so they may be to stop going. He is also worried that their childcare costs will go up. They may have to pay for evening childcare, which can be more expensive.

David is also worried about safety. One problem is that he could be required to work 7 shifts in a week, and he would only be guaranteed a 12 hour gap between an all-night shift and his next shift. He worries about handling the level of responsibility being put on him with that level of fatigue. He worries about situations like a person being taken ill on the platform, or a drunken disturbance, when he is tired-out and working a station alone. He also worries about the risk of verbal or physical abuse to staff, which he expects will happen more often on all-night services.

David said:

"London Underground wants to force big changes to the terms and conditions of staff like me without proper consultation. There will be new shift patterns, including compulsory all-night shifts and solo staffing at some stations.

"It's going to be terrible for my wife and kids. It will wreck our current childcare arrangements, and it will mean I see less of my kids. They're growing up fast and I don't want to miss out. I'm worried I'll be too tired to spend quality time with them because of chopping and changing between early morning, late evening and all-night shifts.

"I don't object to night working, but these things have to be done fairly. Anyone would feel the same if their boss suddenly expected them to work all night. I think a lot of it is politics – the Mayor shouldn't have promised a start date for night trains before negotiating fair shift arrangements with staff. He doesn't want to admit he messed up, so he's making out we're the ones to blame."

- All TUC press releases can be found at www.tuc.org.uk (<http://www.tuc.org.uk>)
- Follow the TUC on Twitter: @tucnews
- Congress 2015 will be held in the Brighton Centre from Sunday 13 September to Wednesday 16 September. Free media passes can be obtained by visiting www.tuc.org.uk/MediaCredentials2015 (<http://www.tuc.org.uk/MediaCredentials2015>) and completing an online form. Applications must be in by noon on Tuesday 25 August. Any received later than that will be processed in Brighton and will cost £75.

Press Release

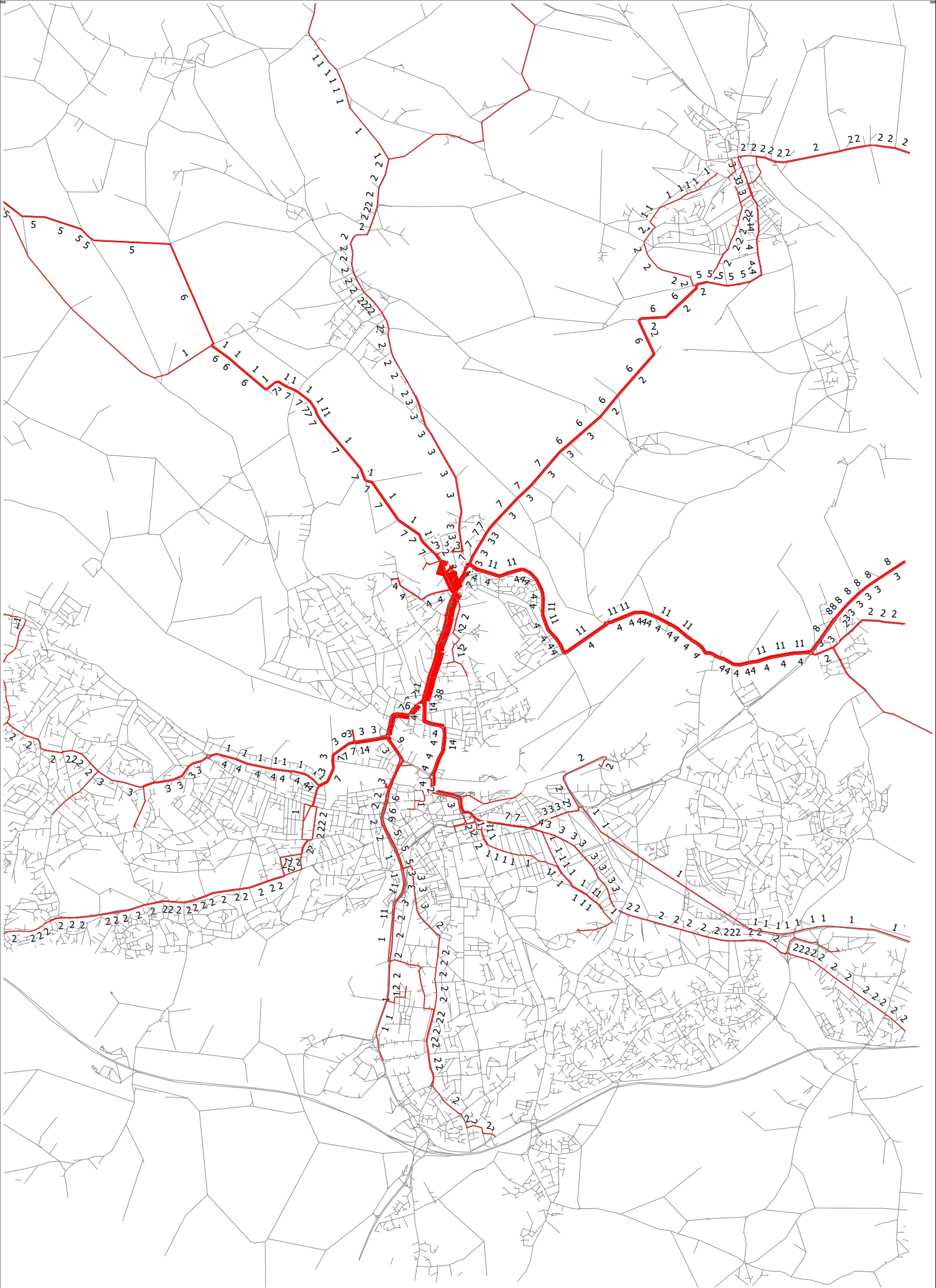
Issued: 5 August, 2015

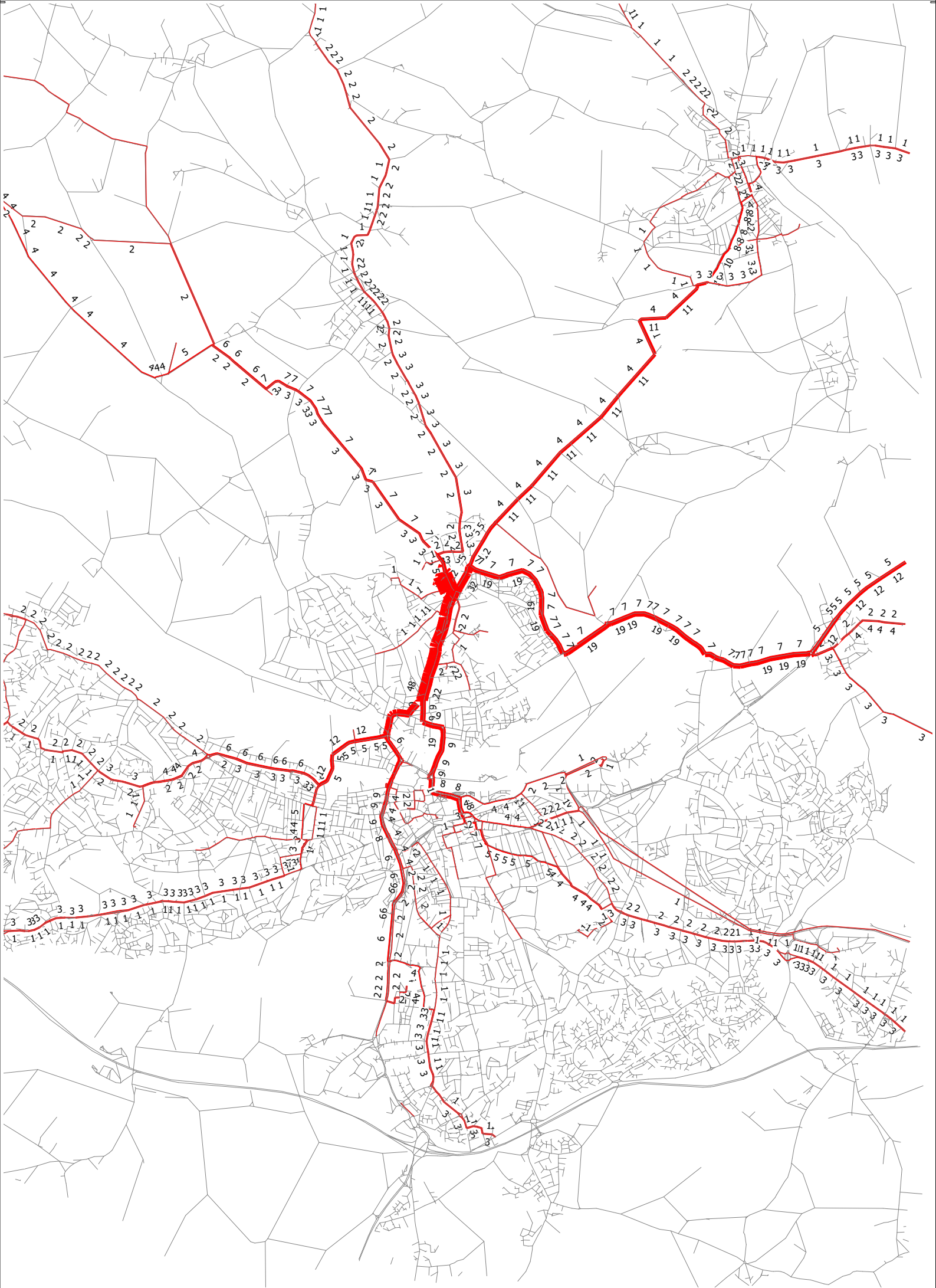
Source URL: <https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers> (<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

Appendix H Traffic Flow Diagrams









Appendix I Junctions 9 Modelling Outputs

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462							
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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.

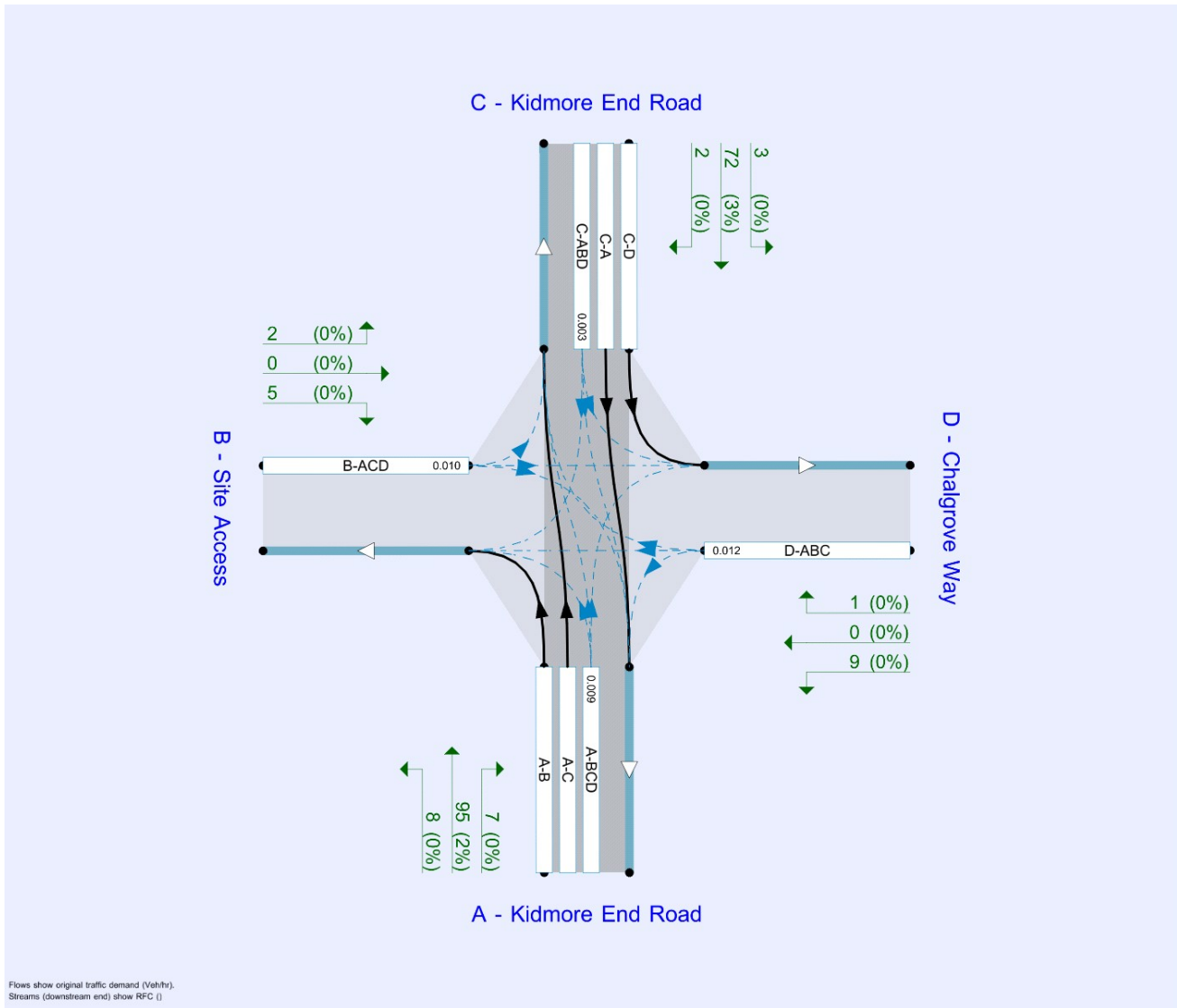
File summary

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
AB					27	40
AC					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			
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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.

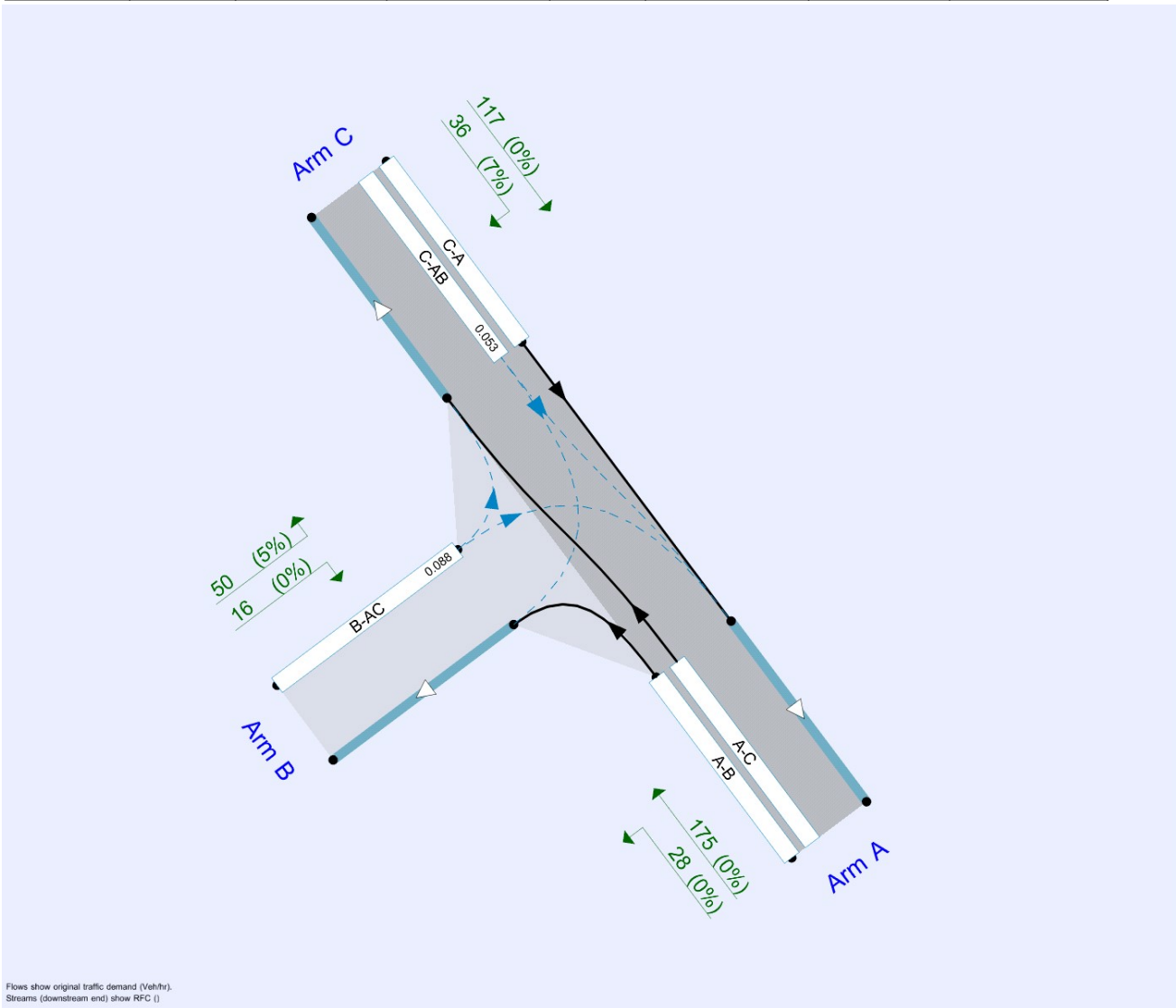
File summary

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			
ARCADY 9 - Roundabout Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: 45675_5501_J003 AM.j9

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

Report generation date: 15/05/2020 13:50:10

»Baseline, AM

»2026 Future Baseline, AM

»2026 Future + Development, AM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline			
Arm 1	4.7	48.48	0.84	E
Arm 2	7.0	30.25	0.89	D
Arm 3	3.3	21.91	0.77	C
	2026 Future Baseline			
Arm 1	7.5	73.28	0.91	F
Arm 2	10.9	44.74	0.94	E
Arm 3	4.5	28.17	0.82	D
	2026 Future + Development			
Arm 1	11.8	109.94	0.98	F
Arm 2	14.5	57.34	0.96	F
Arm 3	7.2	42.54	0.89	E

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

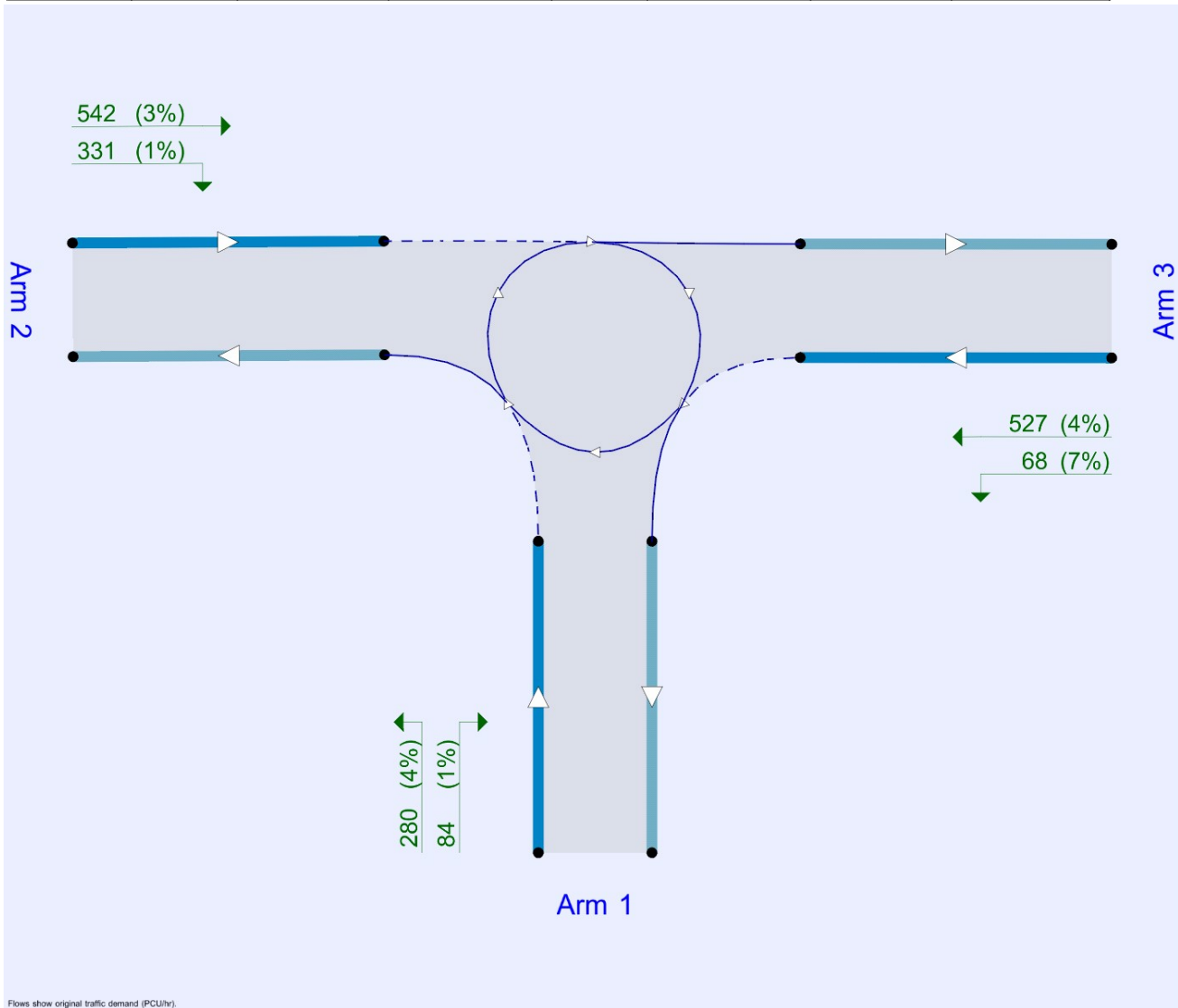
File summary

File Description

Title	45675_5501_J003
Location	Buckingham Drive - Preppard 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



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	✓
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	31.39	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Peppard Road	
2	Buckingham Drive	
3	Peppard Road N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.42	3.00	6.40	2.6	9.83	6.53	0.0	
2	4.75	3.41	3.41	0.0	15.99	15.00	0.0	
3	3.88	2.64	5.28	2.9	11.36	9.33	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.615	836
2	0.630	855
3	0.603	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		85.00
2	Percentage		125.00
3	Percentage		110.00

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 (%)
1		ONE HOUR	✓	342	100.000
2		ONE HOUR	✓	808	100.000
3		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	266	76
	2	315	0	493
	3	61	459	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	4	1
	2	1	0	3
	3	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.84	48.48	4.7	E	314	471
2	0.89	30.25	7.0	D	741	1112
3	0.77	21.91	3.3	C	477	716

