



Transport Assessment Addendum

Land West of Kidmore End Road,
Oxfordshire

August 2025

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Appendix A: Responses from Highway Authority

Appendix B: Active Travel England Toolkit

Appendix C: Traffic Surveys

Appendix D: Junction Analysis

Document Details:

Revision	Date	Filename	Author	Check / Review
1	July 2025	SDP-TAA-150725-01	NM	SDP
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1 Introduction

1.1 Overview

1.1.1 This addendum to the Transport Assessment (April 2025 ref. SDP-TA-250425-04) has been prepared following the receipt of responses from the Senior Transport Development Officer of Oxfordshire County Council and the Transport Development Control Officer of Reading Borough Council. The responses received can be found in Appendix A.

1.1.2 This addendum addresses the following issues:

- Review of distances to local facilities and bus stops
- Provision of an Active Travel England toolkit
- Submission of a plan showing the proposed active travel access from the site onto Highdown Hill Road including details of visibility splays and gradient
- Submission of a plan showing the proposed footpath connection onto Kidmore End Road
- Linked assessment of the junctions of Peppard Road / Kiln Road and Kiln Road / Caversham Park Road with the secured mitigation scheme in place
- Capacity assessment of the Peppard Road / Henley Road / Westfield Road / Prospect Street signalised junction
- Consideration of Cross-Thames Travel and any impacts the development would have on the delivery of a Cross-Thames Travel route
- Revision of plans to show administration boundaries, site red line boundary and highway boundary
- Review of access to and from the site by a 11.6m refuse vehicle

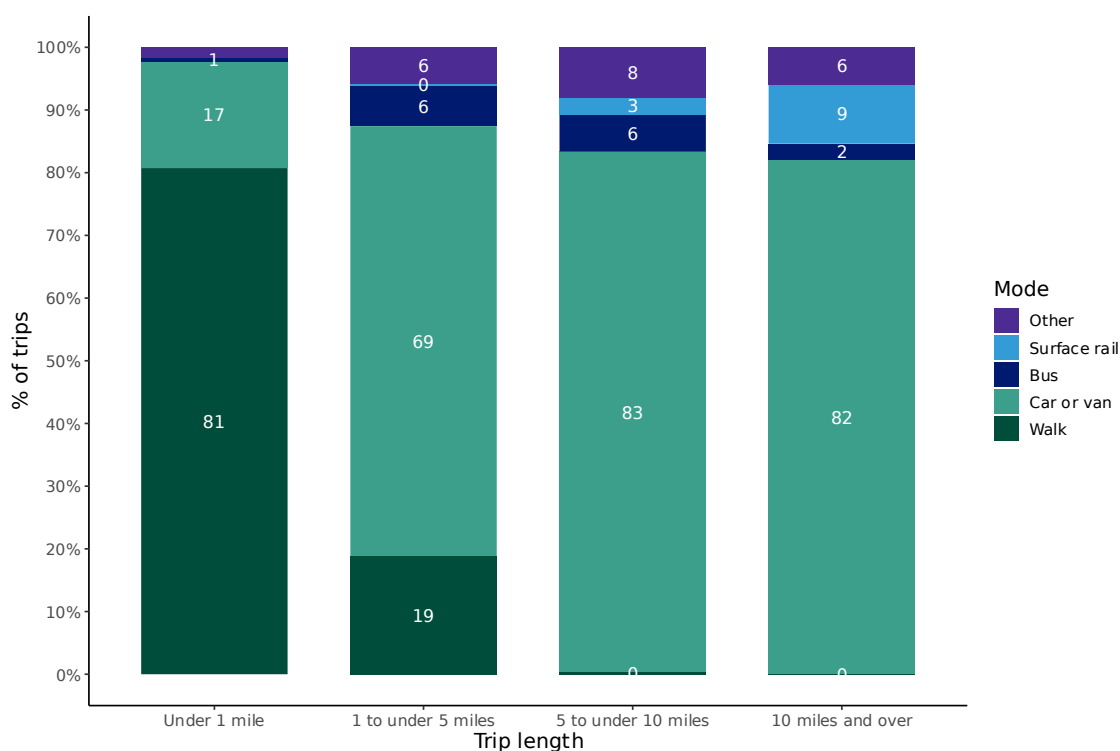
2 Site Accessibility

2.1 National Travel Survey Statistics

2.1.1 The National Travel Survey (NTS) is a household survey of personal travel by residents of England from data collected via interviews and a 7-day travel diary, which enables analysis of patterns and trends. The results of NTS 2023 have been reviewed to gain an understanding of current travel patterns.

2.1.2 Dataset NTS0308 looks at mode share of trips by main mode for different trip lengths. Walking is the most frequent mode used for short trips. 81% of trips under one mile (approximately 1600m) were on foot in 2023. Chart 2.1 presents the mode share of trips by main mode for different trip lengths.

Chart 2.1 – Mode share of trips by main mode for different trip lengths: England, 2023



2.1.3 Dataset NTS0614 looks specifically at trips to school. Most trips of less than a mile by children aged 5 to 10 were made by walking, with 80% walked in 2023. For children aged 11 to 16, 89% of trips under a mile were made by walking.

2.2 Access to Local Facilities

- 2.2.1 Emmer Green Local Centre is located 350m from the junction of The Fairway and Kidmore End Road. The furthest home is within 900m of this point making the maximum walking distance around 1250m from the furthest home to the Local Centre (around a 15 minute walk). The homes at the southern end of the site are around 1100m from the Local Centre.
- 2.2.2 Emmer Green Primary School is located approximately 1100m away and Highdown School and Sixth Form Centre is approximately 900m away from the furthest homes.
- 2.2.3 Emmer Green Surgery is approximately 1000m. Emmer Green Playing Fields and Recreation Ground is around 1000m from the furthest homes on the site.
- 2.2.4 Bus stops on Kidmore End Road / Courtenay Drive would be within an 800m walk of all homes on the proposed development with direct services to Peppard Common and Central Reading. Whilst it is acknowledged that bus stops should ideally not be more than 400m from the furthest homes, it is recognised that people are prepared to walk much further. Generally, distances of 800m to bus stops are considered acceptable, particularly if the bus stops offer a regular service to key destinations.
- 2.2.5 Based on the findings of the National Travel Survey, it is anticipated that a high majority of the trips to local facilities that are less than 1600m from homes will be made on foot.
- 2.2.6 The transport modes available, including active travel and public transport, gives residents a genuine choice in how to travel to and from the site allowing people to get to local services without needing to use a car. The site affords future residents with good opportunities for walking, cycling and using public transport. The site supports travel by sustainable modes and is therefore not in a location where future residents would be reliant on car journeys.