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	342	532	0.484	254	280	0.0	0.9	13.199	B
2	608	152	56	1024	0.594	602	540	0.0	1.5	8.614	A
3	391	98	235	815	0.480	388	424	0.0	0.9	8.712	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	411	496	0.620	305	336	0.9	1.6	19.174	C
2	726	182	68	1015	0.716	722	648	1.5	2.5	12.396	B
3	467	117	282	784	0.596	465	509	0.9	1.5	11.695	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	377	94	499	450	0.837	366	407	1.6	4.2	40.283	E
2	890	222	81	1004	0.886	874	784	2.5	6.4	25.559	D
3	573	143	341	745	0.769	566	615	1.5	3.2	20.226	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	377	94	505	447	0.843	374	413	4.2	4.7	48.478	E
2	890	222	83	1003	0.887	887	796	6.4	7.0	30.253	D
3	573	143	346	742	0.772	572	624	3.2	3.3	21.905	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	419	492	0.625	319	346	4.7	1.8	22.782	C
2	726	182	71	1013	0.717	744	667	7.0	2.7	14.462	B
3	467	117	290	779	0.600	474	525	3.3	1.6	12.610	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	348	529	0.487	261	285	1.8	1.0	14.027	B
2	608	152	58	1023	0.595	613	551	2.7	1.5	9.079	A
3	391	98	239	812	0.482	394	432	1.6	1.0	9.029	A

2026 Future Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	45.43	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 (%)
1		ONE HOUR	✓	360	100.000
2		ONE HOUR	✓	850	100.000
3		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	280	80
	2	331	0	519
	3	64	483	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	4	1
	2	1	0	3
	3	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.91	73.28	7.5	F	330	496
2	0.94	44.74	10.9	E	780	1170
3	0.82	28.17	4.5	D	502	753

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	360	523	0.519	267	294	0.0	1.1	14.305	B
2	640	160	59	1022	0.626	633	567	0.0	1.7	9.318	A
3	412	103	247	807	0.510	408	446	0.0	1.1	9.299	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	81	432	485	0.667	320	353	1.1	1.9	22.091	C
2	764	191	71	1012	0.755	759	681	1.7	3.0	14.218	B
3	492	123	296	775	0.635	489	535	1.1	1.7	13.008	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	396	99	523	437	0.907	380	424	1.9	6.1	53.737	F
2	936	234	84	1002	0.934	911	819	3.0	9.2	33.684	D
3	602	151	355	736	0.819	593	641	1.7	4.1	24.781	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	396	99	531	433	0.914	391	432	6.1	7.5	73.277	F
2	936	234	87	1000	0.936	929	834	9.2	10.9	44.745	E
3	602	151	362	731	0.824	601	654	4.1	4.5	28.173	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	81	443	479	0.675	344	368	7.5	2.3	30.928	D
2	764	191	77	1008	0.758	794	711	10.9	3.4	19.182	C
3	492	123	309	766	0.642	502	561	4.5	1.9	14.725	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	367	519	0.522	276	300	2.3	1.2	15.547	C
2	640	160	61	1020	0.627	647	581	3.4	1.8	10.014	B
3	412	103	252	804	0.512	415	456	1.9	1.1	9.741	A

2026 Future + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	62.98	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 (%)
1		ONE HOUR	✓	364	100.000
2		ONE HOUR	✓	873	100.000
3		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	280
	2	331	0
	3	68	527

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	4
	2	1	0
	3	7	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.98	109.94	11.8	F	334	501
2	0.96	57.34	14.5	F	801	1202
3	0.89	42.54	7.2	E	546	819

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	274	69	392	506	0.542	269	297	0.0	1.2	15.442	C
2	657	164	62	1020	0.645	650	599	0.0	1.8	9.781	A
3	448	112	246	808	0.555	443	466	0.0	1.3	10.166	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	470	465	0.704	323	356	1.2	2.3	25.429	D
2	785	196	75	1010	0.777	779	719	1.8	3.3	15.515	C
3	535	134	295	775	0.690	531	558	1.3	2.2	15.154	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	566	415	0.966	376	425	2.3	8.4	70.454	F
2	961	240	87	1000	0.961	929	855	3.3	11.5	39.766	E
3	655	164	352	737	0.888	639	663	2.2	6.2	33.684	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	577	409	0.979	387	434	8.4	11.8	109.939	F
2	961	240	89	998	0.963	949	875	11.5	14.5	57.336	F
3	655	164	360	732	0.895	651	679	6.2	7.2	42.535	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	490	455	0.720	362	377	11.8	3.0	49.660	E
2	785	196	84	1003	0.783	827	769	14.5	4.0	24.772	C
3	535	134	314	763	0.701	553	597	7.2	2.6	19.286	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	274	69	401	501	0.547	281	304	3.0	1.3	17.364	C
2	657	164	65	1017	0.646	666	617	4.0	1.9	10.695	B
3	448	112	252	804	0.557	453	478	2.6	1.3	10.856	B

Junctions 9				
ARCADY 9 - Roundabout Module				
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Filename: 45675_5501_J003 PM.j9

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

Report generation date: 15/05/2020 13:52:11

»Baseline, PM

»2026 Future Baseline, PM

»2026 Future + Development, PM

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline			
Arm 1	4.8	43.30	0.85	E
Arm 2	4.1	19.70	0.81	C
Arm 3	4.6	29.86	0.83	D
	2026 Future Baseline			
Arm 1	7.3	62.37	0.91	F
Arm 2	5.2	24.36	0.85	C
Arm 3	6.2	38.93	0.88	E
	2026 Future + Development			
Arm 1	9.6	80.67	0.95	F
Arm 2	8.8	38.88	0.92	E
Arm 3	9.5	56.05	0.93	F

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

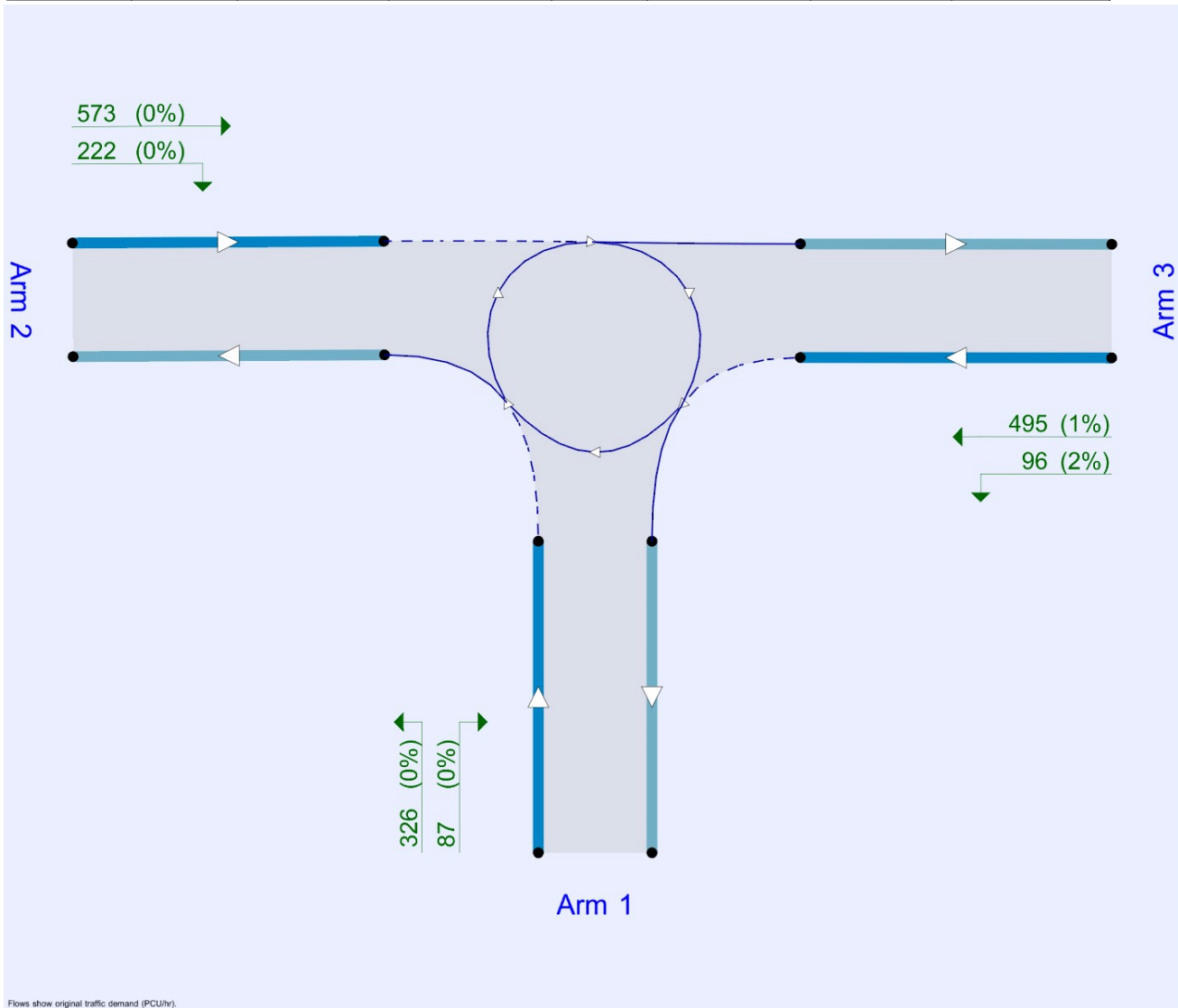
File summary

File Description

Title	45675_5501_J003
Location	Buckingham Drive - Preppard 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



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	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, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	28.68	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Peppard Road	
2	Buckingham Drive	
3	Peppard Road N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.42	3.00	6.40	2.6	9.83	6.53	0.0	
2	4.75	3.41	3.41	0.0	15.99	15.00	0.0	
3	3.88	2.64	5.28	2.9	11.36	9.33	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.615	836
2	0.630	855
3	0.603	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		95.00
2	Percentage		120.00
3	Percentage		95.00

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 (%)
1		ONE HOUR	✓	392	100.000
2		ONE HOUR	✓	708	100.000
3		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	312	80
	2	213	0	495
	3	87	446	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	0	0
	2	0	0	0
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.85	43.30	4.8	E	360	540
2	0.81	19.70	4.1	C	650	975
3	0.83	29.86	4.6	D	489	734

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	332	601	0.491	291	224	0.0	0.9	11.511	B
2	533	133	59	981	0.543	528	564	0.0	1.2	7.879	A
3	401	100	159	748	0.537	397	429	0.0	1.1	10.254	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	399	562	0.628	350	268	0.9	1.6	16.778	C
2	636	159	71	972	0.655	634	677	1.2	1.8	10.564	B
3	479	120	191	729	0.657	476	514	1.1	1.9	14.224	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	483	512	0.843	421	326	1.6	4.3	35.808	E
2	780	195	86	961	0.811	771	818	1.8	3.9	18.230	C
3	587	147	232	706	0.832	577	625	1.9	4.3	26.501	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	490	508	0.849	429	330	4.3	4.8	43.296	E
2	780	195	88	959	0.812	779	832	3.9	4.1	19.697	C
3	587	147	234	704	0.833	586	632	4.3	4.6	29.860	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	410	555	0.635	364	274	4.8	1.8	19.937	C
2	636	159	74	969	0.657	645	700	4.1	2.0	11.365	B
3	479	120	194	727	0.659	489	525	4.6	2.0	15.903	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	339	597	0.495	298	227	1.8	1.0	12.202	B
2	533	133	61	980	0.544	536	576	2.0	1.2	8.170	A
3	401	100	161	746	0.538	405	436	2.0	1.2	10.764	B

2026 Future Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	38.25	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 (%)
1		ONE HOUR	✓	410	100.000
2		ONE HOUR	✓	739	100.000
3		ONE HOUR	✓	557	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	326	84
	2	222	0	517
	3	91	466	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.91	62.37	7.3	F	376	564
2	0.85	24.36	5.2	C	678	1017
3	0.88	38.93	6.2	E	511	767

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	77	347	592	0.521	304	233	0.0	1.1	12.349	B
2	556	139	62	979	0.569	551	589	0.0	1.3	8.327	A
3	419	105	166	744	0.564	414	448	0.0	1.3	10.894	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	92	416	551	0.668	365	280	1.1	1.9	18.988	C
2	664	166	75	969	0.685	661	706	1.3	2.1	11.560	B
3	501	125	199	725	0.691	497	537	1.3	2.1	15.753	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	502	501	0.901	435	339	1.9	5.9	46.131	E
2	814	203	89	958	0.849	803	848	2.1	4.9	21.680	C
3	613	153	241	700	0.876	600	651	2.1	5.5	32.404	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	511	496	0.910	446	344	5.9	7.3	62.370	F
2	814	203	91	957	0.851	812	866	4.9	5.2	24.359	C
3	613	153	244	699	0.878	611	660	5.5	6.2	38.932	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	92	432	542	0.680	389	287	7.3	2.3	25.943	D
2	664	166	80	966	0.688	676	741	5.2	2.3	12.900	B
3	501	125	203	722	0.693	516	553	6.2	2.4	18.779	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	77	354	587	0.526	313	237	2.3	1.1	13.338	B
2	556	139	64	977	0.569	560	603	2.3	1.4	8.709	A
3	419	105	168	742	0.565	424	456	2.4	1.4	11.578	B

2026 Future + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	54.12	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 (%)
1		ONE HOUR	✓	413	100.000
2		ONE HOUR	✓	795	100.000
3		ONE HOUR	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	326
	2	222	0
	3	96	495

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	0
	2	0	0
	3	2	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.95	80.67	9.6	F	379	568
2	0.92	38.88	8.8	E	730	1094
3	0.93	56.05	9.5	F	542	813

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	78	368	580	0.536	306	237	0.0	1.1	12.981	B
2	599	150	65	977	0.613	592	610	0.0	1.5	9.221	A
3	445	111	165	744	0.598	439	491	0.0	1.5	11.740	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	441	537	0.692	367	284	1.1	2.1	20.785	C
2	715	179	77	967	0.739	710	731	1.5	2.7	13.753	B
3	531	133	198	725	0.733	527	589	1.5	2.6	17.953	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	114	527	486	0.935	434	341	2.1	7.3	54.689	F
2	875	219	91	957	0.915	855	870	2.7	7.7	30.725	D
3	651	163	239	702	0.927	630	708	2.6	7.8	41.723	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	114	540	479	0.949	445	348	7.3	9.6	80.672	F
2	875	219	94	955	0.917	871	891	7.7	8.8	38.882	E
3	651	163	243	699	0.931	644	721	7.8	9.5	56.052	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	466	522	0.711	399	296	9.6	2.7	34.209	D
2	715	179	84	962	0.743	738	781	8.8	3.1	17.462	C
3	531	133	206	721	0.737	557	616	9.5	3.1	25.019	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	78	378	574	0.542	317	242	2.7	1.2	14.316	B
2	599	150	67	975	0.614	604	628	3.1	1.6	9.848	A
3	445	111	169	742	0.600	451	502	3.1	1.6	12.762	B

Junctions 9			
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Report generation date: 15/05/2020 14:06:13

- »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			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2019 Baseline								
Junction 1 - Arm A	0.2	0.40		A	0.1	0.10		A
Junction 1 - Arm B	2.4	24.42		C	1.6	16.36		C
Junction 1 - Arm C	0.9	4.62		A	0.4	2.56		A
Junction 2 - Arm A	0.3	7.11		A	0.0	1.19		A
Junction 2 - Arm B	10.3	116.90		F	0.9	15.42		C
Junction 2 - Arm C	0.9	7.25		A	0.7	7.17		A
[Lane Simulation] - 2026 Future Baseline								
Junction 1 - Arm A	0.1	0.58		A	0.0	0.14		A
Junction 1 - Arm B	2.6	26.74		D	1.8	17.33		C
Junction 1 - Arm C	1.3	6.15		A	0.4	2.69		A
Junction 2 - Arm A	0.4	8.36		A	0.1	1.20		A
Junction 2 - Arm B	19.6	204.46		F	1.5	17.47		C
Junction 2 - Arm C	1.0	7.43		A	0.6	7.03		A
[Lane Simulation] - 2026 Future + Development								
Junction 1 - Arm A	0.3	1.02		A	0.0	0.11		A
Junction 1 - Arm B	2.7	28.08		D	2.0	18.86		C
Junction 1 - Arm C	1.8	8.45		A	0.5	3.13		A
Junction 2 - Arm A	0.4	10.70		B	0.1	1.87		A
Junction 2 - Arm B	33.9	367.97		F	2.6	32.16		D
Junction 2 - Arm C	1.1	7.65		A	0.8	7.44		A

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

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

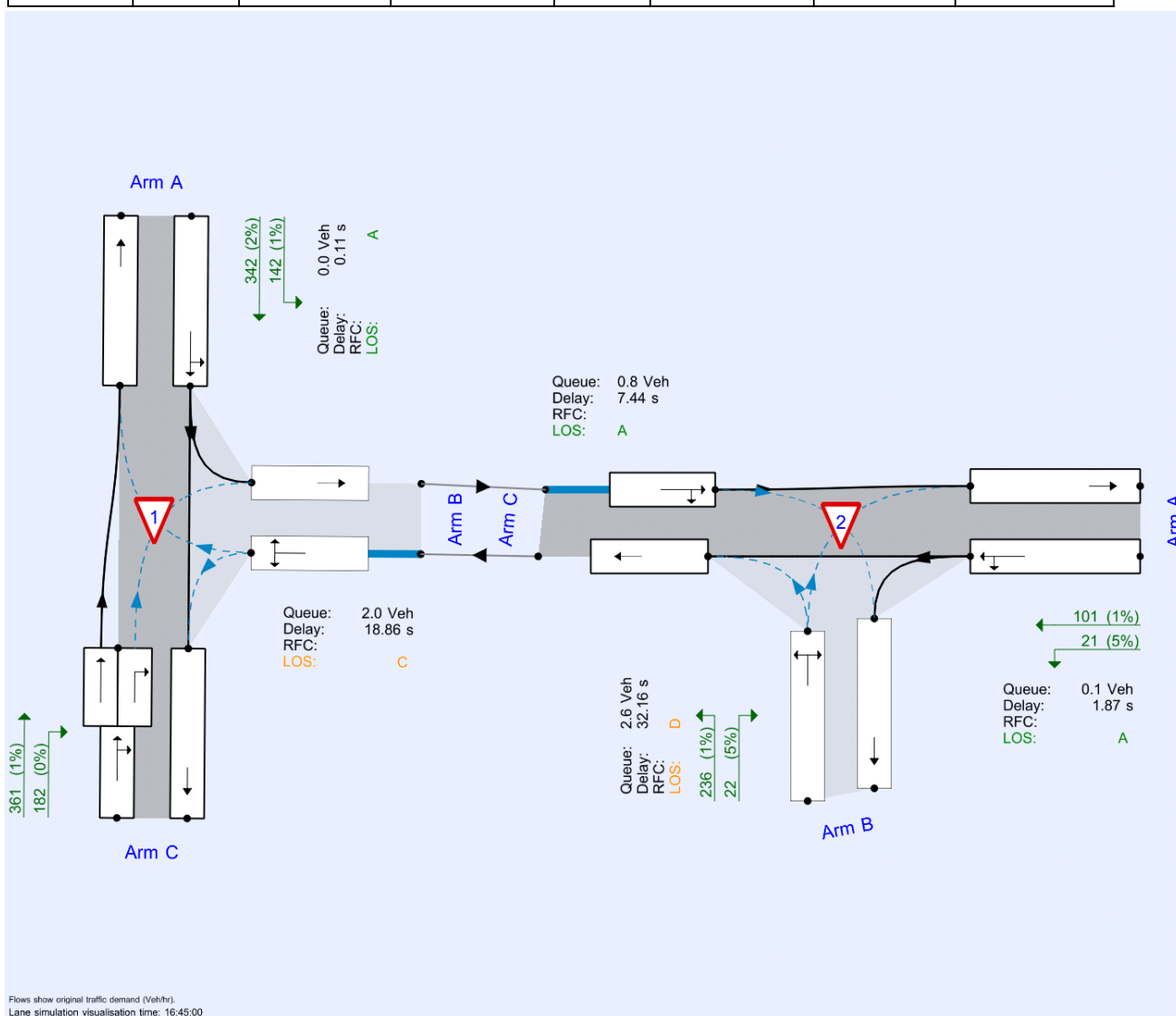
File summary

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	CORPlerdeane
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

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	✓			141966254	282	15.40

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
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.67	A
2	untitled	T-Junction	Two-way		45.44	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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 bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.19		✓	5.00	178.5	✓	2.00
2	C	6.42				120.6	✓	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

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 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.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	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		✓	✓
	B	1	1	✓		✓
	C	1	1	✓		
			2		✓	
		2	1	✓	✓	

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	✓	520	100.000
	B	✓				
	C		ONE HOUR	✓	555	100.000
2	A		ONE HOUR	✓	97	100.000
	B		ONE HOUR	✓	263	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To		
		A	B	C
From	A	0	189	331
	B	157	0	120
	C	352	203	0

Demand (Veh/hr)

Junction 2

		To		
		A	B	C
From	A	0	30	67
	B	25	0	238
	C	113	280	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	0.40	0.2	A	473	710
	B	24.42	2.4	C	275	413
	C	4.62	0.9	A	509	764
2	A	7.11	0.3	A	88	132
	B	116.90	10.3	F	239	359
	C	7.25	0.9	A	359	538