2.3 Improvements to Local Bus Services

- 2.3.1 Subsequent to the issue of the Transport Assessment, Reading Buses have announced improvements to some bus routes.
- 2.3.2 Berry 23/24 will now use Caversham Bridge in both directions instead of Reading Bridge. In Emmer Green, the route of Berry 23/24 and Pink 25 will be swapped, reflecting customer requests. Berry 23/24 will serve Courtenay Drive and Kidmore End Road, and Pink 25/25a will run directly along Peppard Road. Additional buses are being allocated to Berry 23/24 to improve punctuality.
- 2.3.3 Detailed timetables for the amended services are not yet available.

2.4 Active Travel England Toolkit

- 2.4.1 Active Travel England (ATE) have determined that standing advice be issued. Their current guidance, dated June 2024, sets out how active travel should be considered and assessed where standing advice is offered.
- 2.4.2 The government's ambition is for England to be a great walking and cycling nation, supporting a shift in the way people across England think about undertaking short journeys within towns and cities. The aim is for walking, wheeling and cycling to be seen as the most convenient, desirable and affordable way to travel with the aim that 50% of all journeys in towns and cities should be by active modes by 2030.
- 2.4.3 ATE has produced a Planning Application Assessment Toolkit to help assess the active travel merits of a development proposal. The toolkit comprises ten assessment criteria to be rated for each assessment.
- 2.4.4 The assessment is included in Appendix B.

2.5 Connection to Highdown Hill Road

- 2.5.1 Drawing SDP-XX-XX-DR-D-354 shows the proposed active travel connection from the site to Highdown Hill Road. This provides a direct connection to the National Cycle Network and improves the permeability of the proposed development and for the surrounding homes.
- 2.5.2 The link is proposed to be 3m in width. Visibility splays of 2m x 25m have been shown at the access. This is appropriate for traffic speeds of 20mph.
- 2.5.3 The gradient of Highdown Hill Road increases to the north along the site boundary. At the northwest corner of the site the adjacent section of Highdown Hill Road has a gradient of around 11.5%. At the location of the proposed link to the site the gradient reduces to around 3.5% and flattens as the road continues to the south. The position of the proposed access point is therefore considered to be beneficial for cyclists and pedestrians travelling to the south of the site.
- 2.5.4 Existing land levels within the site are similar to the level of Highdown Hill Road. Detailed design will review the alignment and gradient of the internal network.

2.6 Connection to Kidmore End Road

- 2.6.1 Drawing SDP-XX-XX-DR-D-355 shows the proposed footpath connection from the site to Kidmore End Road. This link formalises the existing informal route used to access the private land.

- 2.6.2 The footpath is proposed to connect with the existing footway on Kidmore End Road adjacent to the pumping station. The footpath is proposed to be 2m in width and the sections of existing footway on Kidmore End Road are proposed to be resurfaced and widened to 2m, as shown on the drawing.
- 2.6.3 Cyclists from the development heading to the south and east are catered for by the route through the residential development via The Fairway to Kidmore End Road. This is considered to be a preferable shorter and flatter route to Emmer Green local centre and the Caversham Park area.

3 Junction Capacity Assessments

3.1 Peppard Road / Kiln Road and Kiln Road / Caversham Park Road

3.1.1 The Transport Assessment assessed the junctions of Peppard Road / Kiln Road and Kiln Road / Caversham Park Road separately. At the request of Reading Borough Council, these junctions have been 'linked' and modelled together due to the potential interaction between the two closely spaced junctions. This was the approach adopted in the Transport Assessment for the 2022 Reading Golf Club application. For consistency, the same geometric properties have been used as in this assessment with the junctions being modelled for the year 2025 with the existing layout and existing traffic flows, and for 2030 with the agreed mitigation scheme layout, without and with the proposed development traffic.

3.1.2 In modelling the two junctions together, an error in the traffic survey data for the Caversham Park Road junction was discovered where the turning movements from this junction did not correlate with the vehicle counts at the Peppard Road / Kiln Road junction. This has been corrected by the traffic survey company. The corrected survey data can be found in Appendix C and figures can be found at the end of this report.

3.1.3 Table 3.1 summarises the results of the linked junction assessment.

Table 3.1 – Peppard Road / Kiln Road and Kiln Road / Caversham Park Road priority junctions

2025 without development	AM Peak Hour		PM Peak Hour	
	Queue	Delay (s)	Queue	Delay (s)
Peppard Road to Kiln Road	1	4	0	3
Kiln Road to Peppard Road	2	25	2	20
Kiln Road to Caversham Park Road	1	7	1	7
Caversham Park Road to Kiln Road	2	27	3	27
2030 without development	AM Peak Hour		PM Peak Hour	
	Queue	Delay (s)	Queue	Delay (s)
Peppard Road to Kiln Road	1	6	1	4
Kiln Road to Peppard Road	2	29	2	22
Kiln Road to Caversham Park Road	1	8	1	8
Caversham Park Road to Kiln Road	7	66	8	56
2030 with development	AM Peak Hour		PM Peak Hour	
	Queue	Delay (s)	Queue	Delay (s)
Peppard Road to Kiln Road	1	6	1	4
Kiln Road to Peppard Road	3	30	2	22
Kiln Road to Caversham Park Road	1	8	1	8
Caversham Park Road to Kiln Road	8	66	8	51

3.1.4 The full output of the junction analysis can be found in Appendix D.

3.1.5 The assessment shows that the junction operates within capacity in all scenarios with the predicted queues not significantly increasing with the addition of the proposed development's vehicle flows. Also, in practice, there is likely to be an element of 'give and take' with traffic on Kiln Road letting vehicles that are waiting at the Caversham Park Road junction turn. The delays and queue length on Caversham Park Road may therefore be less than predicted.

3.2 Peppard Road / Henley Street / Westfield Road / Prospect Street

3.2.1 A traffic survey was undertaken on Thursday 8th July 2025 at the Peppard Road / Henley Street / Westfield Road / Prospect Street junction. The AM peak hour was found to be between 08:00 and 09:00. The PM peak hour was found to be between 17:00 and 18:00. The peak hour turning movements are shown in Figure T11.

3.2.2 Figure T12 shows the traffic flows growthed to the year 2030. Figure T13 shows the committed traffic from the 223 home planning application under construction. Figure T14 shows the turning movements from the proposed development. The proposed development is estimated to add 19 two-way vehicle trips in the AM peak hour and 20 two-way vehicle trips in the PM peak hour.

3.2.3 Figure T15 shows the 2030 traffic flows with the committed development traffic added. Figure T16 shows the total traffic in 2030 with the addition of the proposed development trips.

3.2.4 The junction has been modelled using the JCT software package "LinSig 3". The output can be found in Appendix D. Table 3.2 summarises the results.

Table 3.2 – Peppard Road / Kiln Road and Kiln Road / Caversham Park Road priority junctions

2025 without development	AM Peak Hour		PM Peak Hour	
	Queue	Deg. Sat %	Queue	Deg. Sat %
Peppard Road	16	89.2	13	84.8
Henley Road	5	49.9	6	44.6
Westfield Road	7	85.8	9	85.5
Prospect Street	17	86.6	16	85.1
2030 without development	AM Peak Hour		PM Peak Hour	
	Queue	Deg. Sat %	Queue	Deg. Sat %
Peppard Road	23	96.7	17	93.3
Henley Road	5	52.0	6	47.3
Westfield Road	9	92.8	13	96.0
Prospect Street	22	95.1	21	93.5
2030 with development	AM Peak Hour		PM Peak Hour	
	Queue	Deg. Sat %	Queue	Deg. Sat %
Peppard Road	26	98.9	18	94.6
Henley Road	5	51.5	6	47.3
Westfield Road	10	93.7	14	97.8
Prospect Street	23	95.7	22	94.7

- 3.2.5 The results show that the junction is predicted to operate above the maximum theoretical operating capacity in the year 2030 with the addition of the committed development traffic. The addition of the proposed development traffic sees a minor increase in queue lengths, but this is not considered to be classed as 'severe' in planning terms.

3.3 Capacity Assessment Summary

- 3.3.1 The updated highway capacity analysis undertaken at the junctions assessed show that the addition of the proposed development's traffic does not have a significant impact on the operation of these junctions.
- 3.3.2 The proposed mitigation scheme at the Peppard Road / Kiln Road and Kiln Road / Caversham Park Road junctions accommodates the proposed development traffic without a significant detrimental effect.
- 3.3.3 The relatively low volume of development traffic using the signalised junction of Peppard Road / Henley Street / Westfield Road / Prospect Street does not result in a severe deterioration in the operation of this junction.

4 Cross-Thames Travel

4.1 Overview

- 4.1.1 The Local Transport Plan 4 (2024-40) Reading Transport Strategy 2040 (June 2024) gives details on the Cross-Thames Travel scheme. The Cross Thames Travel Group has been formed to review travel options across the River Thames and help reduce the negative impacts of traffic congestion in residential areas of Reading, South Oxfordshire and Wokingham. The focus of the scheme will be on promoting sustainable travel and addressing the issues resulting from the limited existing river crossings in Caversham, Sonning and Henley, which cause significant congestion during peak times.
- 4.1.2 The scheme will include enhancing existing public transport, walking and cycle routes across the river, alongside fundamentally reviewing new options including the potential need for an additional river crossing and associated orbital route around the north of Caversham to link a new crossing with the A4074. It has yet to be agreed whether any new river crossing would be for walking, cycling and public transport only, or if general traffic will also be accommodated. Improvements of existing routes or delivery of new routes could offer the opportunity to remove some existing traffic from Reading town centre and Caversham local centre and potentially enable the reallocation of road space for improved public transport and cycle facilities.

4.2 Impact of the Proposed Development on the Delivery of the Scheme

- 4.2.1 By reviewing the proposed development's traffic distribution, fewer than 30 two-way vehicle movements are anticipated to travel south via Peppard Road or Caversham Park Road in each of the AM and PM peak hours. A proportion of these trips will be crossing the River Thames and a proportion of those that do may choose to use a new river crossing subject to the journeys' origin or destination. Improvements to local bus routes and bus priority measures may see some trips that would previously be undertaken by private car shifting to public transport or cycling.
- 4.2.2 Based on the information currently available it is thought that the relatively low volume of trips from the proposed development will not have a significant impact on the local transport network should changes or improvements be made to deliver the Cross-Thames Travel scheme. The location of the proposed development will not impact on the ability for any new river crossing to be delivered.
- 4.2.3 In summary, there are no significant negative impacts on the delivery of Cross-Thames Travel due to the proposed development.

5 Refuse Vehicle Access

5.1 Servicing Requirements

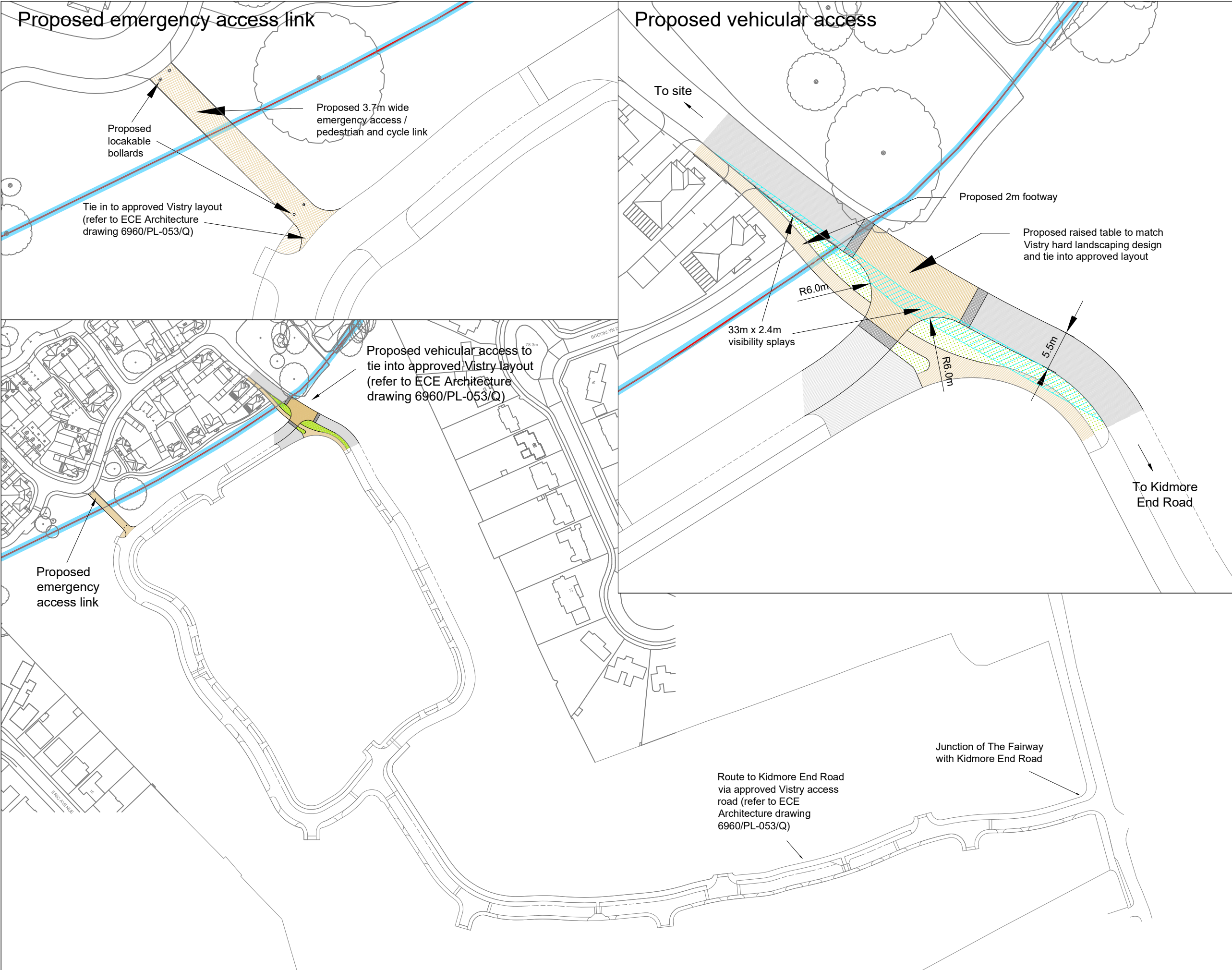
- 5.1.1 Refuse collection will be via the main vehicular route from Kidmore End Road. South Oxfordshire require that a 11.6m refuse vehicle can safely enter the site, turn and drive out of the site in forward gear. Tracking for the internal site would be required as part of a reserved matters application.
- 5.1.2 Drawing SDP-XX-XX-DR-D-156 shows the required vehicle accessing the proposed development from Kidmore End Road. Drawing SDP-XX-XX-DR-D-356 shows that the refuse vehicle can manoeuvre around the site and exit the site in forward gear.
- 5.1.3 Full tracking drawings for the detailed site layout will be presented as part of a reserved matters application.