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	386	96	386	413	387	0.0	0.0	0.081	A
	B	227	57	229	255	295	0.0	0.8	14.453	B
	C	413	103	413	430	347	0.0	0.4	2.577	A
2	A	71	18	71	79	102	0.0	0.0	0.404	A
	B	195	49	195	202	232	0.0	0.5	8.827	A
	C	295	74	294	301	227	0.0	0.5	6.204	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	462	116	462	491	473	0.0	0.0	0.177	A
	B	268	67	269	299	345	0.8	1.3	17.215	C
	C	498	125	499	513	412	0.4	0.3	2.976	A
2	A	86	22	86	90	122	0.0	0.0	1.244	A
	B	233	58	232	238	272	0.5	1.1	14.752	B
	C	345	86	345	360	268	0.5	0.6	6.571	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	564	141	564	602	569	0.0	0.0	0.405	A
	B	313	78	314	345	434	1.3	2.0	22.664	C
	C	617	154	619	630	496	0.3	0.6	4.461	A
2	A	105	26	103	108	151	0.0	0.3	5.080	A
	B	287	72	269	274	342	1.1	6.6	58.224	F
	C	434	109	435	441	313	0.6	0.9	7.141	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	568	142	566	598	574	0.0	0.2	0.361	A
	B	327	82	328	367	428	2.0	2.2	24.419	C
	C	612	153	610	625	501	0.6	0.9	4.619	A
2	A	109	27	109	114	148	0.3	0.2	7.111	A
	B	289	72	276	282	337	6.6	10.2	116.904	F
	C	428	107	427	439	327	0.9	0.9	7.253	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	468	117	468	492	474	0.2	0.0	0.216	A
	B	288	72	288	348	357	2.2	1.5	19.687	C
	C	499	125	498	517	423	0.9	0.4	3.252	A
2	A	87	22	87	92	127	0.2	0.0	2.716	A
	B	233	58	250	274	280	10.2	2.1	60.678	F
	C	357	89	357	369	288	0.9	0.6	6.716	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	393	98	393	412	396	0.0	0.0	0.059	A
	B	229	57	231	274	294	1.5	0.9	15.846	C
	C	416	104	416	432	349	0.4	0.3	2.445	A
2	A	70	18	70	76	107	0.0	0.0	0.860	A
	B	198	50	199	213	230	2.1	0.6	14.917	B
	C	294	73	295	305	229	0.6	0.4	6.091	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	386	386	413	0.0	0.0	0.081	A
		Exit	1	1		387	387	429	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	227	229	255	0.0	0.8	14.453	B
		Exit	1	1		295	295	303	0.0	0.1	1.481	A
	C	Entry	1	1	A	261	261	276	0.0	0.0	0.000	A
				2	B	153	153	153	0.0	0.3	6.251	A
		2	1	(A, B)	413	413	431	0.0	0.1	0.295	A	
			Exit	1	1		347	347	366	0.0	0.0	0.000
	2	A	Entry	1	1	B, C	71	71	79	0.0	0.0	0.404
Exit			1	1		102	102	107	0.0	0.0	0.000	A
B		Entry	1	1	A, C	195	195	202	0.0	0.5	8.827	A
		Exit	1	1		232	232	239	0.0	0.0	0.000	A
C		Entry	1	1	A, B	295	294	301	0.0	0.5	6.204	A
		Exit	1	1		226	227	236	0.0	0.2	3.473	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	462	462	491	0.0	0.0	0.177	A
		Exit	1	1		473	473	511	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	268	269	299	0.8	1.3	17.215	C
		Exit	1	1		346	345	362	0.1	0.2	2.102	A
	C	Entry	1	1	A	320	320	330	0.0	0.0	0.000	A
				2	B	179	179	184	0.3	0.3	6.758	A
		Exit	1	1	(A, B)	498	499	513	0.1	0.0	0.514	A
				1		412	412	429	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	86	86	90	0.0	0.0	1.244	A
		Exit	1	1		122	122	128	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	233	232	238	0.5	1.1	14.752	B
		Exit	1	1		272	272	284	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	345	345	360	0.5	0.6	6.571	A
		Exit	1	1		268	268	273	0.2	0.5	6.618	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	564	564	602	0.0	0.0	0.405	A
		Exit	1	1		569	569	613	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	313	314	345	1.3	2.0	22.664	C
		Exit	1	1		433	434	443	0.2	0.3	3.117	A
	C	Entry	1	1	A	390	390	404	0.0	0.0	0.000	A
				2	B	227	229	225	0.3	0.5	8.211	A
		Exit	1	1	(A, B)	617	618	630	0.0	0.1	1.460	A
				1		496	496	520	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	105	103	108	0.0	0.3	5.080	A
		Exit	1	1		151	151	155	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	287	269	274	1.1	6.6	58.224	F
		Exit	1	1		342	342	347	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	434	435	441	0.6	0.9	7.141	A
		Exit	1	1		314	313	317	0.5	1.5	14.470	B

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	568	566	598	0.0	0.2	0.361	A
		Exit	1	1		574	574	623	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	327	328	367	2.0	2.2	24.419	C
		Exit	1	1		429	428	440	0.3	0.5	3.220	A
	C	Entry	1	1	A	388	388	400	0.0	0.0	0.000	A
				2	B	223	222	225	0.5	0.5	8.231	A
		Exit	1	1	(A, B)	612	611	625	0.1	0.4	1.587	A
				1		501	501	526	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	109	109	114	0.3	0.2	7.111	A
		Exit	1	1		148	148	153	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	289	276	282	6.6	10.2	116.904	F
		Exit	1	1		337	337	346	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	428	427	439	0.9	0.9	7.253	A
		Exit	1	1		328	327	335	1.5	1.8	17.912	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	468	468	492	0.2	0.0	0.216	A
		Exit	1	1		474	474	538	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	288	288	348	2.2	1.5	19.687	C
		Exit	1	1		357	357	368	0.5	0.2	2.292	A
	C	Entry	1	1	A	313	313	330	0.0	0.0	0.000	A
				2	B	186	185	188	0.5	0.4	7.006	A
		Exit	1	1	(A, B)	499	499	517	0.4	0.1	0.679	A
				1		423	423	452	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	87	87	92	0.2	0.0	2.716	A
		Exit	1	1		127	127	134	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	233	250	274	10.2	2.1	60.678	F
		Exit	1	1		280	280	291	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	357	357	369	0.9	0.6	6.716	A
		Exit	1	1		287	288	314	1.8	0.7	11.301	B

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	393	393	412	0.0	0.0	0.059	A
		Exit	1	1		396	396	443	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	229	231	274	1.5	0.9	15.846	C
		Exit	1	1		293	294	305	0.2	0.1	1.426	A
	C	Entry	1	1	A	264	264	275	0.0	0.0	0.000	A
				2	B	152	152	157	0.4	0.2	6.047	A
		Exit	1	1	(A, B)	416	416	431	0.1	0.0	0.224	A
				1		349	349	370	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	70	70	76	0.0	0.0	0.860	A
		Exit	1	1		107	107	110	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	198	199	213	2.1	0.6	14.917	B
		Exit	1	1		230	230	240	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	294	295	305	0.6	0.4	6.091	A
		Exit	1	1		226	229	246	0.7	0.1	5.473	A

2019 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.85	A
2	untitled	T-Junction	Two-way		9.21	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	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	✓	455	100.000
	B	✓				
	C		ONE HOUR	✓	504	100.000
2	A		ONE HOUR	✓	102	100.000
	B		ONE HOUR	✓	226	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
	A	B	C	
From	A	0	135	321
	B	129	0	160
	C	343	161	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	19	83
	B	20	0	206
	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	0.1	A	417	625
	B	16.36	1.6	C	264	397
	C	2.56	0.4	A	459	688
2	A	1.19	0.0	A	92	139
	B	15.42	0.9	C	207	311
	C	7.17	0.7	A	271	406

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	332	83	332	348	348	0.0	0.0	0.005	A
	B	216	54	215	219	223	0.0	0.7	10.401	B
	C	370	92	370	373	345	0.0	0.2	1.721	A
2	A	75	19	75	80	69	0.0	0.0	0.032	A
	B	171	43	170	172	181	0.0	0.3	6.951	A
	C	223	56	223	220	216	0.0	0.3	6.085	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	406	101	406	419	430	0.0	0.0	0.034	A
	B	256	64	257	260	257	0.7	1.0	12.366	B
	C	454	114	453	453	429	0.2	0.3	1.875	A
2	A	94	24	94	93	81	0.0	0.0	0.162	A
	B	199	50	199	205	218	0.3	0.4	8.107	A
	C	257	64	261	260	256	0.3	0.3	6.476	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	501	125	502	512	518	0.0	0.0	0.100	A
	B	312	78	309	311	331	1.0	1.6	15.990	C
	C	557	139	557	567	520	0.3	0.3	2.490	A
2	A	109	27	109	115	96	0.0	0.0	0.562	A
	B	246	62	246	246	275	0.4	0.8	10.964	B
	C	331	83	329	327	312	0.3	0.7	7.171	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	516	129	515	520	518	0.0	0.1	0.077	A
	B	317	79	317	316	332	1.6	1.4	16.356	C
	C	552	138	553	560	533	0.3	0.4	2.556	A
2	A	108	27	108	111	95	0.0	0.0	1.189	A
	B	247	62	251	250	281	0.8	0.9	15.416	C
	C	332	83	333	329	317	0.7	0.7	7.043	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	407	102	407	417	426	0.1	0.0	0.018	A
	B	266	66	269	273	258	1.4	0.8	13.308	B
	C	446	112	447	455	437	0.4	0.2	1.909	A
2	A	92	23	92	95	72	0.0	0.0	0.175	A
	B	207	52	207	209	219	0.9	0.5	8.071	A
	C	258	65	257	266	266	0.7	0.6	6.576	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	338	85	338	345	350	0.0	0.0	0.003	A
	B	220	55	221	220	223	0.8	0.6	10.593	B
	C	372	93	372	378	359	0.2	0.1	1.757	A
2	A	76	19	76	82	65	0.0	0.0	0.049	A
	B	172	43	171	169	186	0.5	0.4	6.929	A
	C	223	56	223	222	220	0.6	0.3	6.168	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	332	332	348	0.0	0.0	0.005	A
		Exit	1	1		348	348	355	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	216	215	219	0.0	0.7	10.401	B
		Exit	1	1		223	223	223	0.0	0.0	0.587	A
	C	Entry	1	1	A	249	249	255	0.0	0.0	0.000	A
				2	B	121	121	118	0.0	0.2	5.262	A
		Exit	1	1	(A, B)	370	370	374	0.0	0.0	0.039	A
				1		345	345	363	0.0	0.0	0.000	A
	2	A	1	1	B, C	75	75	80	0.0	0.0	0.032	A
						69	69	67	0.0	0.0	0.000	A
		B	1	1	A, C	171	170	172	0.0	0.3	6.951	A
						181	181	185	0.0	0.0	0.000	A
		C	1	1	A, B	223	223	220	0.0	0.3	6.085	A
						217	216	221	0.0	0.0	0.851	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	406	406	419	0.0	0.0	0.034	A
		Exit	1	1		430	430	428	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	256	257	260	0.7	1.0	12.366	B
		Exit	1	1		256	257	262	0.0	0.1	1.067	A
	C	Entry	1	1	A	318	318	313	0.0	0.0	0.000	A
				2	B	137	135	140	0.2	0.3	5.695	A
		Exit	1	1	(A, B)	454	455	454	0.0	0.0	0.102	A
				1		429	429	442	0.0	0.0	0.000	A
	2	A	1	1	B, C	94	94	93	0.0	0.0	0.162	A
						81	81	78	0.0	0.0	0.000	A
		B	1	1	A, C	199	199	205	0.3	0.4	8.107	A
						218	218	220	0.0	0.0	0.000	A
		C	1	1	A, B	257	261	260	0.3	0.3	6.476	A
						256	256	261	0.0	0.1	1.745	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	501	502	512	0.0	0.0	0.100	A
		Exit	1	1		518	518	529	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	312	309	311	1.0	1.6	15.990	C
		Exit	1	1		330	331	331	0.1	0.1	1.988	A
	C	Entry	1	1	A	376	376	388	0.0	0.0	0.000	A
				2	B	181	181	179	0.3	0.3	6.590	A
		Exit	1	1	(A, B)	557	557	567	0.0	0.0	0.393	A
				1		520	520	529	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	109	109	115	0.0	0.0	0.562	A
		Exit	1	1		96	96	96	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	246	246	246	0.4	0.8	10.964	B
		Exit	1	1		275	275	278	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	331	329	327	0.3	0.7	7.171	A
		Exit	1	1		314	312	313	0.1	0.4	4.205	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	516	515	520	0.0	0.1	0.077	A
		Exit	1	1		518	518	524	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	317	317	316	1.6	1.4	16.356	C
		Exit	1	1		333	332	330	0.1	0.3	1.810	A
	C	Entry	1	1	A	375	375	382	0.0	0.0	0.000	A
				2	B	178	177	178	0.3	0.4	6.750	A
		Exit	1	1	(A, B)	552	553	561	0.0	0.0	0.397	A
				1		533	533	543	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	108	108	111	0.0	0.0	1.189	A
		Exit	1	1		95	95	97	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	247	251	250	0.8	0.9	15.416	C
		Exit	1	1		281	281	277	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	332	333	329	0.7	0.7	7.043	A
		Exit	1	1		316	317	316	0.4	0.4	5.262	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	407	407	417	0.1	0.0	0.018	A
		Exit	1	1		426	426	438	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	266	269	273	1.4	0.8	13.308	B
		Exit	1	1		258	258	267	0.3	0.1	1.087	A
	C	Entry	1	1	A	305	305	312	0.0	0.0	0.000	A
				2	B	142	142	143	0.4	0.2	5.735	A
		Exit	1	1	(A, B)	446	446	454	0.0	0.0	0.100	A
				1		437	437	441	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	92	92	95	0.0	0.0	0.175	A
		Exit	1	1		72	72	77	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	207	207	209	0.9	0.5	8.071	A
		Exit	1	1		219	219	225	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	258	257	266	0.7	0.6	6.576	A
		Exit	1	1		265	266	270	0.4	0.1	2.086	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	338	338	345	0.0	0.0	0.003	A
		Exit	1	1		350	350	357	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	220	221	220	0.8	0.6	10.593	B
		Exit	1	1		222	223	222	0.1	0.0	0.625	A
	C	Entry	1	1	A	251	251	259	0.0	0.0	0.000	A
				2	B	122	121	119	0.2	0.1	5.389	A
		Exit	1	1	(A, B)	372	372	378	0.0	0.0	0.051	A
				1		359	359	365	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	76	76	82	0.0	0.0	0.049	A
		Exit	1	1		65	65	64	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	172	171	169	0.5	0.4	6.929	A
		Exit	1	1		186	186	189	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	223	223	222	0.6	0.3	6.168	A
		Exit	1	1		220	220	221	0.1	0.1	0.988	A

2026 Future Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		8.85	A
2	untitled	T-Junction	Two-way		76.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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	✓	547	100.000
	B	✓				
	C		ONE HOUR	✓	584	100.000
2	A		ONE HOUR	✓	103	100.000
	B		ONE HOUR	✓	277	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
	A	B	C	
From	A	0	198	349
	B	165	0	126
	C	370	214	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	32	71
	B	26	0	251
	C	119	294	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	0.58	0.1	A	503	755
	B	26.74	2.6	D	288	433
	C	6.15	1.3	A	533	800
2	A	8.36	0.4	A	93	139
	B	204.46	19.6	F	252	378
	C	7.43	1.0	A	377	566

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	413	103	413	434	409	0.0	0.0	0.042	A
	B	242	61	240	266	312	0.0	1.2	15.979	C
	C	437	109	438	452	370	0.0	0.3	2.664	A
2	A	76	19	76	82	111	0.0	0.0	0.575	A
	B	208	52	210	211	245	0.0	0.5	10.845	B
	C	312	78	312	315	242	0.0	0.5	6.362	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	496	124	496	517	497	0.0	0.0	0.211	A
	B	281	70	280	315	374	1.2	1.5	18.763	C
	C	533	133	530	540	434	0.3	0.6	3.342	A
2	A	90	23	90	95	130	0.0	0.0	1.892	A
	B	246	62	244	249	296	0.5	1.6	18.866	C
	C	374	94	374	376	281	0.5	0.7	6.756	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	603	151	604	633	577	0.0	0.1	0.579	A
	B	322	81	322	352	453	1.5	2.3	24.444	C
	C	639	160	633	655	527	0.6	1.3	6.145	A
2	A	113	28	113	117	159	0.0	0.2	5.703	A
	B	299	75	271	275	354	1.6	10.2	92.398	F
	C	453	113	452	463	322	0.7	1.0	7.430	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	606	151	606	626	584	0.1	0.1	0.514	A
	B	315	79	313	361	447	2.3	2.4	26.741	D
	C	634	159	635	662	523	1.3	0.9	5.837	A
2	A	111	28	110	117	155	0.2	0.4	8.356	A
	B	304	76	265	275	349	10.2	19.6	204.463	F
	C	447	112	445	460	315	1.0	0.9	7.235	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	495	124	495	520	521	0.1	0.0	0.186	A
	B	319	80	322	384	374	2.4	1.8	22.132	C
	C	530	133	530	543	452	0.9	0.6	3.482	A
2	A	89	22	89	97	134	0.4	0.1	4.913	A
	B	247	62	286	305	297	19.6	7.8	150.402	F
	C	374	94	373	387	319	0.9	0.7	6.896	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	407	102	406	432	414	0.0	0.0	0.089	A
	B	250	63	251	312	303	1.8	1.1	16.974	C
	C	427	107	428	449	369	0.6	0.3	2.785	A
2	A	77	19	77	83	110	0.1	0.0	1.542	A
	B	208	52	219	246	239	7.8	1.1	37.058	E
	C	303	76	302	319	250	0.7	0.6	6.344	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	413	413	434	0.0	0.0	0.042	A
		Exit	1	1		409	409	449	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	242	240	266	0.0	1.2	15.979	C
		Exit	1	1		311	312	318	0.0	0.1	1.615	A
	C	Entry	1	1	A	275	275	289	0.0	0.0	0.000	A
				2	B	163	163	163	0.0	0.3	6.346	A
		Exit	1	1	(A, B)	437	438	453	0.0	0.0	0.328	A
				1		370	370	384	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	76	76	82	0.0	0.0	0.575	A
		Exit	1	1		111	111	112	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	208	210	211	0.0	0.5	10.845	B
		Exit	1	1		245	245	249	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	312	312	315	0.0	0.5	6.362	A
		Exit	1	1		242	242	246	0.0	0.3	4.808	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	496	496	517	0.0	0.0	0.211	A
		Exit	1	1		497	497	538	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	281	280	315	1.2	1.5	18.763	C
		Exit	1	1		374	374	378	0.1	0.3	2.259	A
	C	Entry	1	1	A	337	337	347	0.0	0.0	0.000	A
				2	B	193	193	193	0.3	0.4	7.117	A
		Exit	1	1	(A, B)	533	530	541	0.0	0.2	0.736	A
				1		434	434	455	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	90	90	95	0.0	0.0	1.892	A
		Exit	1	1		130	130	132	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	246	244	249	0.5	1.6	18.866	C
		Exit	1	1		296	296	298	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	374	374	376	0.5	0.7	6.756	A
		Exit	1	1		283	281	288	0.3	0.8	8.576	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	603	604	633	0.0	0.1	0.579	A
		Exit	1	1		577	577	630	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	322	322	352	1.5	2.3	24.444	C
		Exit	1	1		455	453	465	0.3	0.6	3.720	A
	C	Entry	1	1	A	397	397	419	0.0	0.0	0.000	A
				2	B	237	236	236	0.4	0.6	9.088	A
		Exit	1	1	(A, B)	639	634	656	0.2	0.7	2.793	A
				1		527	527	544	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	113	113	117	0.0	0.2	5.703	A
		Exit	1	1		159	159	160	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	299	271	275	1.6	10.2	92.398	F
		Exit	1	1		354	354	367	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	453	452	463	0.7	1.0	7.430	A
		Exit	1	1		323	322	325	0.8	1.8	17.471	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	606	606	626	0.1	0.1	0.514	A
		Exit	1	1		584	584	647	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	315	313	361	2.3	2.4	26.741	D
		Exit	1	1		448	447	460	0.6	0.5	3.529	A
	C	Entry	1	1	A	406	406	427	0.0	0.0	0.000	A
				2	B	229	229	235	0.6	0.5	8.986	A
		Exit	1	1	(A, B)	634	634	662	0.7	0.3	2.604	A
				1		523	523	542	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	111	110	117	0.2	0.4	8.356	A
		Exit	1	1		155	155	160	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	304	265	275	10.2	19.6	204.463	F
		Exit	1	1		349	349	363	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	447	445	460	1.0	0.9	7.235	A
		Exit	1	1		317	315	327	1.8	2.1	21.817	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	495	495	520	0.1	0.0	0.186	A
		Exit	1	1		521	521	579	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	319	322	384	2.4	1.8	22.132	C
		Exit	1	1		375	374	388	0.5	0.2	2.449	A
	C	Entry	1	1	A	337	337	346	0.0	0.0	0.000	A
				2	B	194	194	196	0.5	0.4	7.344	A
		Exit	1	1	(A, B)	530	531	542	0.3	0.1	0.786	A
				1		452	452	481	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	89	89	97	0.4	0.1	4.913	A
		Exit	1	1		134	134	141	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	247	286	305	19.6	7.8	150.402	F
		Exit	1	1		297	297	307	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	374	373	387	0.9	0.7	6.896	A
		Exit	1	1		318	319	345	2.1	1.2	15.577	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	407	406	432	0.0	0.0	0.089	A
		Exit	1	1		414	414	473	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	250	251	312	1.8	1.1	16.974	C
		Exit	1	1		303	303	320	0.2	0.2	1.649	A
	C	Entry	1	1	A	270	270	285	0.0	0.0	0.000	A
				2	B	158	158	164	0.4	0.3	6.449	A
		Exit	1	1	(A, B)	427	427	448	0.1	0.0	0.408	A
				1		369	369	400	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	77	77	83	0.1	0.0	1.542	A
		Exit	1	1		110	110	115	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	208	219	246	7.8	1.1	37.058	E
		Exit	1	1		239	239	254	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	303	302	319	0.7	0.6	6.344	A
		Exit	1	1		250	250	281	1.2	0.4	7.546	A

2026 Future Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.13	A
2	untitled	T-Junction	Two-way		9.86	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 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	✓	476	100.000
	B	✓				
	C		ONE HOUR	✓	525	100.000
2	A		ONE HOUR	✓	107	100.000
	B		ONE HOUR	✓	236	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
	A	B	C	
From	A	0	141	335
	B	135	0	167
	C	357	168	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	20	87
	B	21	0	215
	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	0.14	0.0	A	438	658
	B	17.33	1.8	C	277	416
	C	2.69	0.4	A	483	724
2	A	1.20	0.1	A	98	148
	B	17.47	1.5	C	216	323
	C	7.03	0.6	A	282	422