6 Conclusions

6.1 Summary

- 6.1.1 This Transport Assessment Addendum has been prepared in response to the comments received from Oxfordshire County Council and Reading Borough Council.
- 6.1.2 The sections of the report directly address and respond to the comments raised by the councils regarding the site's accessibility and connectivity, local junction capacity, Cross Thames Travel and refuse servicing arrangements.
- 6.1.3 The report concludes that the proposals are acceptable in highway terms and demonstrates that the proposed development can safely and efficiently be accommodated, without any severe residual impacts on the surrounding transport infrastructure.

Figures and Drawings



Notes

1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

Site boundary

County boundary

P3	11.08.25	Site plan updated	NM
P2	22.07.25	Site boundary added	NM
P1	24.04.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

Land west of Kidmore End Road

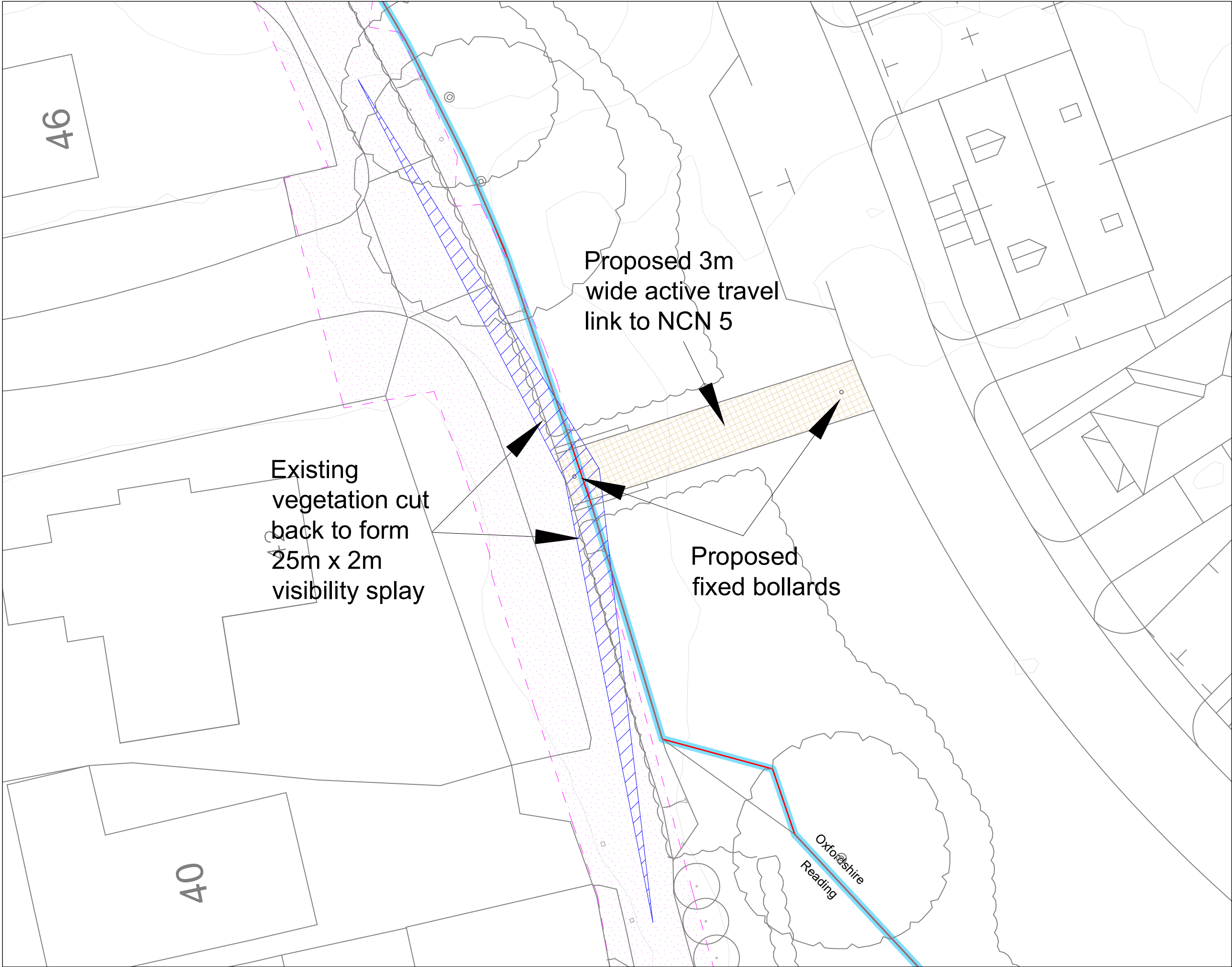
Title

Site access arrangements

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	24.04.25	Scale	1:500 / 1:2000	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-353			Revision	P3



Notes

1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

Site boundary

County boundary

Highway boundary

P3	11.08.25	Site plan updated	NM
P2	01.08.25	Contours added	NM
P1	17.07.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

Land west of Kidmore End Road

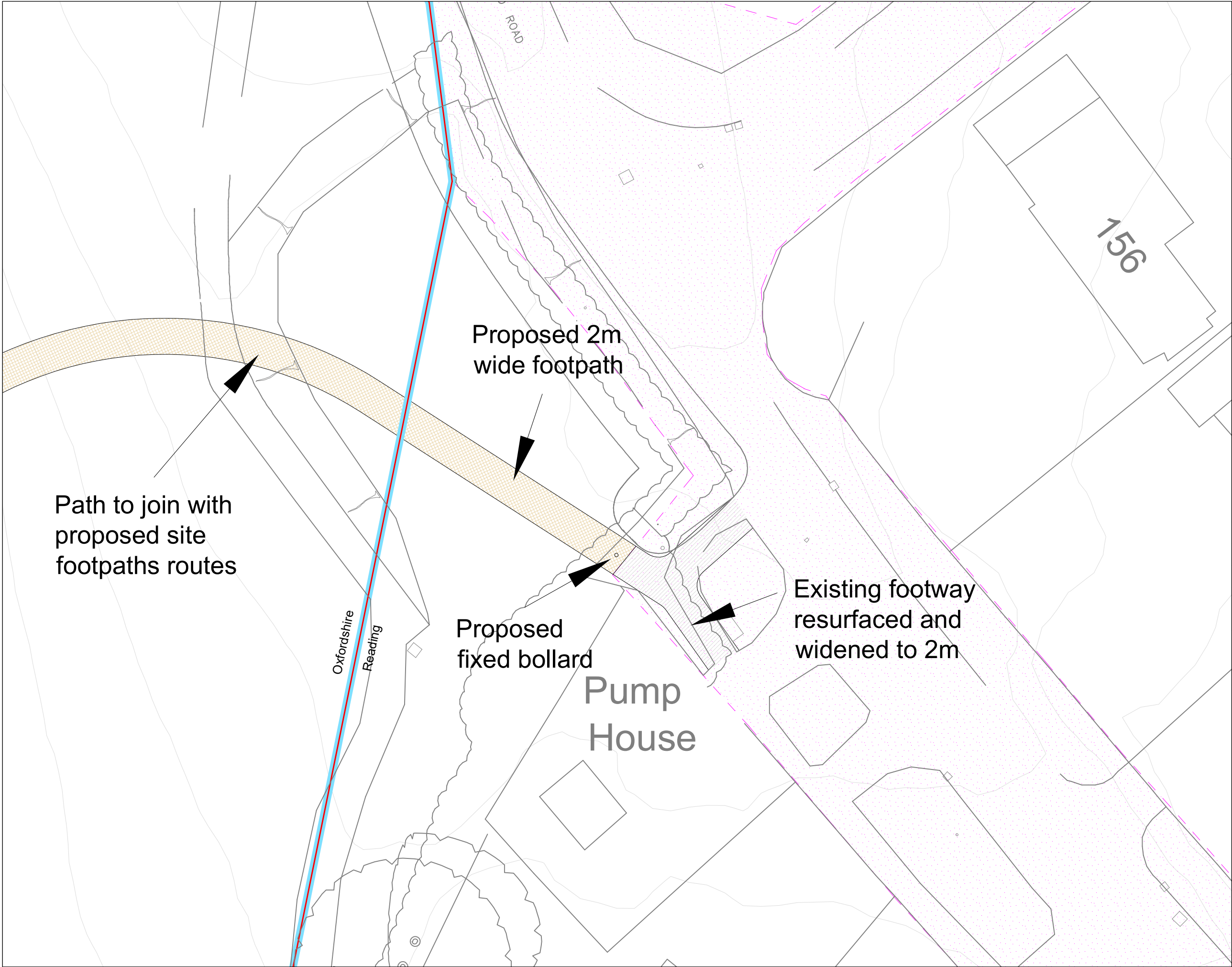
Title

Link to Highdown Hill Road

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	17.07.25	Scale	1:200	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-354			Revision	P3



Notes

1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

Site boundary

County boundary

Highway boundary

P3	11.08.25	Site plan updated	NM
P2	01.08.25	Contours added	NM
P1	17.07.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

Land west of Kidmore End Road

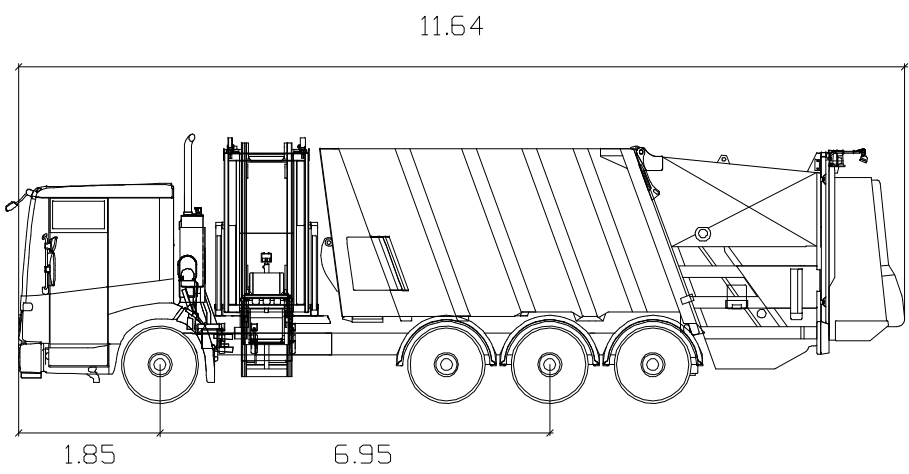
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Link to Kidmore End Road