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	361	90	361	365	375	0.0	0.0	0.005	A
	B	230	58	229	233	231	0.0	0.7	11.211	B
	C	398	99	397	404	382	0.0	0.2	1.870	A
2	A	86	21	86	85	69	0.0	0.0	0.075	A
	B	176	44	176	185	196	0.0	0.3	7.637	A
	C	231	58	233	232	230	0.0	0.4	6.270	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	430	108	430	439	462	0.0	0.0	0.036	A
	B	277	69	275	267	271	0.7	1.1	12.891	B
	C	476	119	477	476	449	0.2	0.1	2.019	A
2	A	93	23	93	95	80	0.0	0.0	0.175	A
	B	214	54	218	213	224	0.3	0.4	8.397	A
	C	271	68	270	280	277	0.4	0.6	6.622	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	532	555	0.0	0.0	0.139	A
	B	331	83	330	327	339	1.1	1.8	17.184	C
	C	581	145	582	588	548	0.1	0.4	2.687	A
2	A	121	30	121	122	103	0.0	0.1	1.196	A
	B	256	64	257	257	284	0.4	1.2	13.898	B
	C	339	85	341	340	331	0.6	0.5	7.027	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	512	128	512	525	557	0.0	0.0	0.088	A
	B	328	82	332	331	332	1.8	1.3	17.328	C
	C	589	147	591	588	547	0.4	0.4	2.460	A
2	A	112	28	113	117	99	0.1	0.0	1.052	A
	B	259	65	260	260	278	1.2	1.4	17.467	C
	C	332	83	330	333	328	0.5	0.6	6.880	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	444	111	444	440	439	0.0	0.0	0.017	A
	B	264	66	267	280	283	1.3	0.8	13.923	B
	C	465	116	465	478	453	0.4	0.3	2.116	A
2	A	92	23	92	98	83	0.0	0.0	0.229	A
	B	209	52	210	218	238	1.4	0.5	9.747	A
	C	283	71	283	284	264	0.6	0.5	6.630	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	356	89	357	362	366	0.0	0.0	0.016	A
	B	233	58	231	234	234	0.8	0.8	11.155	B
	C	388	97	388	398	377	0.3	0.2	1.982	A
2	A	86	22	86	85	73	0.0	0.0	0.041	A
	B	179	45	180	184	196	0.5	0.3	7.042	A
	C	234	58	235	236	233	0.5	0.4	6.366	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	361	361	365	0.0	0.0	0.005	A
		Exit	1	1		375	375	383	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	230	229	233	0.0	0.7	11.211	B
		Exit	1	1		231	231	234	0.0	0.0	0.904	A
	C	Entry	1	1	A	275	275	278	0.0	0.0	0.000	A
				2	B	123	123	126	0.0	0.2	5.658	A
		Exit	1	1	(A, B)	398	398	404	0.0	0.0	0.087	A
				1		382	382	383	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	86	86	85	0.0	0.0	0.075	A
		Exit	1	1		69	69	69	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	176	176	185	0.0	0.3	7.637	A
		Exit	1	1		196	196	196	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	231	233	232	0.0	0.4	6.270	A
		Exit	1	1		230	230	236	0.0	0.1	1.369	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	430	430	439	0.0	0.0	0.036	A
		Exit	1	1		462	462	447	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	277	275	267	0.7	1.1	12.891	B
		Exit	1	1		271	271	282	0.0	0.1	1.155	A
	C	Entry	1	1	A	334	334	326	0.0	0.0	0.000	A
				2	B	142	143	150	0.2	0.1	5.850	A
		Exit	1	1	(A, B)	476	476	476	0.0	0.0	0.168	A
				1		449	449	452	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	93	93	95	0.0	0.0	0.175	A
		Exit	1	1		80	80	84	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	214	218	213	0.3	0.4	8.397	A
		Exit	1	1		224	224	234	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	271	270	280	0.4	0.6	6.622	A
		Exit	1	1		276	277	269	0.1	0.2	2.074	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	532	0.0	0.0	0.139	A
		Exit	1	1		555	555	553	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	331	330	327	1.1	1.8	17.184	C
		Exit	1	1		337	339	340	0.1	0.0	2.039	A
	C	Entry	1	1	A	405	405	404	0.0	0.0	0.000	A
				2	B	177	178	184	0.1	0.4	7.017	A
				2	(A, B)	581	582	589	0.0	0.0	0.469	A
		Exit	1	1		548	548	553	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	121	121	122	0.0	0.1	1.196	A
		Exit	1	1		103	103	102	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	256	257	257	0.4	1.2	13.898	B
		Exit	1	1		284	284	285	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	339	341	340	0.6	0.5	7.027	A
		Exit	1	1		331	331	330	0.2	0.6	5.714	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	512	512	525	0.0	0.0	0.088	A
		Exit	1	1		557	557	553	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	328	332	331	1.8	1.3	17.328	C
		Exit	1	1		331	332	335	0.0	0.1	1.747	A
	C	Entry	1	1	A	410	410	406	0.0	0.0	0.000	A
				2	B	179	181	182	0.4	0.4	6.765	A
				2	(A, B)	589	589	588	0.0	0.0	0.356	A
		Exit	1	1		547	547	556	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	112	113	117	0.1	0.0	1.052	A
		Exit	1	1		99	99	99	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	259	260	260	1.2	1.4	17.467	C
		Exit	1	1		278	278	282	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	332	330	333	0.5	0.6	6.880	A
		Exit	1	1		326	328	331	0.6	0.5	6.176	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	444	444	440	0.0	0.0	0.017	A
		Exit	1	1		439	439	451	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	264	267	280	1.3	0.8	13.923	B
		Exit	1	1		284	283	284	0.1	0.1	1.077	A
	C	Entry	1	1	A	313	313	322	0.0	0.0	0.000	A
				2	B	152	152	156	0.4	0.2	6.023	A
				2	(A, B)	465	465	477	0.0	0.0	0.139	A
		Exit	1	1		453	453	463	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	92	92	98	0.0	0.0	0.229	A
		Exit	1	1		83	83	85	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	209	210	218	1.4	0.5	9.747	A
		Exit	1	1		238	238	238	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	283	283	284	0.6	0.5	6.630	A
		Exit	1	1		264	264	277	0.5	0.1	2.812	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	356	357	362	0.0	0.0	0.016	A
		Exit	1	1		366	366	374	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	233	231	234	0.8	0.8	11.155	B
		Exit	1	1		233	234	236	0.1	0.0	0.910	A
	C	Entry	1	1	A	260	260	267	0.0	0.0	0.000	A
				2	B	127	128	131	0.2	0.2	5.657	A
		Exit	1	1	(A, B)	388	388	398	0.0	0.0	0.116	A
				1		377	377	384	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	86	86	85	0.0	0.0	0.041	A
		Exit	1	1		73	73	69	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	179	180	184	0.5	0.3	7.042	A
		Exit	1	1		196	196	201	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	234	235	236	0.5	0.4	6.366	A
		Exit	1	1		233	233	235	0.1	0.1	1.049	A

2026 Future + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.27	B
2	untitled	T-Junction	Two-way		131.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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	✓	620	100.000
2	A		ONE HOUR	✓	113	100.000
	B		ONE HOUR	✓	289	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To		
	A	B	C
From	A	0	208
	B	200	0
	C	385	235

Demand (Veh/hr)

Junction 2

	To			
From		A	B	C
	A	0	32	81
	B	29	0	260
	C	129	314	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	1.02	0.3	A	528	792
	B	28.08	2.7	D	306	459
	C	8.45	1.8	A	567	850
2	A	10.70	0.4	B	105	157
	B	367.97	33.9	F	264	397
	C	7.65	1.1	A	405	607

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	434	108	434	454	438	0.0	0.0	0.152	A
	B	256	64	256	285	337	0.0	1.2	16.467	C
	C	468	117	468	482	385	0.0	0.4	2.984	A
2	A	85	21	85	91	125	0.0	0.0	1.072	A
	B	219	55	218	224	261	0.0	0.8	11.741	B
	C	337	84	338	340	256	0.0	0.5	6.573	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	531	133	531	544	515	0.0	0.0	0.236	A
	B	297	74	295	327	390	1.2	1.9	20.651	C
	C	541	135	539	569	461	0.4	0.7	3.689	A
2	A	102	26	102	105	141	0.0	0.1	3.124	A
	B	255	64	251	253	305	0.8	2.8	31.996	D
	C	390	97	391	404	297	0.5	0.7	6.940	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	636	159	634	662	604	0.0	0.3	0.814	A
	B	309	77	307	349	487	1.9	2.6	27.277	D
	C	687	172	688	696	536	0.7	1.8	8.184	A
2	A	124	31	124	127	172	0.1	0.4	9.347	A
	B	318	80	246	259	375	2.8	18.9	164.267	F
	C	487	122	488	493	309	0.7	1.1	7.647	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	624	156	625	658	604	0.3	0.1	1.022	A
	B	320	80	318	363	483	2.6	2.5	28.079	D
	C	678	170	677	698	533	1.8	1.6	8.446	A
2	A	126	32	125	129	169	0.4	0.4	10.700	B
	B	317	79	260	266	380	18.9	33.9	367.972	F
	C	483	121	484	500	320	1.1	1.0	7.607	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	512	128	512	539	552	0.1	0.0	0.367	A
	B	350	88	351	393	401	2.5	2.3	24.667	C
	C	561	140	561	584	470	1.6	0.7	4.333	A
2	A	103	26	102	108	148	0.4	0.3	8.152	A
	B	263	66	309	310	315	33.9	24.5	351.019	F
	C	401	100	401	419	350	1.0	0.8	7.160	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	429	456	469	0.0	0.1	0.168	A
	B	307	77	309	373	332	2.3	1.6	20.922	C
	C	464	116	462	481	399	0.7	0.5	3.012	A
2	A	88	22	89	93	119	0.3	0.0	4.054	A
	B	211	53	266	295	263	24.5	7.0	142.993	F
	C	332	83	330	346	307	0.8	0.7	6.472	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	434	434	454	0.0	0.0	0.152	A
		Exit	1	1		438	438	480	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	256	256	285	0.0	1.2	16.467	C
		Exit	1	1		335	337	342	0.0	0.1	1.883	A
	C	Entry	1	1	A	290	290	304	0.0	0.0	0.000	A
				2	B	178	178	179	0.0	0.3	6.643	A
		Exit	1	1	(A, B)	468	468	484	0.0	0.1	0.467	A
				1		385	385	399	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	85	85	91	0.0	0.0	1.072	A
		Exit	1	1		125	125	123	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	219	218	224	0.0	0.8	11.741	B
		Exit	1	1		261	261	267	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	337	338	340	0.0	0.5	6.573	A
		Exit	1	1		256	256	263	0.0	0.4	5.298	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	531	531	544	0.0	0.0	0.236	A
		Exit	1	1		515	515	566	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	297	295	327	1.2	1.9	20.651	C
		Exit	1	1		390	390	406	0.1	0.3	2.623	A
	C	Entry	1	1	A	341	341	360	0.0	0.0	0.000	A
				2	B	199	199	209	0.3	0.4	7.417	A
		Exit	1	1	(A, B)	541	539	570	0.1	0.2	0.904	A
				1		461	461	468	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	102	102	105	0.0	0.1	3.124	A
		Exit	1	1		141	141	145	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	255	251	253	0.8	2.8	31.996	D
		Exit	1	1		305	305	315	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	390	391	404	0.5	0.7	6.940	A
		Exit	1	1		298	297	299	0.4	1.1	11.342	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	636	634	662	0.0	0.3	0.814	A
		Exit	1	1		604	604	657	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	309	307	349	1.9	2.6	27.277	D
		Exit	1	1		490	487	495	0.3	0.8	4.338	A
	C	Entry	1	1	A	424	424	438	0.0	0.0	0.000	A
				2	B	266	265	258	0.4	0.8	9.766	A
				2	(A, B)	687	690	698	0.2	1.1	4.469	A
		Exit	1	1		536	536	553	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	124	124	127	0.1	0.4	9.347	A
		Exit	1	1		172	172	170	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	318	246	259	2.8	18.9	164.267	F
		Exit	1	1		375	375	386	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	487	488	493	0.7	1.1	7.647	A
		Exit	1	1		311	309	320	1.1	2.2	21.798	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	624	625	658	0.3	0.1	1.022	A
		Exit	1	1		604	604	665	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	320	318	363	2.6	2.5	28.079	D
		Exit	1	1		482	483	500	0.8	0.6	4.319	A
	C	Entry	1	1	A	417	417	437	0.0	0.0	0.000	A
				2	B	258	259	261	0.8	0.7	10.010	B
				2	(A, B)	678	676	698	1.1	0.9	4.638	A
		Exit	1	1		533	533	555	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	126	125	129	0.4	0.4	10.700	B
		Exit	1	1		169	169	174	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	317	260	266	18.9	33.9	367.972	F
		Exit	1	1		380	380	390	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	483	484	500	1.1	1.0	7.607	A
		Exit	1	1		320	320	329	2.2	2.2	24.582	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	512	512	539	0.1	0.0	0.367	A
		Exit	1	1		552	552	609	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	350	351	393	2.5	2.3	24.667	C
		Exit	1	1		402	401	419	0.6	0.3	3.054	A
	C	Entry	1	1	A	347	347	364	0.0	0.0	0.000	A
				2	B	213	214	219	0.7	0.4	7.973	A
				2	(A, B)	561	560	583	0.9	0.2	1.305	A
		Exit	1	1		470	470	489	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	103	102	108	0.4	0.3	8.152	A
		Exit	1	1		148	148	154	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	263	309	310	33.9	24.5	351.019	F
		Exit	1	1		315	315	329	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	401	401	419	1.0	0.8	7.160	A
		Exit	1	1		349	350	355	2.2	1.8	20.245	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	429	456	0.0	0.1	0.168	A
		Exit	1	1		469	469	535	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	307	309	373	2.3	1.6	20.922	C
		Exit	1	1		332	332	346	0.3	0.2	1.934	A
	C	Entry	1	1	A	286	286	301	0.0	0.0	0.000	A
				2	B	177	176	180	0.4	0.4	6.665	A
		Exit	1	1	(A, B)	464	463	480	0.2	0.1	0.486	A
				1		399	399	430	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	88	89	93	0.3	0.0	4.054	A
		Exit	1	1		119	119	129	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	211	266	295	24.5	7.0	142.993	F
		Exit	1	1		263	263	274	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	332	330	346	0.8	0.7	6.472	A
		Exit	1	1		303	307	335	1.8	0.8	14.089	B

2026 Future + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.92	A
2	untitled	T-Junction	Two-way		15.50	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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	✓	543	100.000
2	A		ONE HOUR	✓	122	100.000
	B		ONE HOUR	✓	258	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

	To			
From		A	B	C
	A	0	142	342
	B	138	0	202
	C	361	182	0

Demand (Veh/hr)

Junction 2

	To			
		A	B	C
From	A	0	21	101
	B	22	0	236
	C	77	247	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	0.11	0.0	A	445	668
	B	18.86	2.0	C	309	464
	C	3.13	0.5	A	501	752
2	A	1.87	0.1	A	114	171
	B	32.16	2.6	D	237	356
	C	7.44	0.8	A	302	453

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	366	91	366	374	373	0.0	0.0	0.008	A
	B	253	63	252	253	248	0.0	0.7	11.267	B
	C	413	103	412	412	409	0.0	0.2	2.100	A
2	A	92	23	92	97	75	0.0	0.0	0.060	A
	B	189	47	189	194	202	0.0	0.3	7.523	A
	C	248	62	247	245	253	0.0	0.5	6.305	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	439	110	439	447	451	0.0	0.0	0.038	A
	B	300	75	301	301	293	0.7	1.2	13.413	B
	C	492	123	493	494	489	0.2	0.3	2.247	A
2	A	111	28	111	113	89	0.0	0.0	0.348	A
	B	231	58	229	233	245	0.3	0.7	9.465	A
	C	293	73	294	291	300	0.5	0.6	6.602	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	539	135	538	542	556	0.0	0.0	0.113	A
	B	369	92	368	361	363	1.2	2.0	17.839	C
	C	607	152	609	593	596	0.3	0.5	3.132	A
2	A	140	35	140	134	113	0.0	0.1	1.633	A
	B	287	72	278	280	296	0.7	2.5	22.707	C
	C	363	91	361	354	369	0.6	0.8	7.096	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	526	131	526	539	545	0.0	0.0	0.113	A
	B	375	94	375	375	362	2.0	1.9	18.860	C
	C	598	149	595	596	589	0.5	0.5	2.850	A
2	A	142	36	142	138	109	0.1	0.1	1.870	A
	B	284	71	281	289	303	2.5	2.6	32.163	D
	C	362	91	362	355	375	0.8	0.8	7.440	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	437	109	436	444	450	0.0	0.0	0.034	A
	B	302	76	302	317	298	1.9	1.1	14.651	B
	C	497	124	497	495	486	0.5	0.3	2.316	A
2	A	109	27	109	110	92	0.1	0.0	0.638	A
	B	233	58	233	243	244	2.6	0.7	13.869	B
	C	298	75	297	294	302	0.8	0.6	6.722	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	366	91	366	369	369	0.0	0.0	0.024	A
	B	257	64	258	262	247	1.1	0.8	11.600	B
	C	400	100	400	411	407	0.3	0.2	1.994	A
2	A	89	22	89	95	78	0.0	0.0	0.163	A
	B	201	50	200	200	201	0.7	0.5	7.795	A
	C	247	62	247	245	257	0.6	0.4	6.200	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	366	366	374	0.0	0.0	0.008	A
		Exit	1	1		373	373	377	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	253	252	253	0.0	0.7	11.267	B
		Exit	1	1		248	248	248	0.0	0.1	0.876	A
	C	Entry	1	1	A	273	273	274	0.0	0.0	0.000	A
				2	B	140	140	138	0.0	0.2	5.826	A
		Exit	1	1	(A, B)	413	413	413	0.0	0.0	0.128	A
				1		409	409	414	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	92	92	97	0.0	0.0	0.060	A
		Exit	1	1		75	75	75	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	189	189	194	0.0	0.3	7.523	A
		Exit	1	1		202	202	204	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	248	247	245	0.0	0.5	6.305	A
		Exit	1	1		253	253	256	0.0	0.1	1.231	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	439	439	447	0.0	0.0	0.038	A
		Exit	1	1		451	451	454	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	300	301	301	0.7	1.2	13.413	B
		Exit	1	1		292	293	293	0.1	0.1	1.322	A
	C	Entry	1	1	A	329	329	330	0.0	0.0	0.000	A
				2	B	163	163	164	0.2	0.3	6.083	A
		Exit	1	1	(A, B)	492	492	494	0.0	0.0	0.213	A
				1		489	489	495	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	111	111	113	0.0	0.0	0.348	A
		Exit	1	1		89	89	92	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	231	229	233	0.3	0.7	9.465	A
		Exit	1	1		245	245	241	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	293	294	291	0.5	0.6	6.602	A
		Exit	1	1		300	300	304	0.1	0.3	2.725	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	539	538	542	0.0	0.0	0.113	A
		Exit	1	1		556	556	545	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	369	368	361	1.2	2.0	17.839	C
		Exit	1	1		364	363	356	0.1	0.3	2.231	A
	C	Entry	1	1	A	403	403	394	0.0	0.0	0.000	A
				2	B	205	206	199	0.3	0.4	7.248	A
		Exit	1	1	(A, B)	607	608	594	0.0	0.1	0.676	A
				1		596	596	594	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	140	140	134	0.0	0.1	1.633	A
		Exit	1	1		113	113	108	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	287	278	280	0.7	2.5	22.707	C
		Exit	1	1		296	296	293	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	363	361	354	0.6	0.8	7.096	A
		Exit	1	1		370	369	365	0.3	0.8	7.208	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	526	526	539	0.0	0.0	0.113	A
		Exit	1	1		545	545	553	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	375	375	375	2.0	1.9	18.860	C
		Exit	1	1		362	362	356	0.3	0.2	2.359	A
	C	Entry	1	1	A	395	395	398	0.0	0.0	0.000	A
				2	B	202	200	198	0.4	0.4	7.042	A
		Exit	1	1	(A, B)	598	597	596	0.1	0.1	0.499	A
				1		589	589	602	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	142	142	138	0.1	0.1	1.870	A
		Exit	1	1		109	109	110	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	284	281	289	2.5	2.6	32.163	D
		Exit	1	1		303	303	296	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	362	362	355	0.8	0.8	7.440	A
		Exit	1	1		373	375	375	0.8	0.8	8.721	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	437	436	444	0.0	0.0	0.034	A
		Exit	1	1		450	450	459	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	302	302	317	1.9	1.1	14.651	B
		Exit	1	1		299	298	295	0.2	0.1	1.384	A
	C	Entry	1	1	A	330	330	332	0.0	0.0	0.000	A
				2	B	168	167	163	0.4	0.3	6.237	A
		Exit	1	1	(A, B)	497	498	495	0.1	0.0	0.247	A
				1		486	486	503	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	109	109	110	0.1	0.0	0.638	A
		Exit	1	1		92	92	92	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	233	233	243	2.6	0.7	13.869	B
		Exit	1	1		244	244	243	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	298	297	294	0.8	0.6	6.722	A
		Exit	1	1		303	302	315	0.8	0.3	4.156	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	366	366	369	0.0	0.0	0.024	A
		Exit	1	1		369	369	381	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	257	258	262	1.1	0.8	11.600	B
		Exit	1	1		247	247	246	0.1	0.1	0.909	A
	C	Entry	1	1	A	264	264	273	0.0	0.0	0.000	A
				2	B	136	136	138	0.3	0.2	5.639	A
		Exit	1	1	(A, B)	400	400	411	0.0	0.0	0.097	A
				1		407	407	416	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	89	89	95	0.0	0.0	0.163	A
		Exit	1	1		78	78	77	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	201	200	200	0.7	0.5	7.795	A
		Exit	1	1		201	201	203	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	247	247	245	0.6	0.4	6.200	A
		Exit	1	1		257	257	262	0.3	0.1	1.633	A

Junctions 9			
PICADY 9 - Priority Intersection Module			
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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.

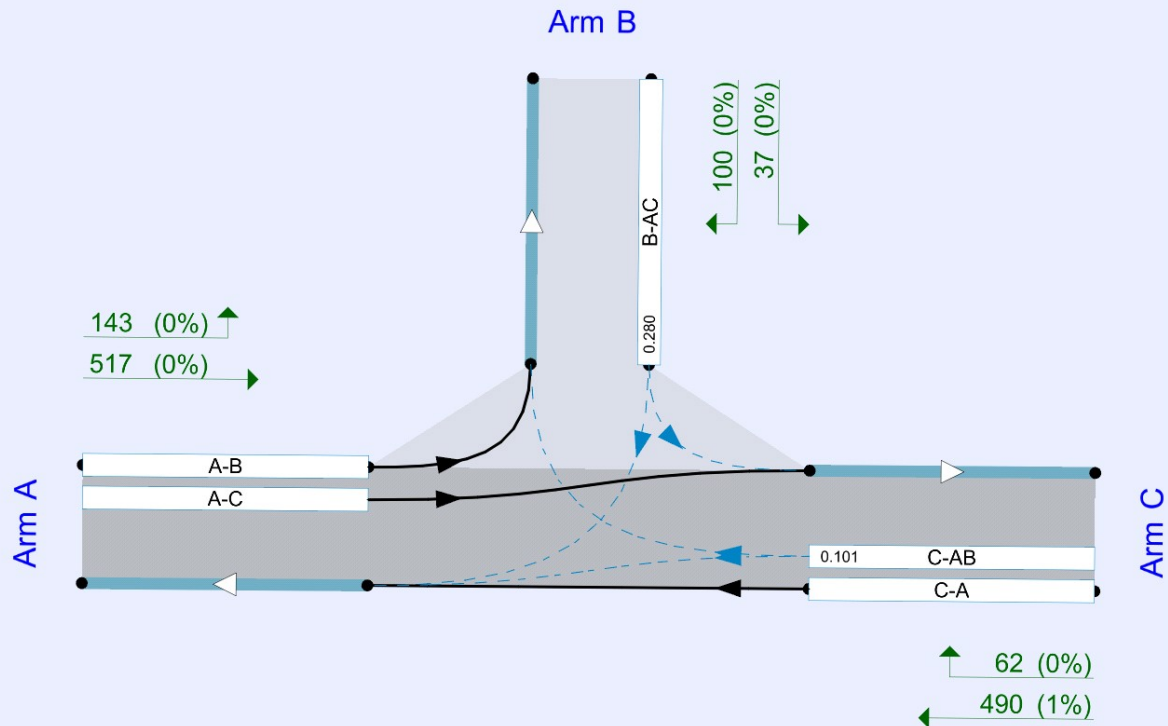
File summary

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (s).

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			
	A	B	C	
From	A	0	79	547
	B	110	0	80
	C	487	32	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	0.63	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				

Junctions 9							
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Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Future + Development								
Arm 1	3.4	18.51	0.78	C	4.3	22.29	0.82	C
Arm 2	0.8	13.20	0.43	B	0.4	9.75	0.29	A
Arm 3	1.2	7.70	0.55	A	1.3	7.64	0.56	A

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

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

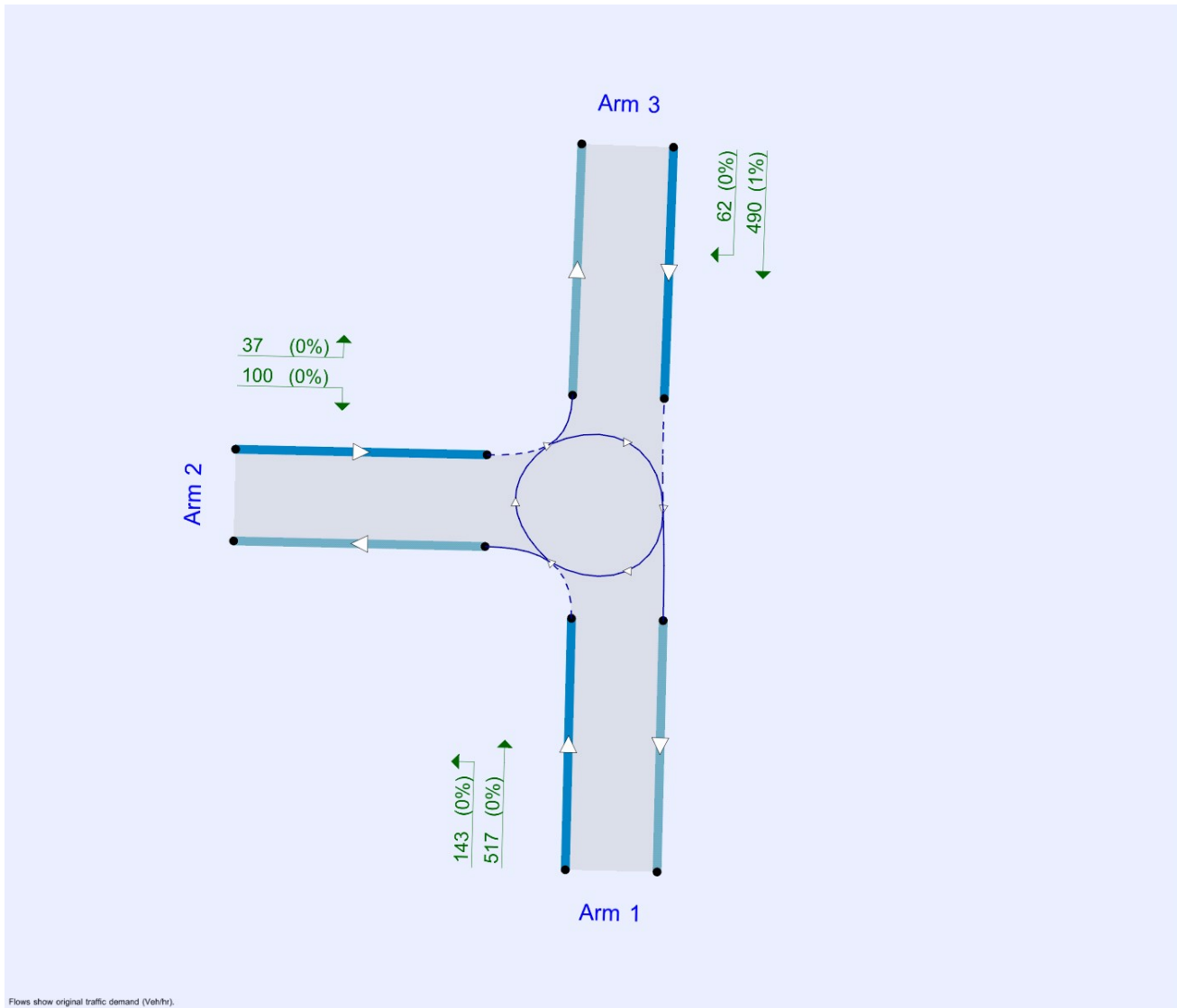
File summary

File Description

Title	Kidmore End Rd / Peppard Rd mini rbt
Location	Kidmore End Rd / Peppard Rd
Site number	Site 3
Date	01/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Ki
Description	

Units

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



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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 2019	AM	ONE HOUR	07:45	09:15	15	
D2	Baseline 2019	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

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.53	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Peppard Road S	
2	Kidmore End Road	
3	Peppard Road N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.98	2.98	3.92	1.7	10.69	7.80	0.0	
2	3.70	3.70	4.00	4.0	10.41	7.22	0.0	✓
3	3.29	3.20	3.20	0.0	18.70	18.88	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.603	926
2	0.515	813
3	0.771	1173

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 (%)
1		ONE HOUR	✓	626	100.000
2		ONE HOUR	✓	190	100.000
3		ONE HOUR	✓	519	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	79	547
	2	110	0	80
	3	487	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	3
	2	2	0	3
	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.78	18.51	3.4	C	574	862
2	0.43	13.20	0.8	B	174	262
3	0.55	7.70	1.2	A	476	714

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	471	118	24	888	0.530	467	447	0.0	1.1	8.454	A
2	143	36	408	582	0.246	142	83	0.0	0.3	8.149	A
3	391	98	82	1069	0.366	388	468	0.0	0.6	5.277	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	563	141	29	886	0.635	560	536	1.1	1.7	10.987	B
2	171	43	490	540	0.316	170	99	0.3	0.5	9.724	A
3	467	117	99	1056	0.442	466	561	0.6	0.8	6.089	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	689	172	35	882	0.782	683	655	1.7	3.3	17.521	C
2	209	52	597	485	0.432	208	121	0.5	0.7	12.967	B
3	571	143	120	1039	0.550	570	684	0.8	1.2	7.636	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	689	172	35	882	0.782	689	657	3.3	3.4	18.512	C
2	209	52	602	482	0.434	209	122	0.7	0.8	13.195	B
3	571	143	121	1039	0.550	571	690	1.2	1.2	7.698	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	563	141	29	886	0.635	569	539	3.4	1.8	11.603	B
2	171	43	497	536	0.319	172	101	0.8	0.5	9.920	A
3	467	117	100	1055	0.442	468	570	1.2	0.8	6.147	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	471	118	24	888	0.531	474	451	1.8	1.2	8.741	A
2	143	36	414	579	0.247	144	84	0.5	0.3	8.278	A
3	391	98	83	1068	0.366	392	475	0.8	0.6	5.332	A

2026 Future + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.00	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	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 (%)
1		ONE HOUR	✓	660	100.000
2		ONE HOUR	✓	137	100.000
3		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	143	517
	2	100	0	37
	3	490	62	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.82	22.29	4.3	C	606	908
2	0.29	9.75	0.4	A	126	189
3	0.56	7.64	1.3	A	507	760

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	497	124	46	898	0.553	492	441	0.0	1.2	8.763	A
2	103	26	385	614	0.168	102	153	0.0	0.2	7.022	A
3	416	104	75	1106	0.376	413	413	0.0	0.6	5.180	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	593	148	56	893	0.665	591	529	1.2	1.9	11.765	B
2	123	31	463	575	0.214	123	184	0.2	0.3	7.965	A
3	496	124	90	1094	0.453	495	496	0.6	0.8	6.001	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	727	182	68	885	0.821	718	648	1.9	4.1	20.512	C
2	151	38	562	523	0.288	150	224	0.3	0.4	9.643	A
3	608	152	110	1079	0.563	606	603	0.8	1.3	7.580	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	727	182	68	885	0.821	726	650	4.1	4.3	22.292	C
2	151	38	569	520	0.290	151	226	0.4	0.4	9.750	A
3	608	152	110	1079	0.563	608	609	1.3	1.3	7.638	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	593	148	56	892	0.665	602	532	4.3	2.1	12.768	B
2	123	31	472	570	0.216	124	186	0.4	0.3	8.078	A
3	496	124	90	1094	0.454	498	505	1.3	0.8	6.060	A

18:00 - 18:15

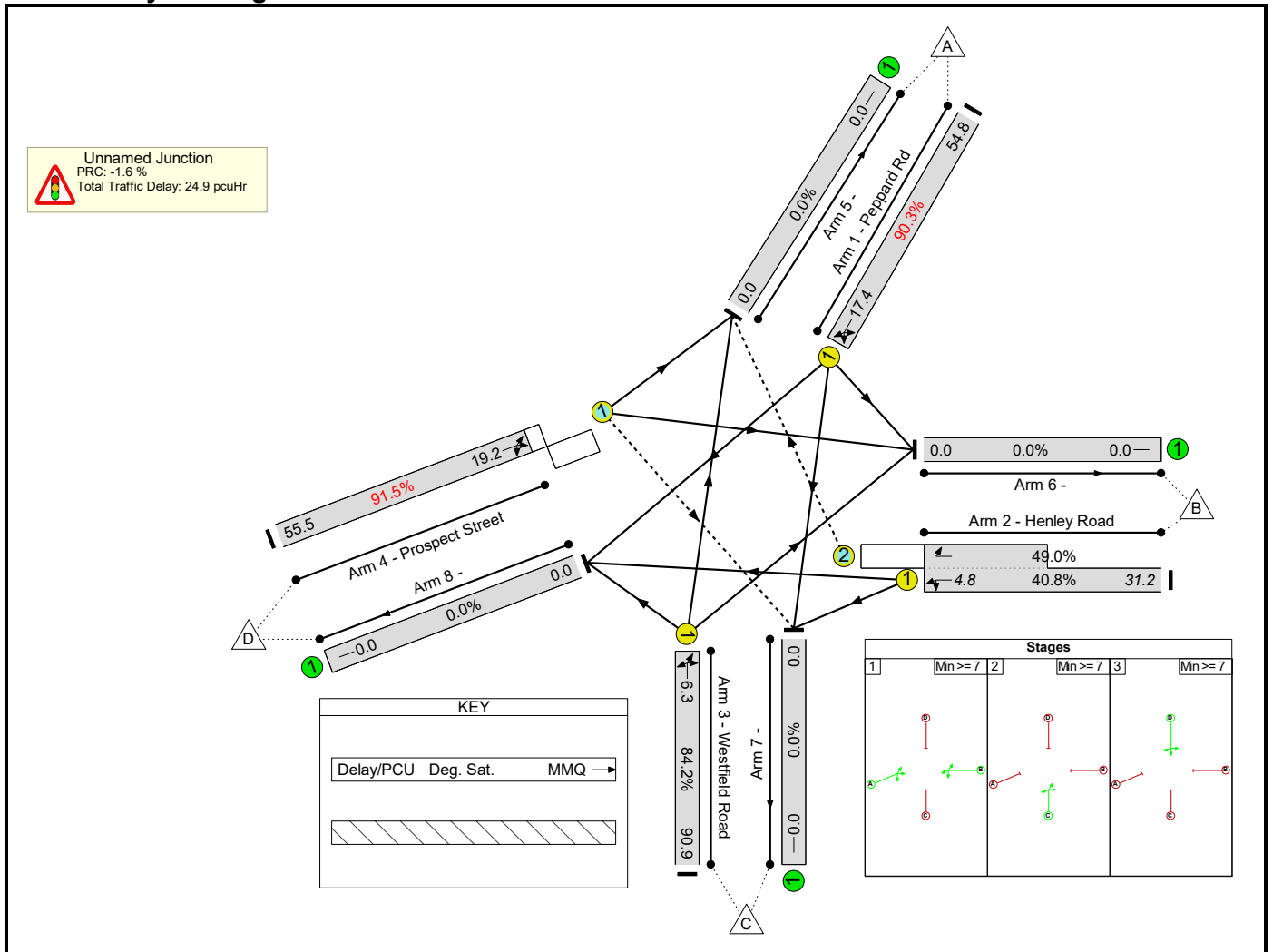
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	497	124	47	898	0.553	500	445	2.1	1.3	9.117	A
2	103	26	392	611	0.169	103	155	0.3	0.2	7.097	A
3	416	104	76	1105	0.376	417	420	0.8	0.6	5.233	A

Appendix J Linsig Modelling Outputs

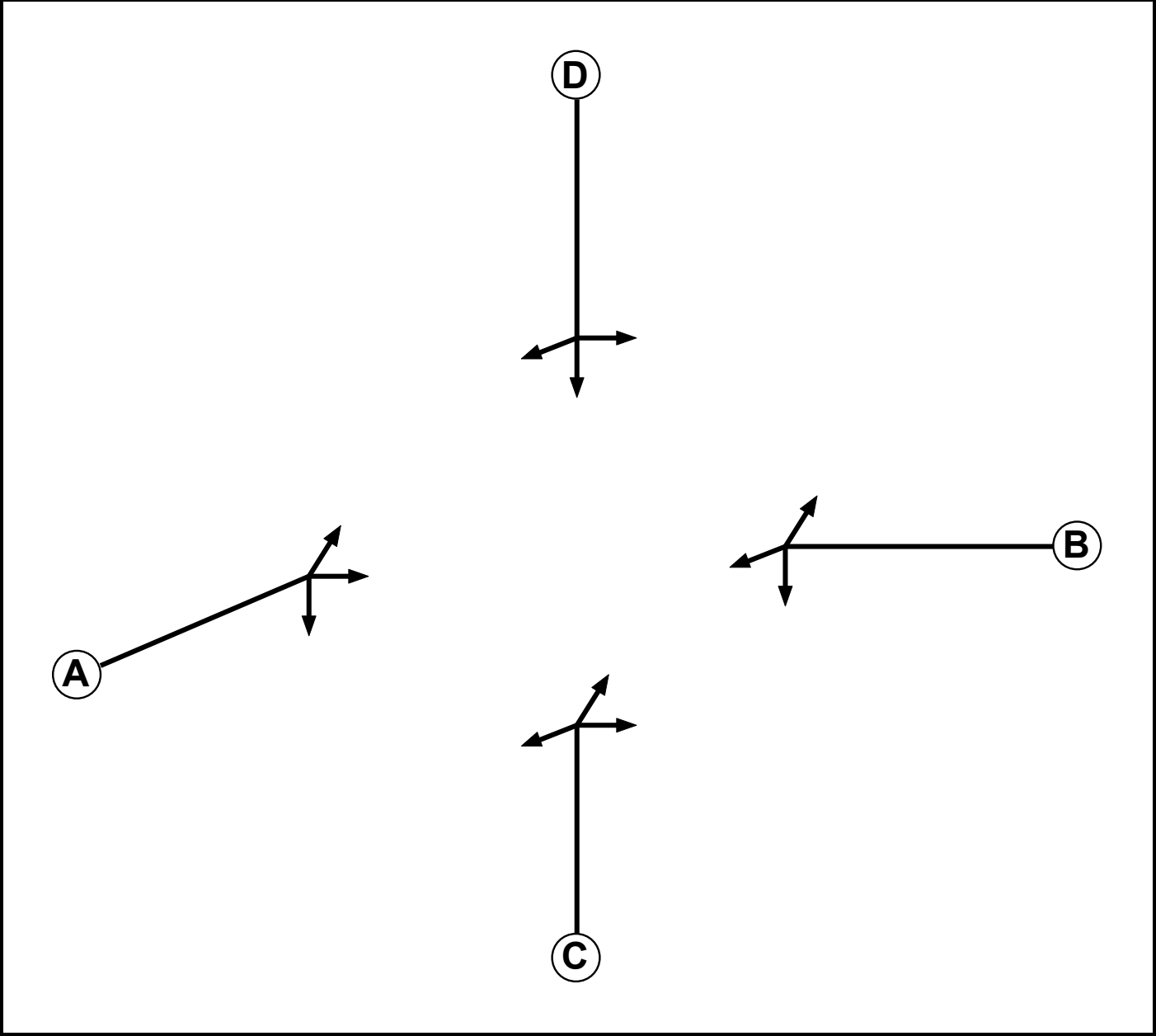
Results Output
Results Output

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating 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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

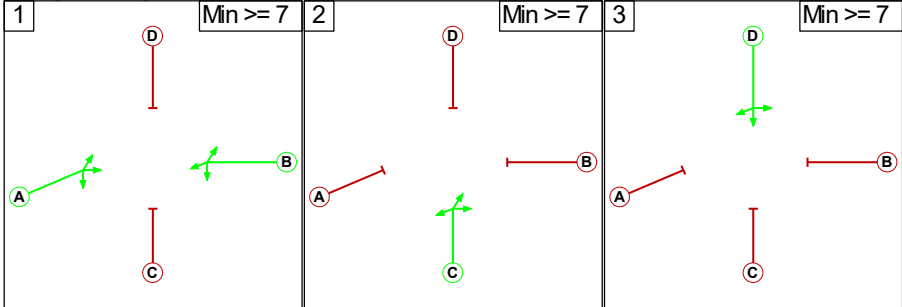
Lane Saturation Flows

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 (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 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	4.6 %	1902	1902
				Arm 8 Ahead	Inf	95.4 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (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

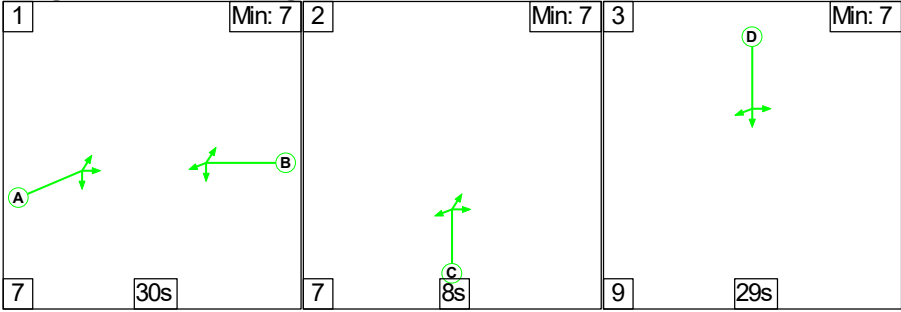
Stage Timings

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

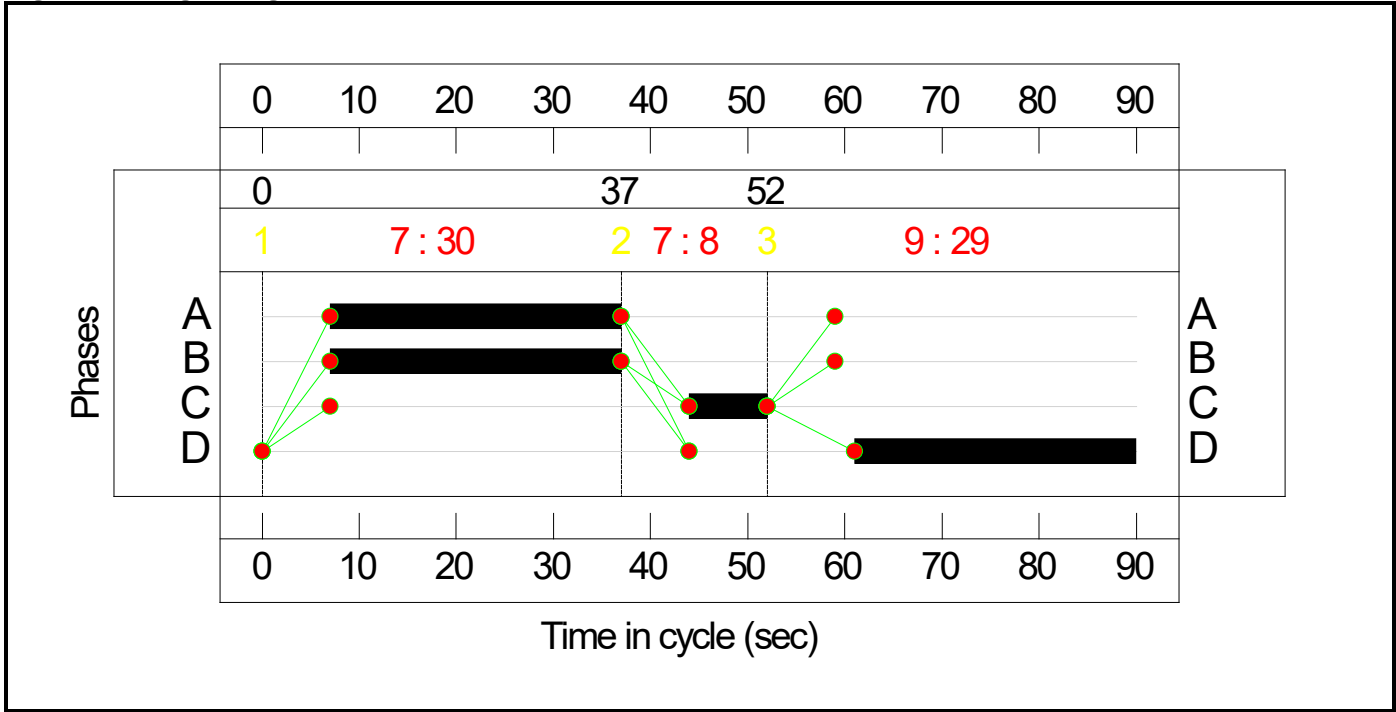
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