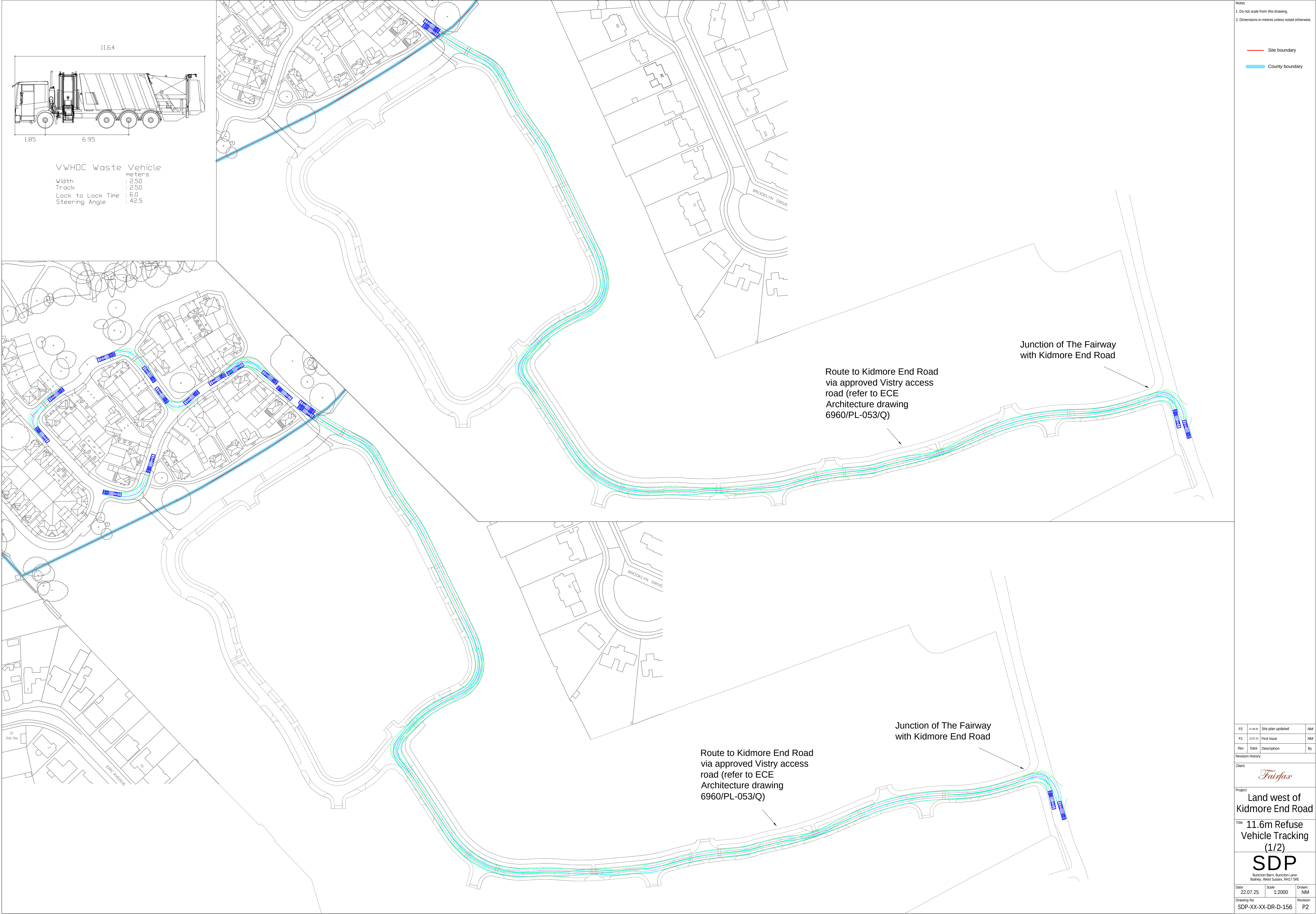
SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

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Drawing No.	SDP-XX-XX-DR-D-355			Revision	P3



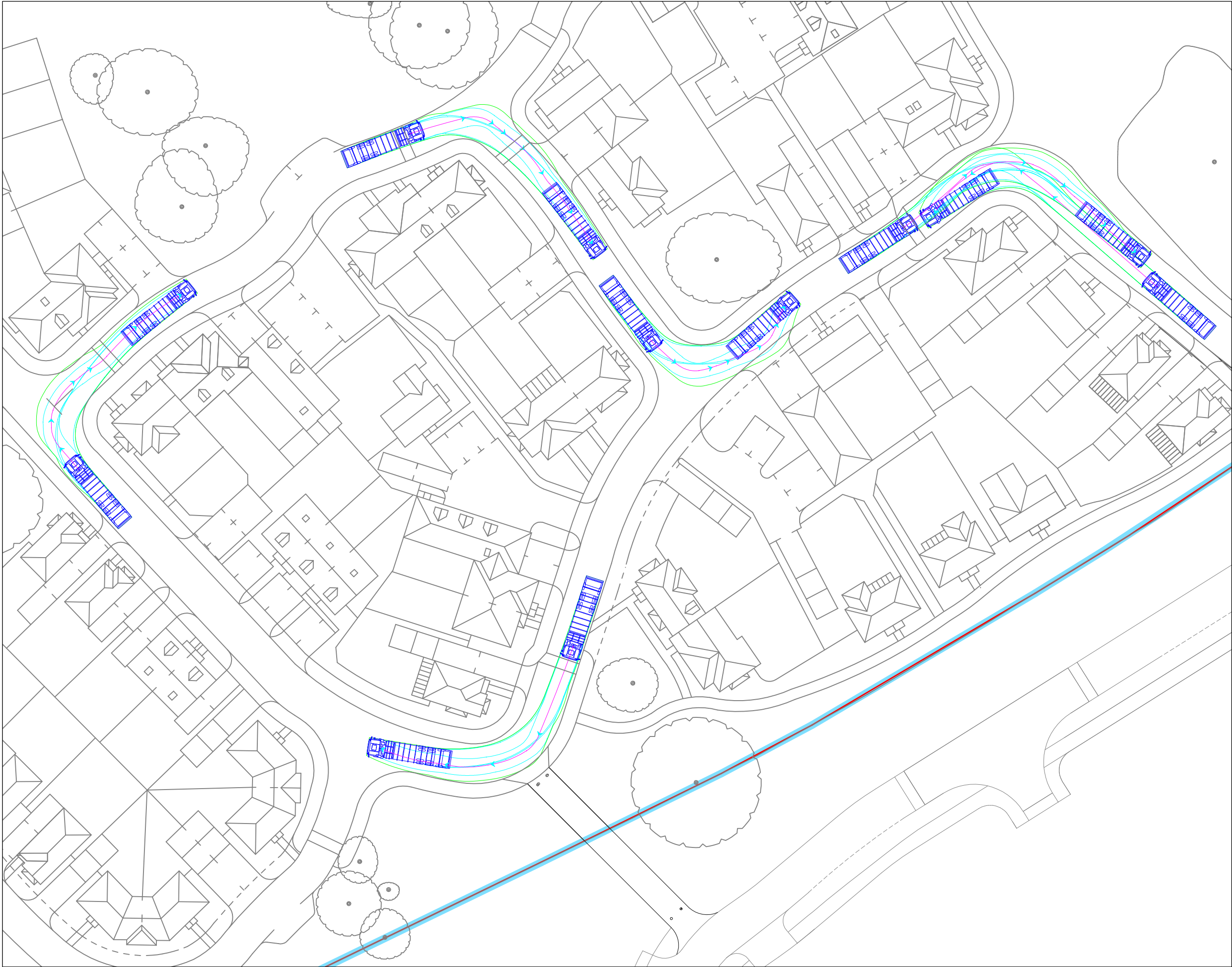
VWHDC Waste Vehicle
Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 42.5



Notes
1. Do not scale from this drawing.
2. Dimensions in metres unless noted otherwise.