Results Output

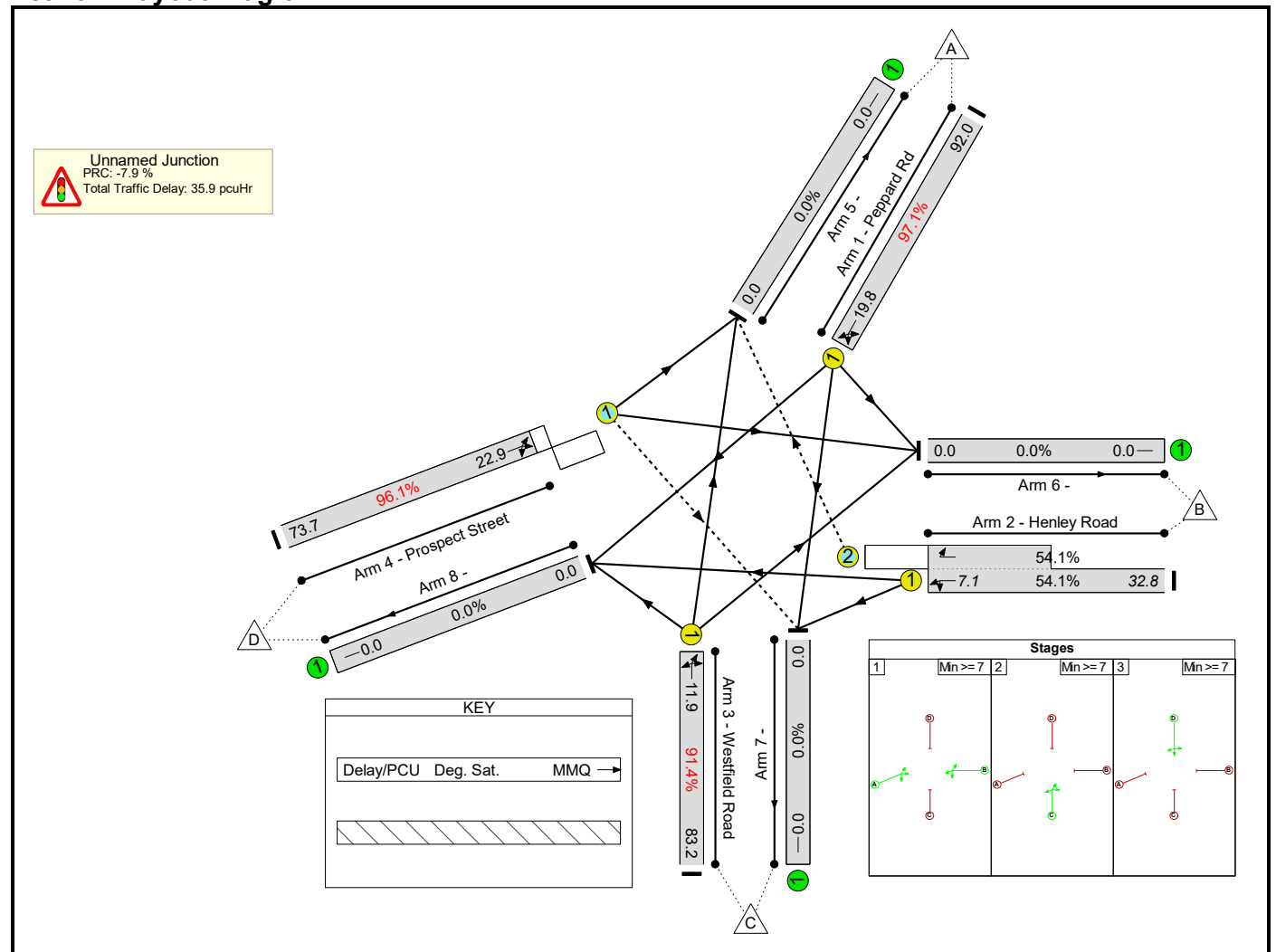
Network Results

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)
Network	-	-		-	-	-	-	-	-	91.5%	-	-	-	-
Unnamed Junction	-	-		-	-	-	-	-	-	91.5%	-	-	-	-
1/1	Peppard Rd Left Ahead Ahead2	D		29	61	0	563	1871	624	90.3%	563	563	54.8	17.4
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
3/1	Westfield Road Ahead Right Left	C		8	44	52	163	1936	194	84.2%	163	163	90.9	6.3
4/1	Prospect Street Ahead Ahead2 Right	A		30	7	37	611	1939	668	91.5%	611	611	55.5	19.2
5/1		-		-	-	-	493	Inf	Inf	0.0%	493	493	0.0	0.0
6/1		-		-	-	-	398	Inf	Inf	0.0%	398	398	0.0	0.0
7/1		-		-	-	-	229	Inf	Inf	0.0%	229	229	0.0	0.0
8/1		-		-	-	-	539	Inf	Inf	0.0%	539	539	0.0	0.0
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														

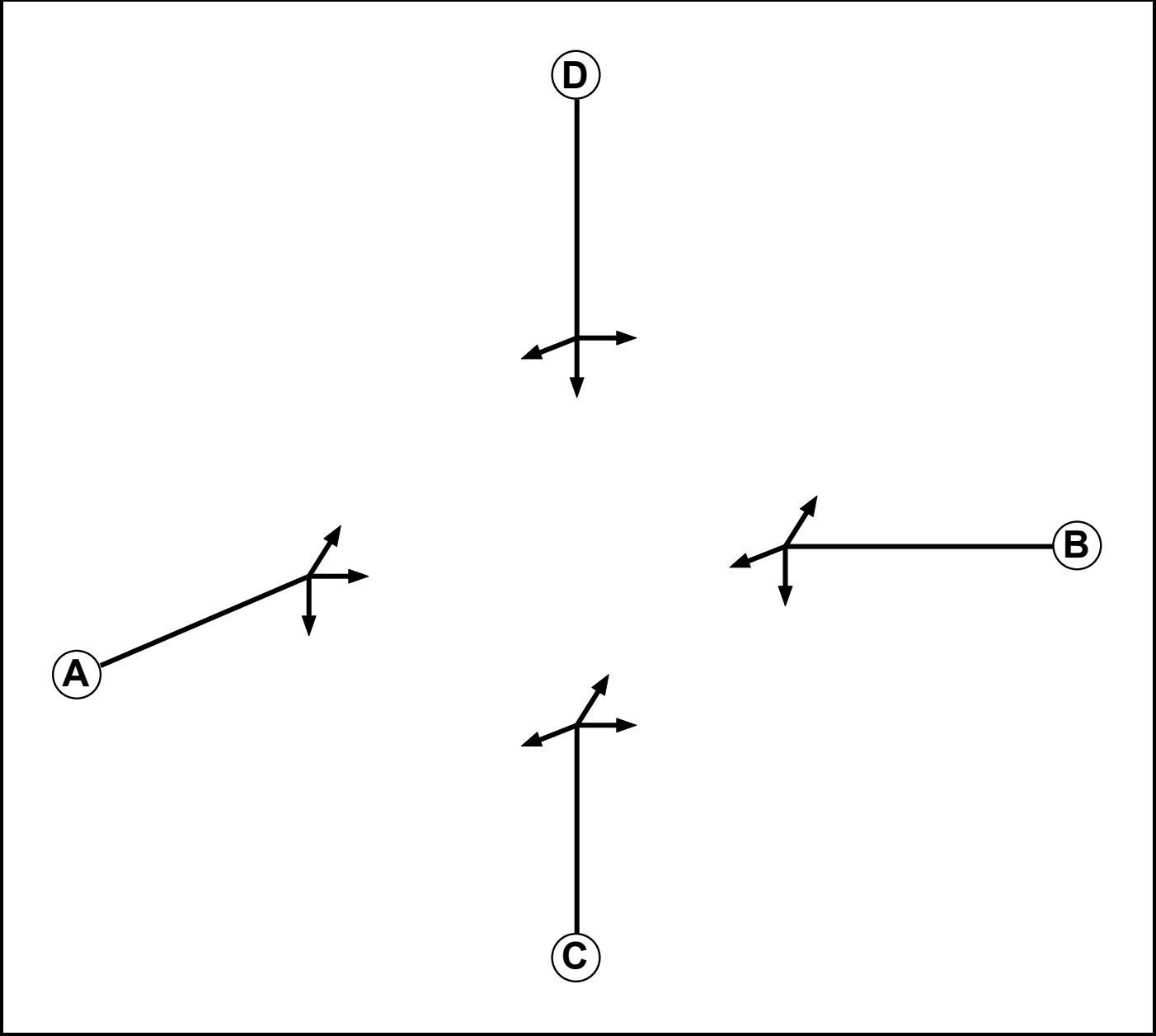
Results Output

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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

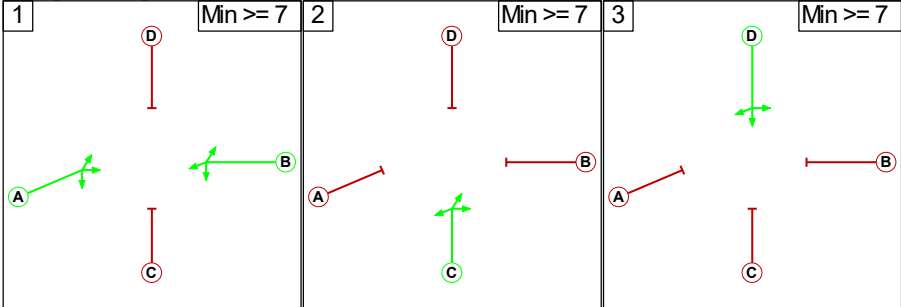
Lane Saturation Flows

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 (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 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	3.1 %	1906	1906
				Arm 8 Ahead	Inf	96.9 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (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

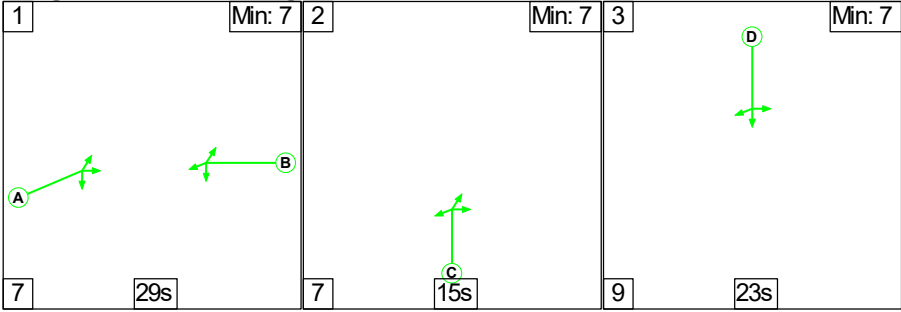
Stage Timings

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

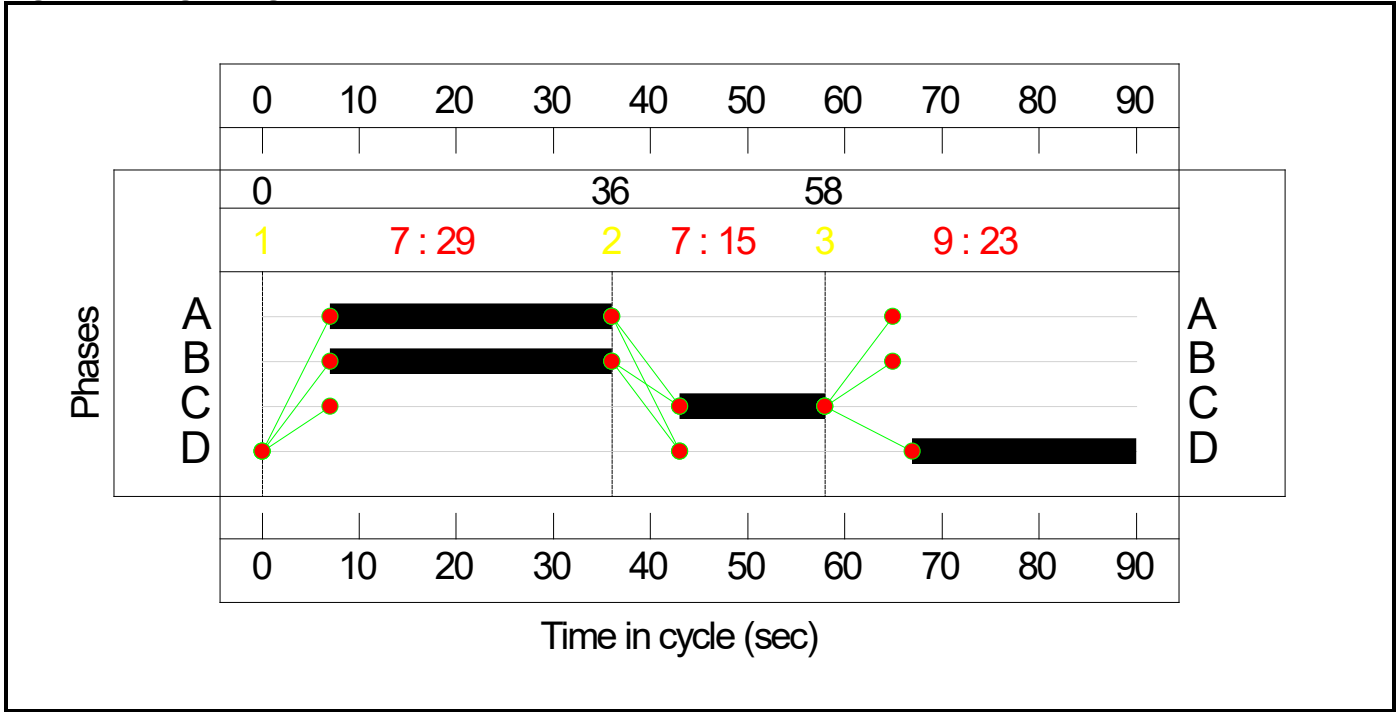
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



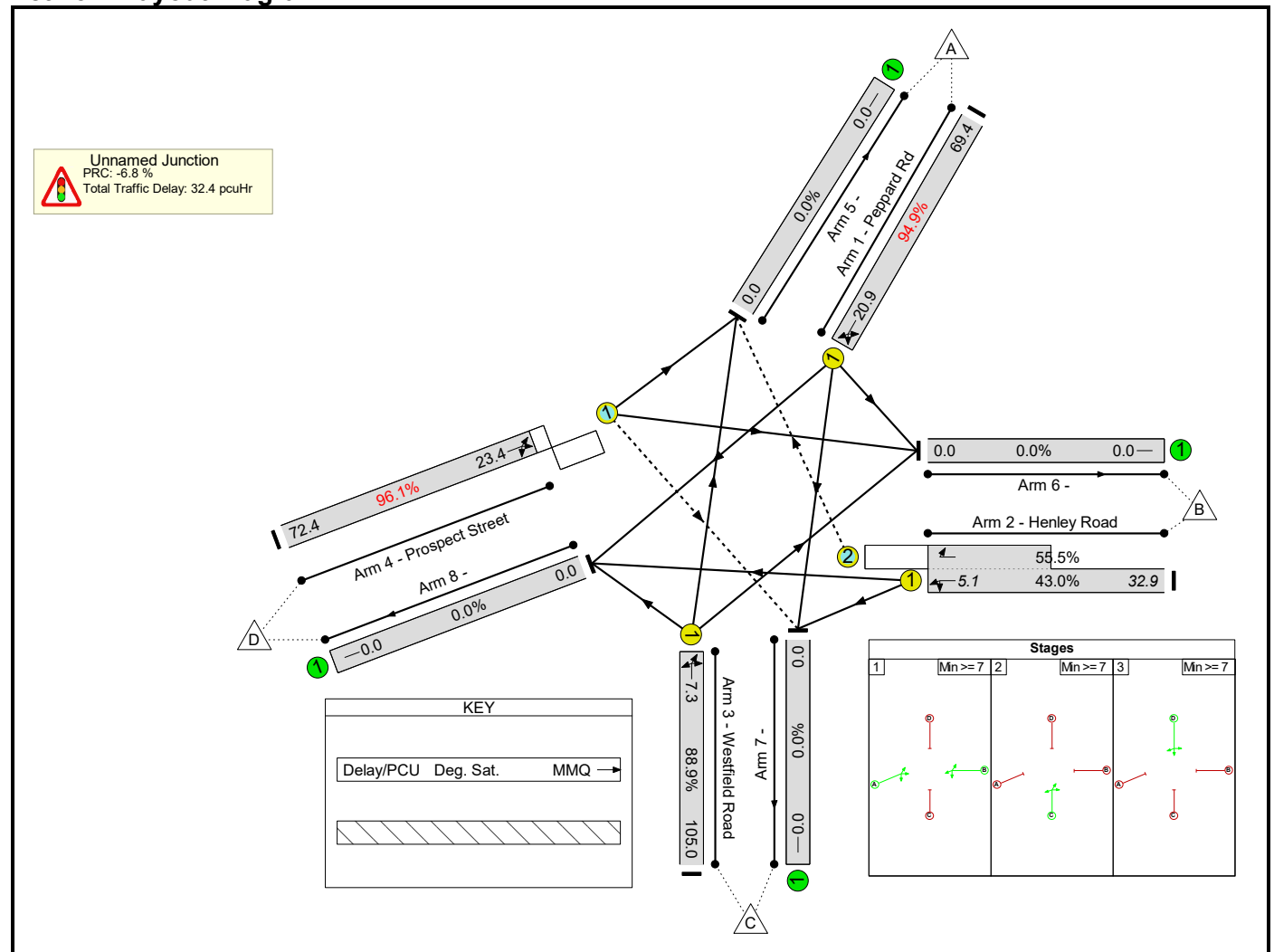
Results Output

Network Results

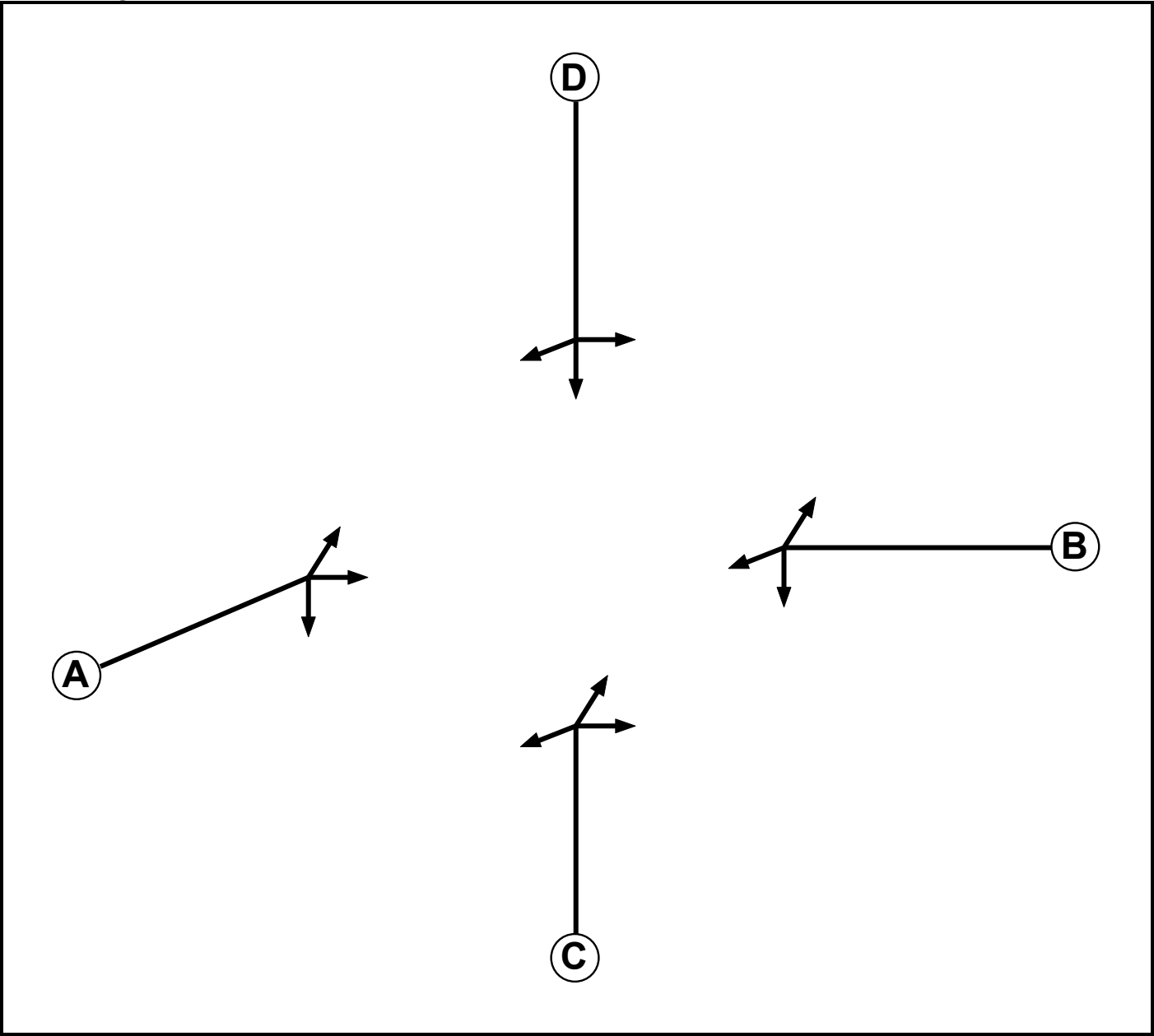
[illegible]

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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

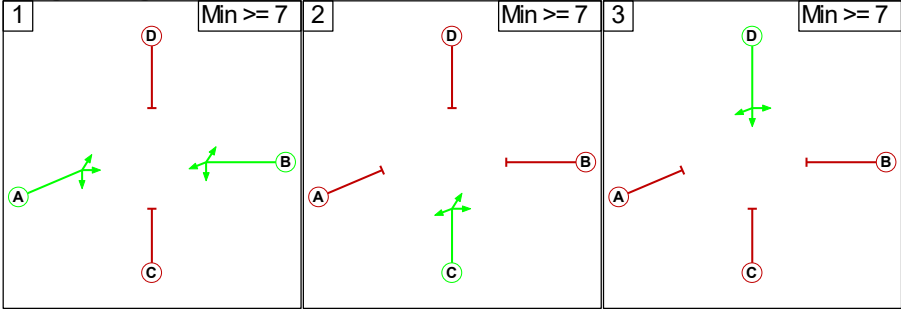
Lane Saturation Flows

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 (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 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	4.8 %	1901	1901
				Arm 8 Ahead	Inf	95.2 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (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

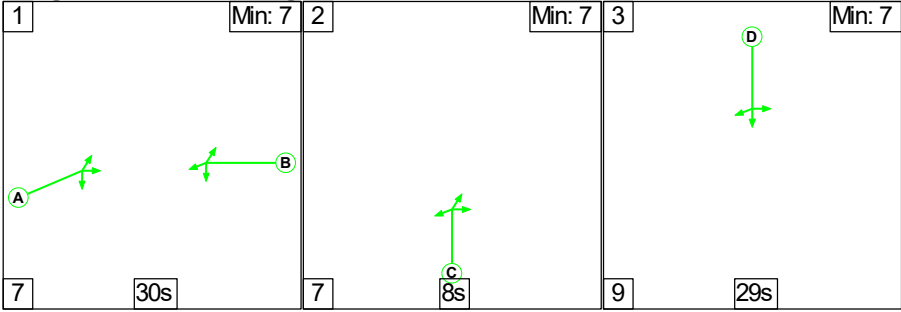
Stage Timings

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

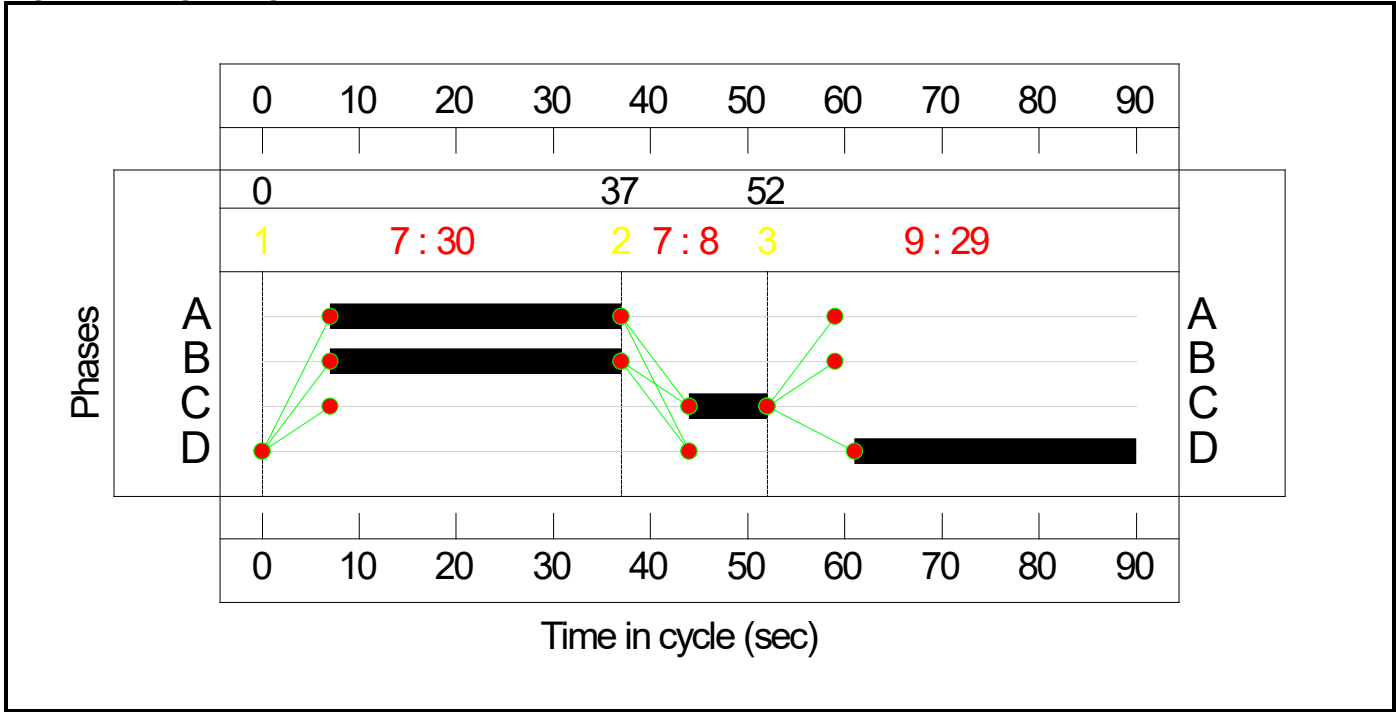
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram

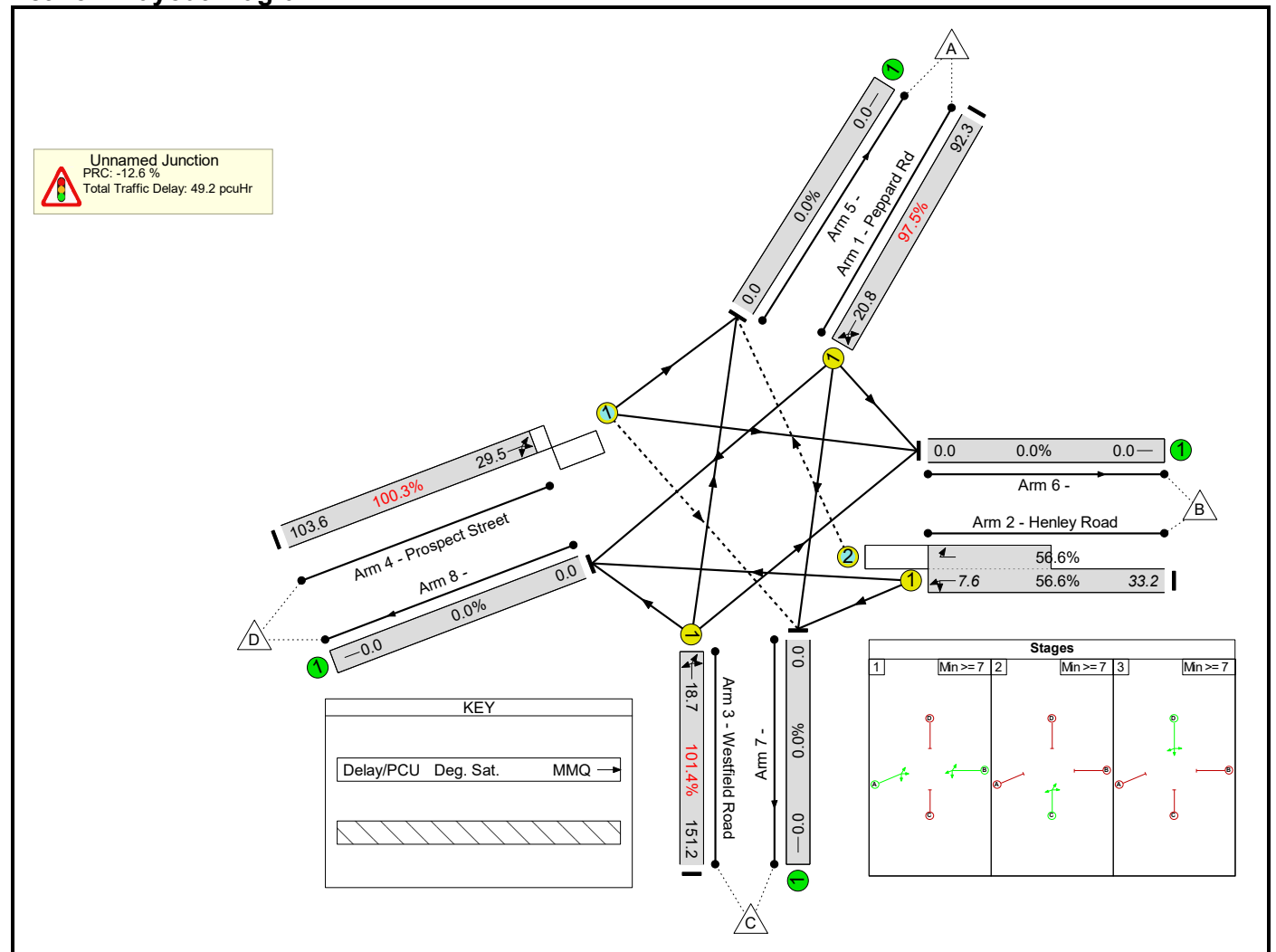


Network Results

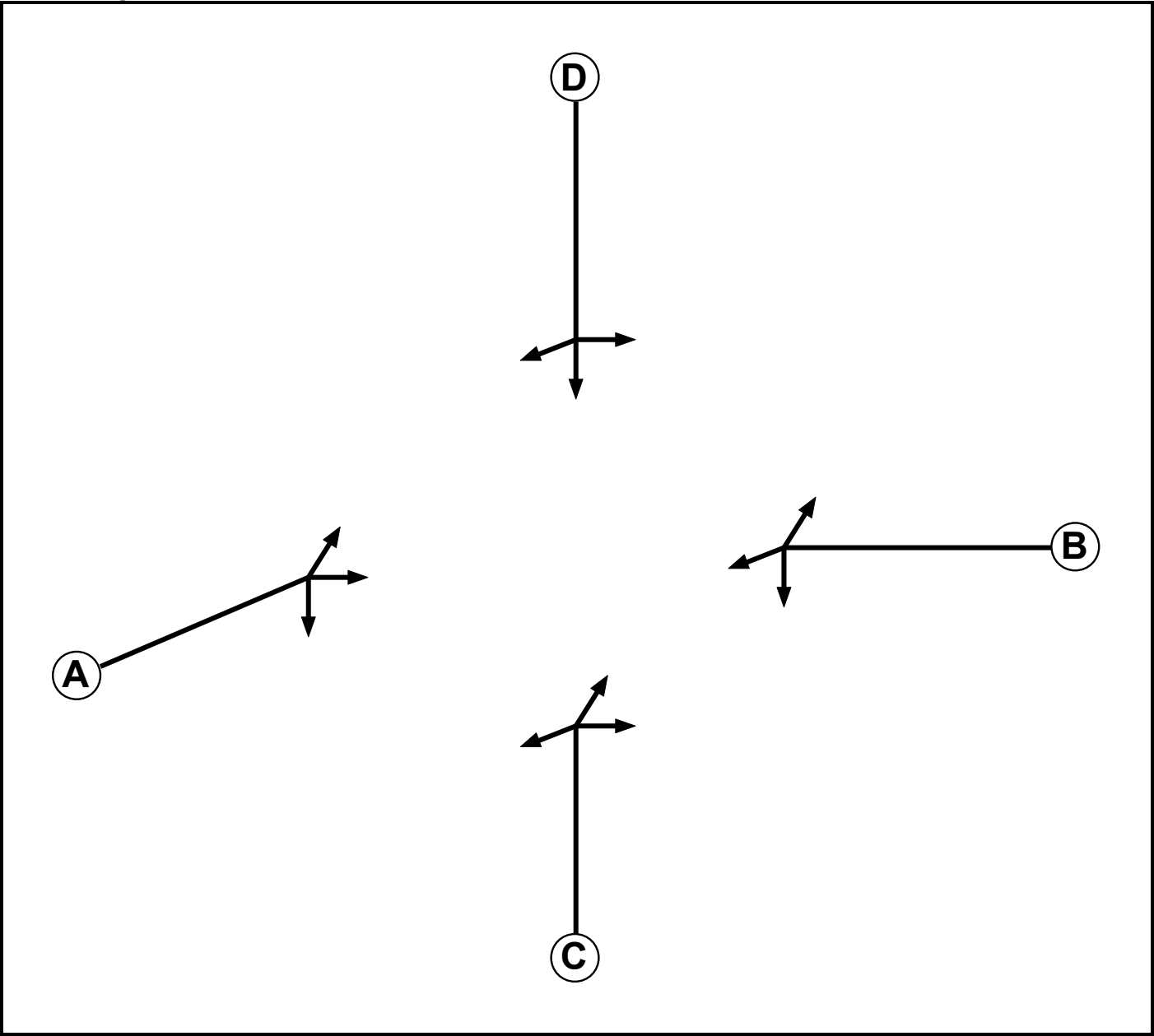
Results Output

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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

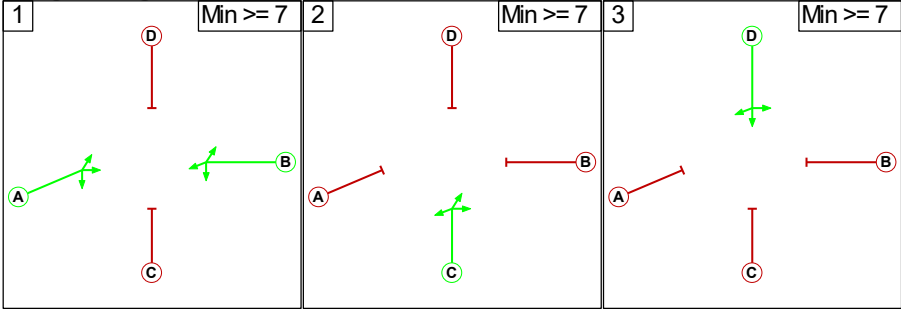
Lane Saturation Flows

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 (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 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	3.2 %	1906	1906
				Arm 8 Ahead	Inf	96.8 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (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

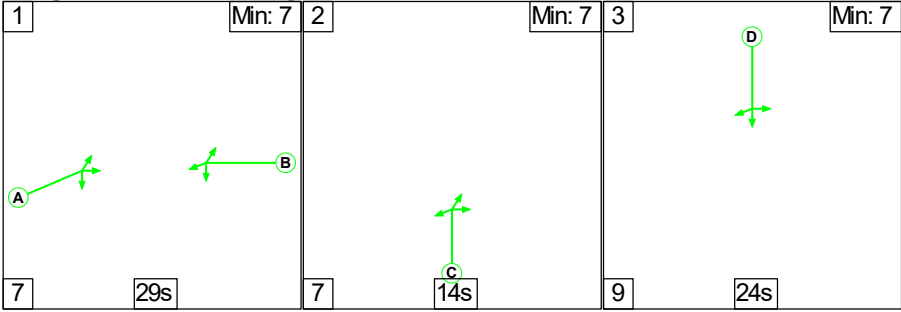
Stage Timings

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

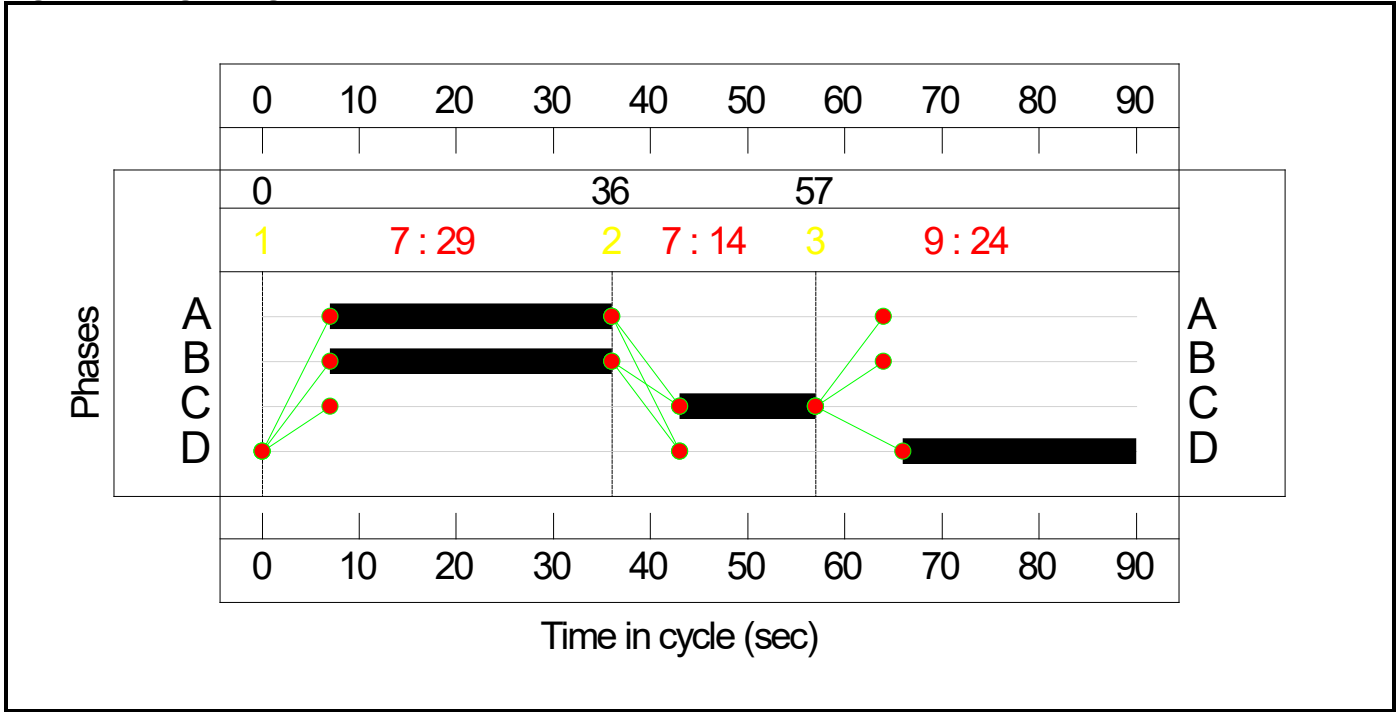
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



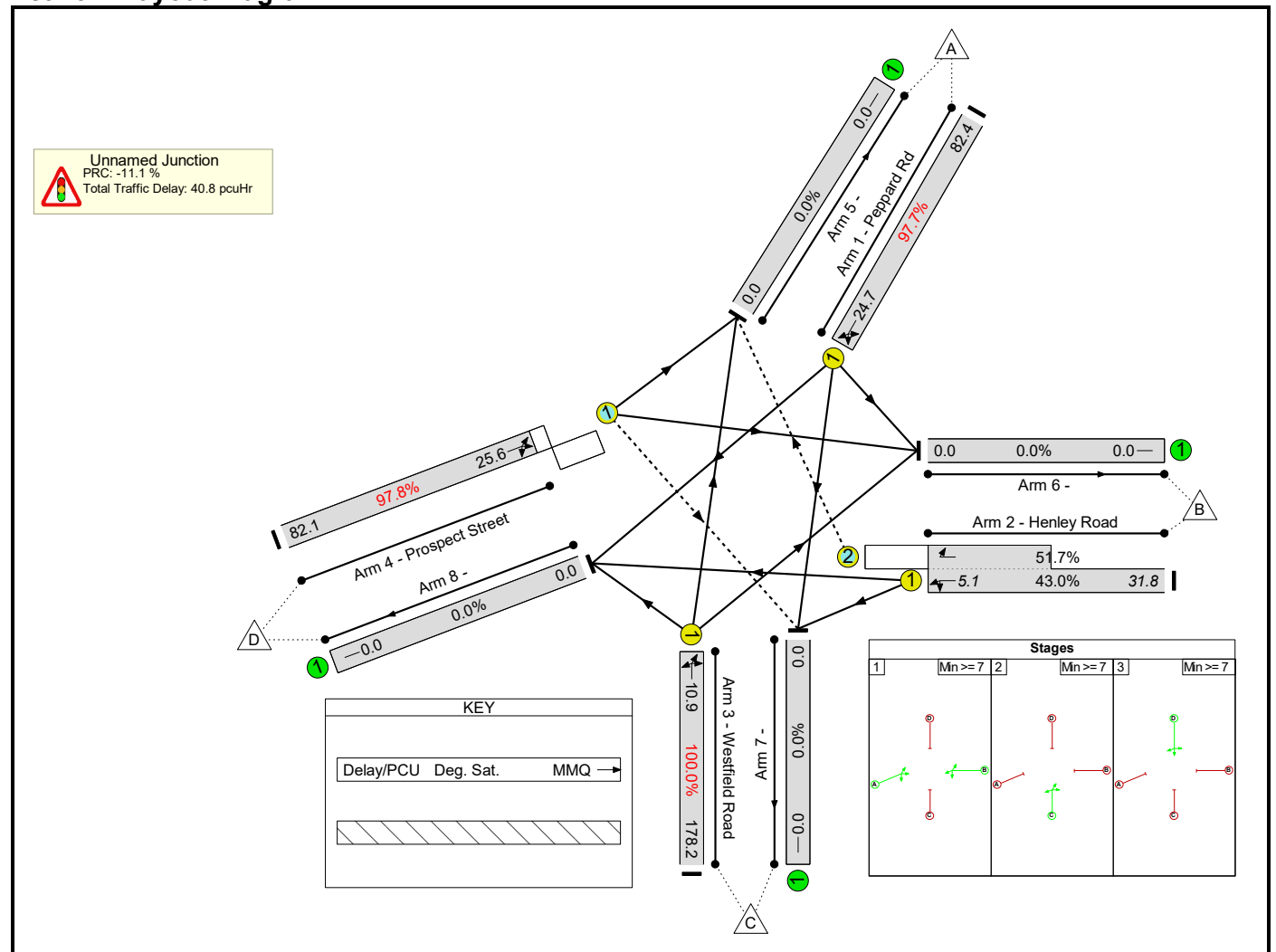
Network Results

C1	PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	49.23	Cycle Time (s):	90
	PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	49.23		

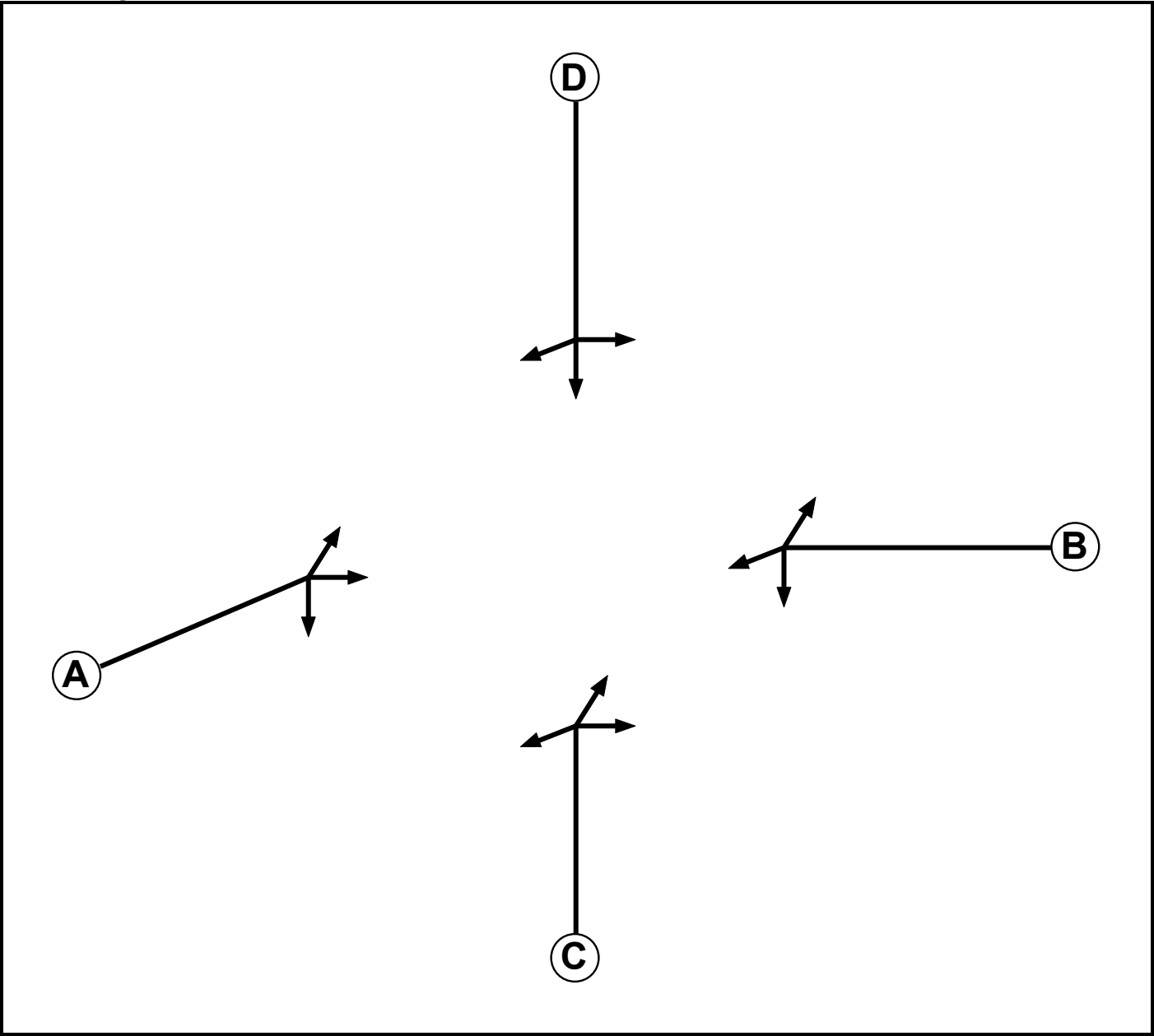
Results Output

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating 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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

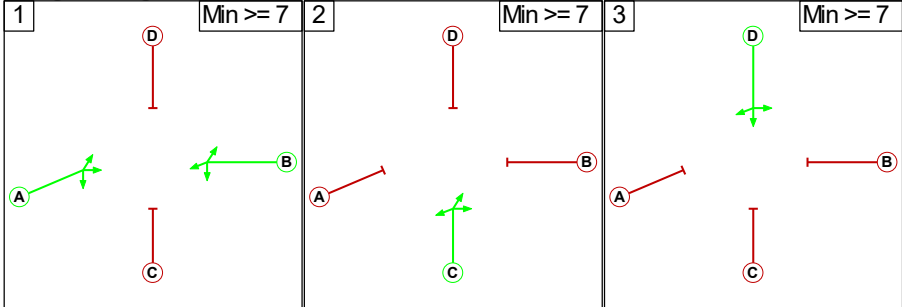
Lane Saturation Flows

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 (Peppard Rd)	3.40	0.00	Y	Arm 6 Left	8.00	10.8 %	1873	1873
				Arm 7 Ahead	40.00	35.2 %		
				Arm 8 Ahead	80.00	54.0 %		
2/1 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	4.8 %	1901	1901
				Arm 8 Ahead	Inf	95.2 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (Prospect Street)	3.50	0.00	Y	Arm 5 Ahead	85.00	46.1 %	1939	1939
				Arm 6 Ahead	Inf	50.5 %		
				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

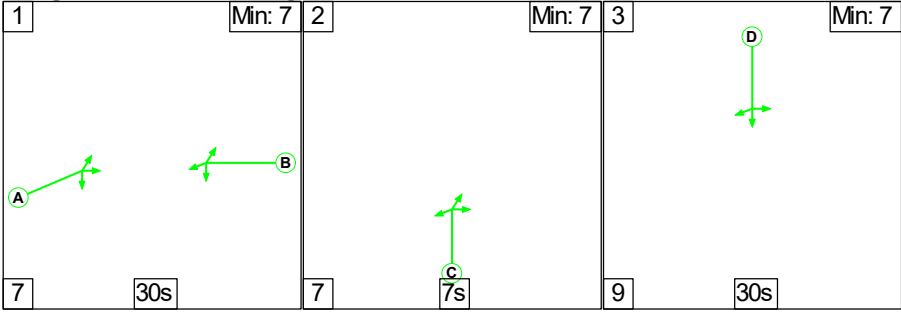
Stage Timings

Stage	1	2	3
Duration	30	7	30
Change Point	0	37	51

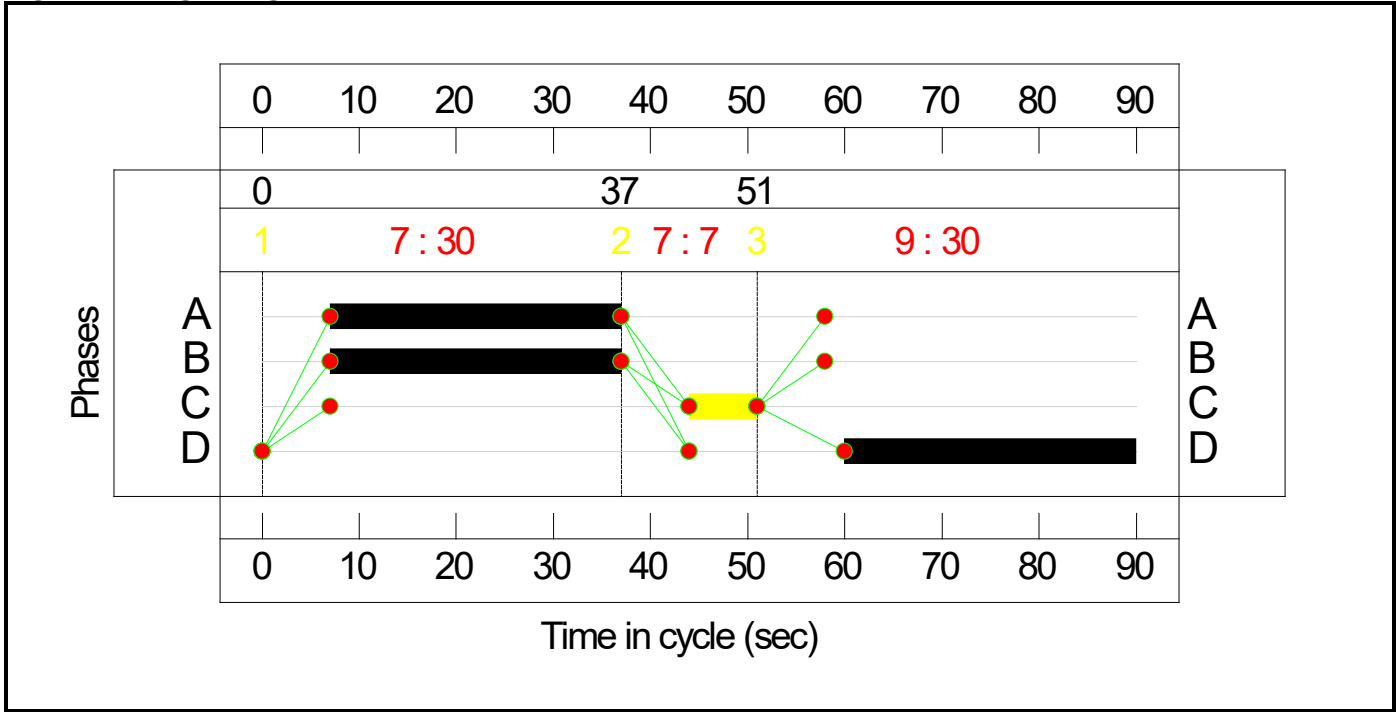
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



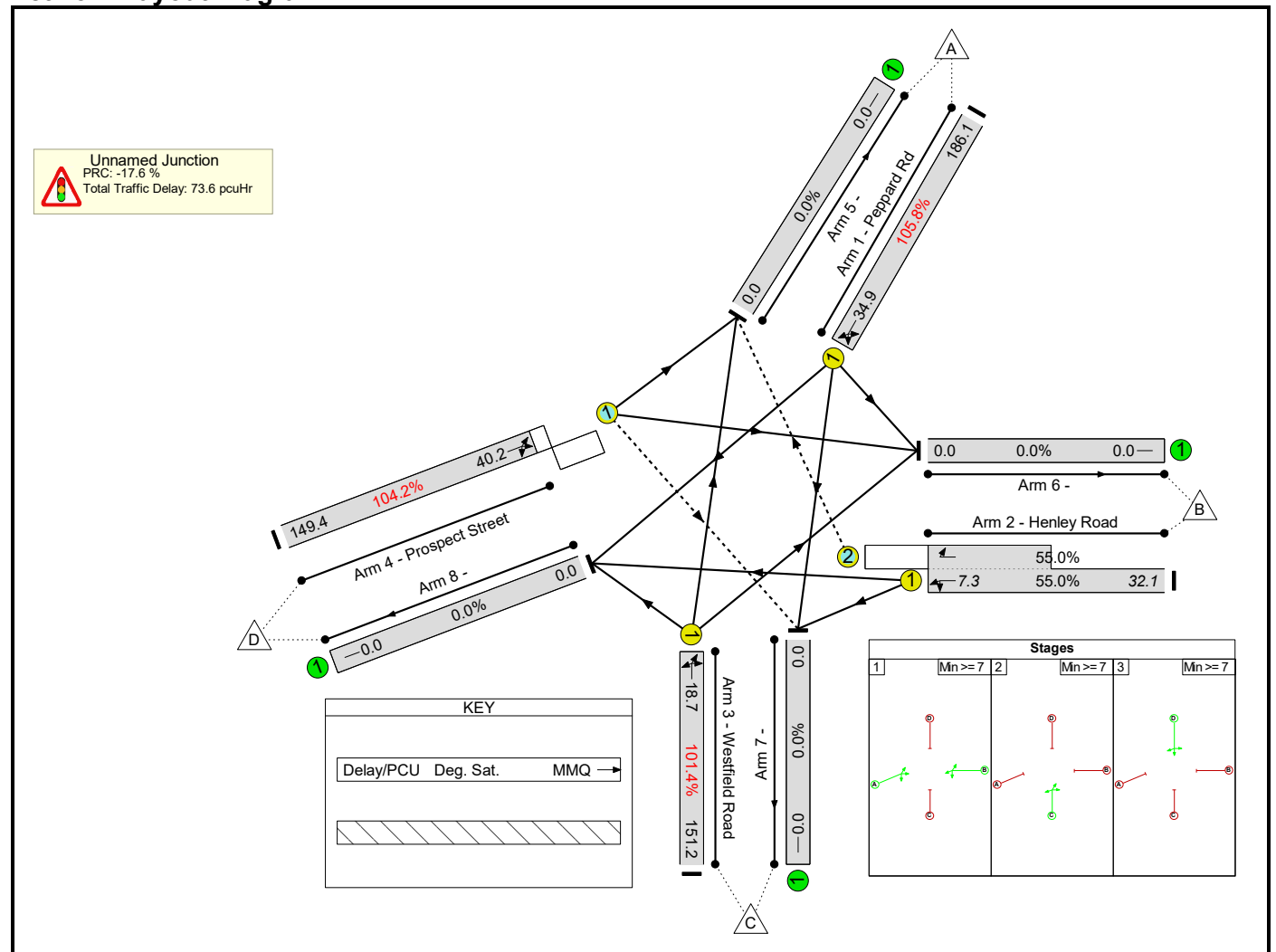
Network Results

C1	PRC for Signalled Lanes (%):	-11.1	Total Delay for Signalled Lanes (pcuHr):	40.82	Cycle Time (s):	90
	PRC Over All Lanes (%):	-11.1	Total Delay Over All Lanes(pcuHr):	40.82		

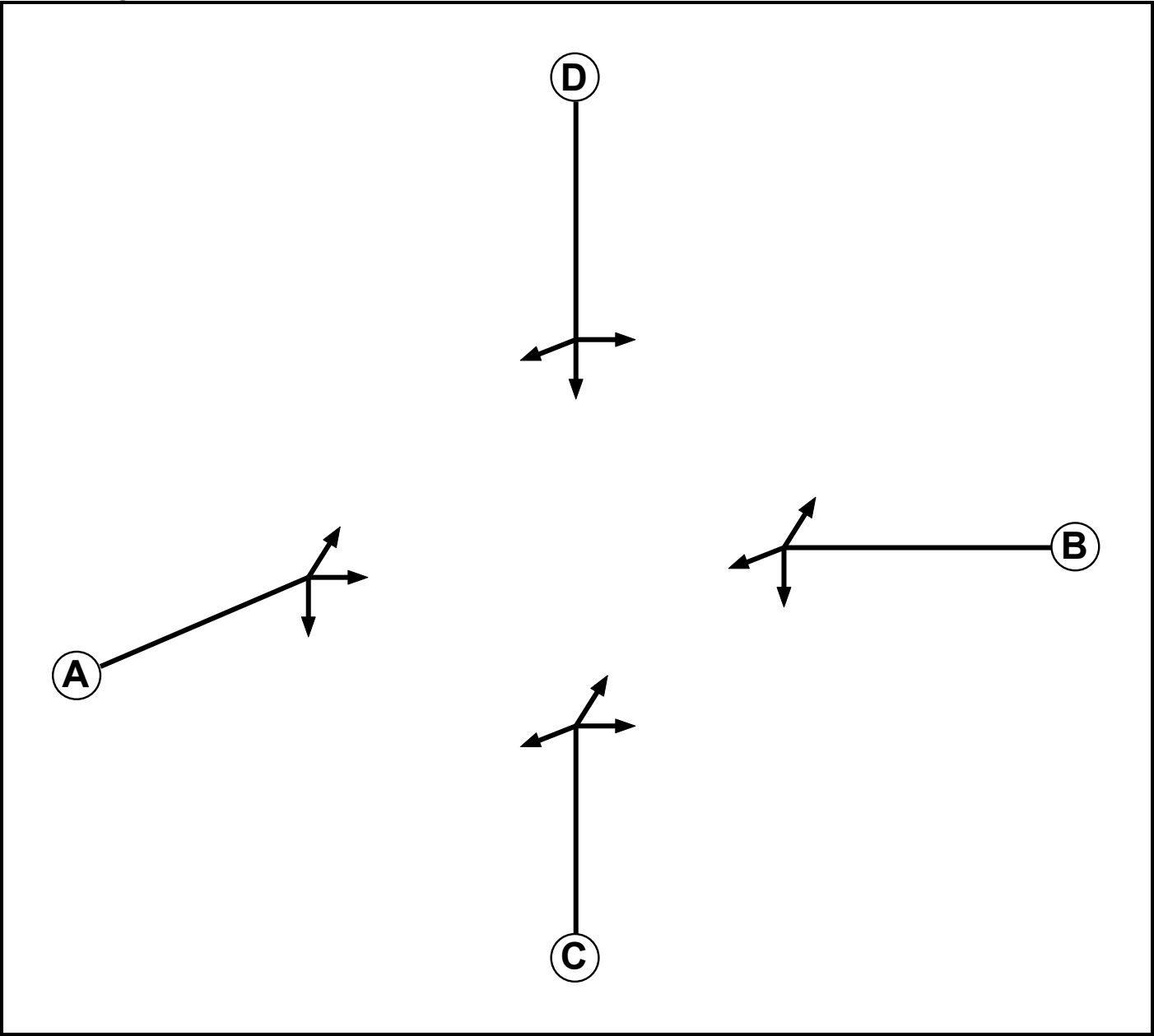
Results Output

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

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating 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 (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 (Henley Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (Henley Road)	O	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Right	Inf
3/1 (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 (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	-	-	-	-	-	-

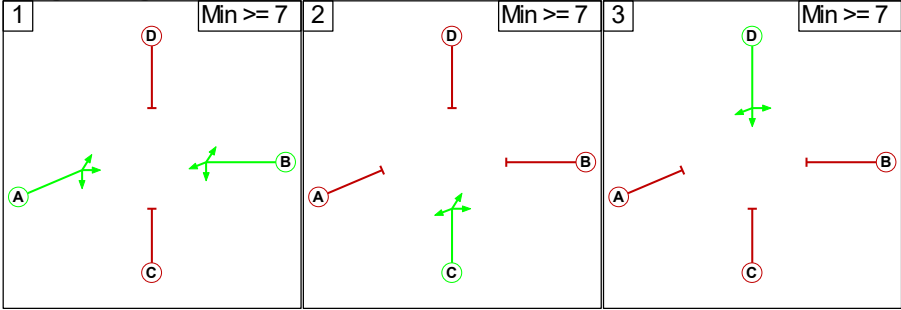
Lane Saturation Flows

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 (Peppard Rd)	3.40	0.00	Y	Arm 6 Left	8.00	16.2 %	1860	1860
				Arm 7 Ahead	40.00	27.4 %		
				Arm 8 Ahead	80.00	56.4 %		
2/1 (Henley Road)	3.00	0.00	Y	Arm 7 Left	10.00	3.2 %	1906	1906
				Arm 8 Ahead	Inf	96.8 %		
2/2 (Henley Road)	3.00	0.00	Y	Arm 5 Right	Inf	100.0 %	1915	1915
3/1 (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 (Prospect Street)	3.50	0.00	Y	Arm 5 Ahead	85.00	51.1 %	1945	1945
				Arm 6 Ahead	Inf	48.1 %		
				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

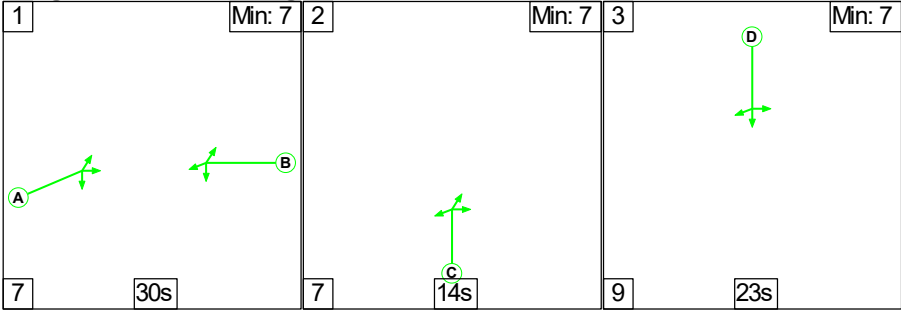
Stage Timings

Stage	1	2	3
Duration	30	14	23
Change Point	0	37	58

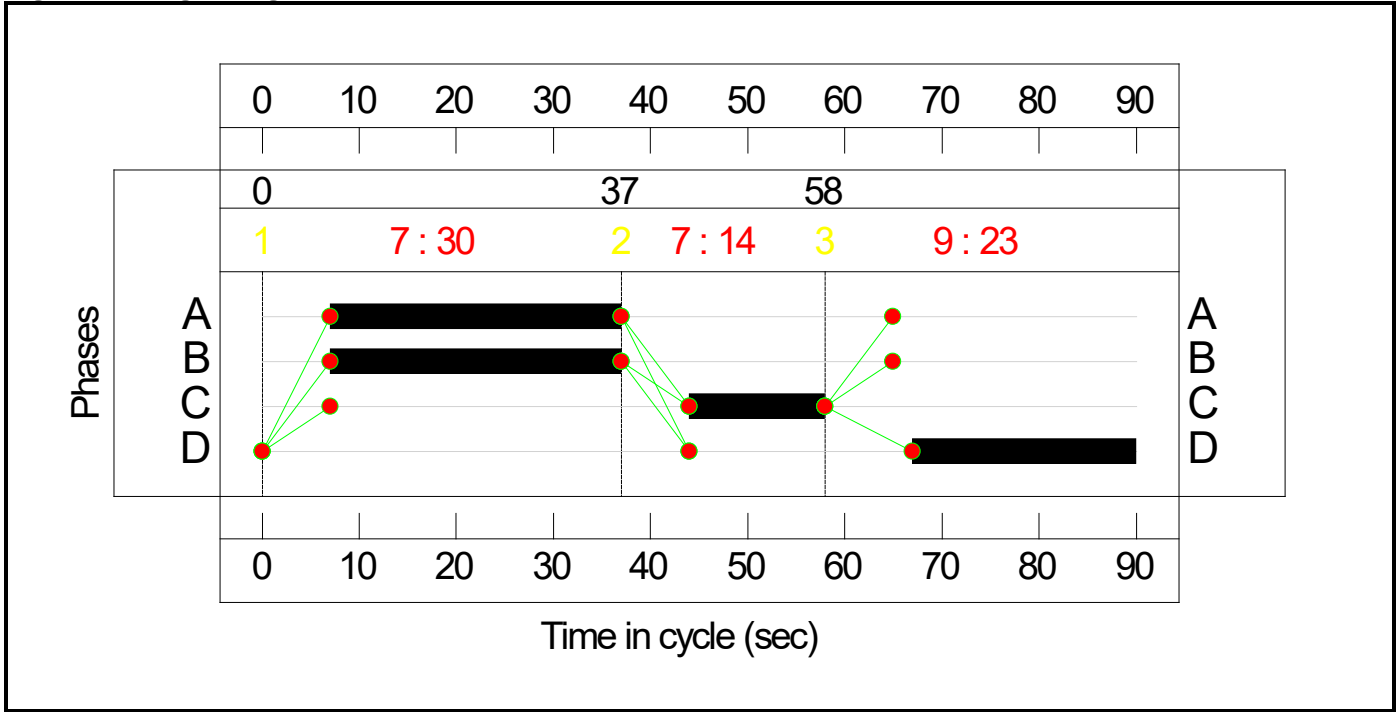
Stage Diagram



Stage Sequence Diagram



Signal Timings Diagram



Network Results

C1	PRC for Signalled Lanes (%):	-17.6	Total Delay for Signalled Lanes (pcuHr):	73.61	Cycle Time (s):	90
	PRC Over All Lanes (%):	-17.6	Total Delay Over All Lanes(pcuHr):	73.61		