Site boundary
County boundary

P2	11.08.25	Site plan updated	NM
P1	22.07.25	First issue	NM
Rev	Date	Description	By
Revision History			
Client			
Fairfax			
Project			
Land west of Kidmore End Road			
Title			
11.6m Refuse Vehicle Tracking (1/2)			
SDP			
Bunton Barr, Bunton Lane, Buhay, West Sussex, BN17 5PQ			
Date	22.07.25	Scale	1:2000
Drawing No.	SDP-XX-XX-DR-D-156	Drawn	NM
		Revision	P2



Notes

1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

Site boundary

County boundary

11.64

VWHDC Waste Vehicle
Width : 2.50 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 42.5

P2	11.08.25	Site layout updated	NM
P1	22.07.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Fairfax

Project

Land west of Kidmore End Road

Title

11.6m Refuse Vehicle Tracking (2/2)

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	22.07.25	Scale	1:1000	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-356			Revision	P2

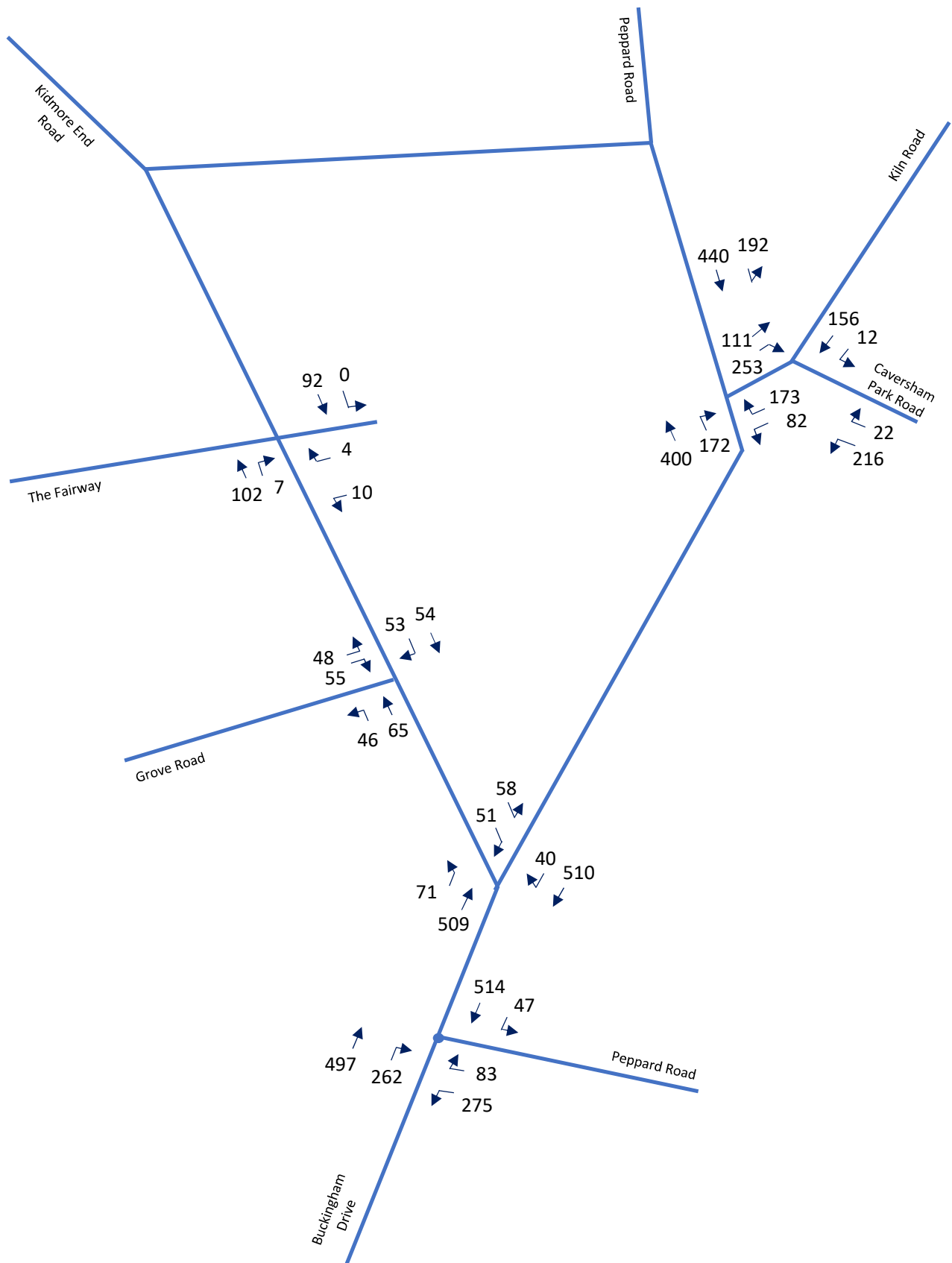


Figure T1 - 2025 AM peak hour traffic flows
Land West of Kidmore End Road

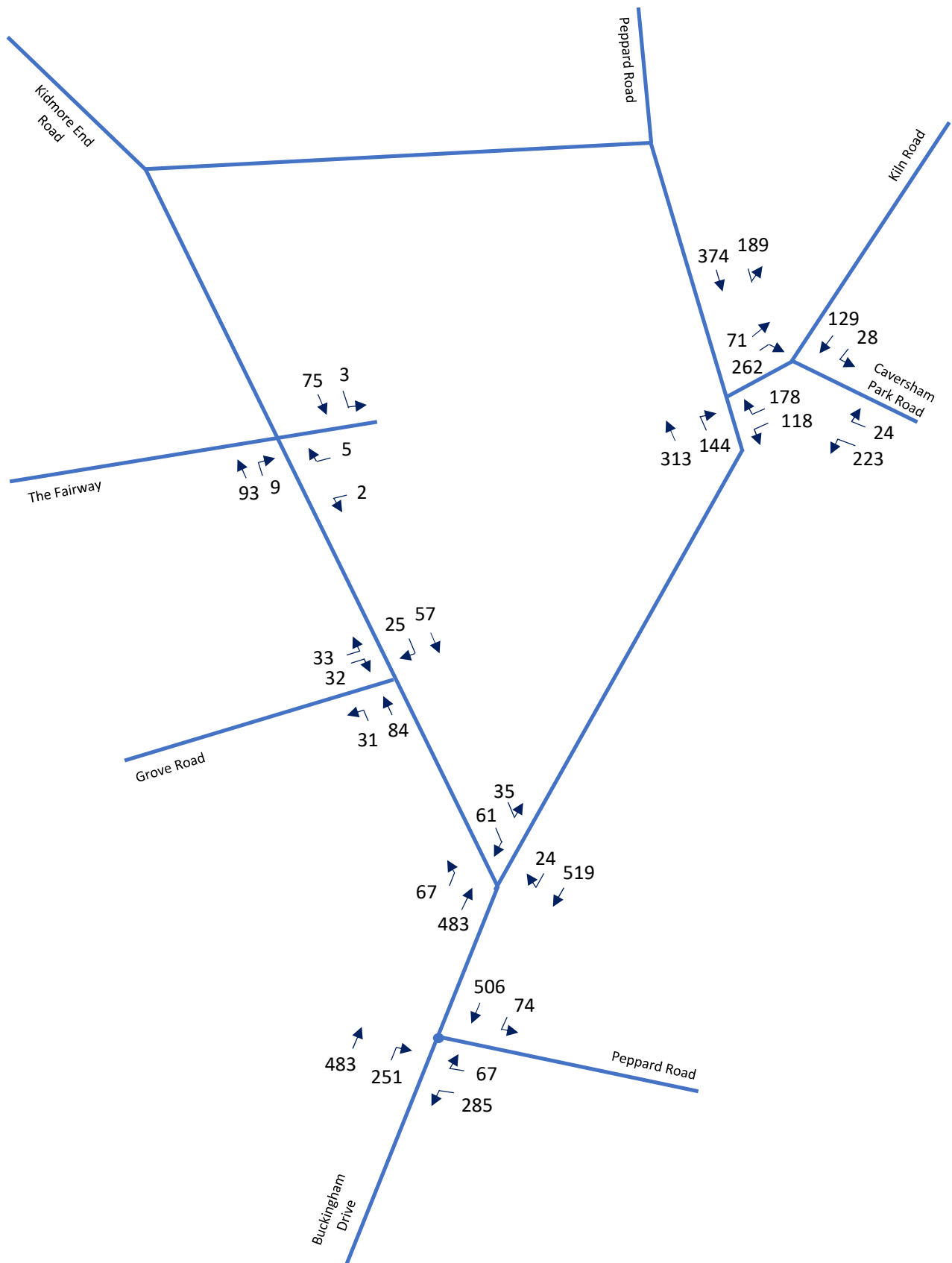


Figure T2 - 2025 PM peak hour traffic flows
Land West of Kidmore End Road

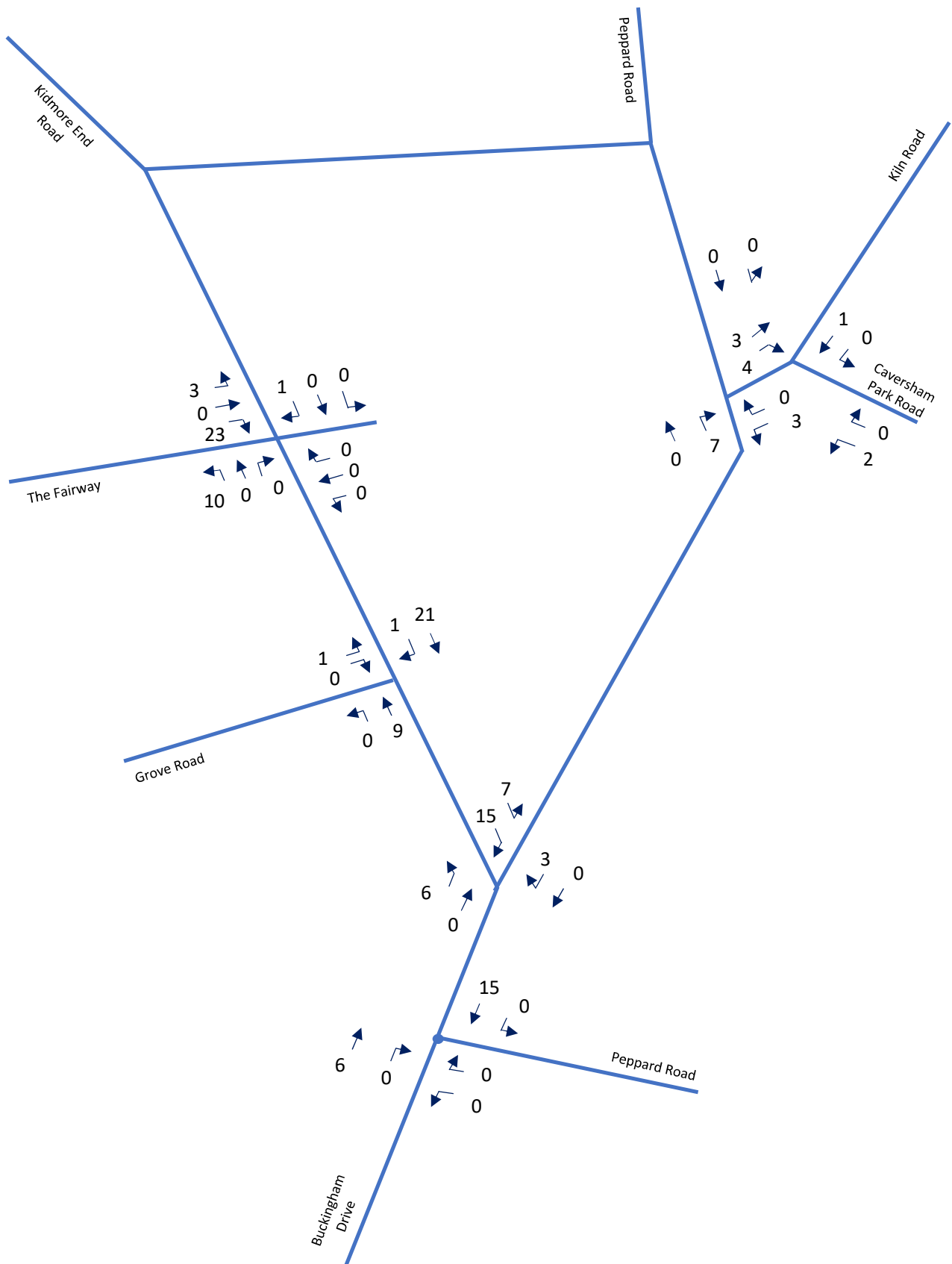


Figure T3 - AM peak hour development traffic flows
Land West of Kidmore End Road

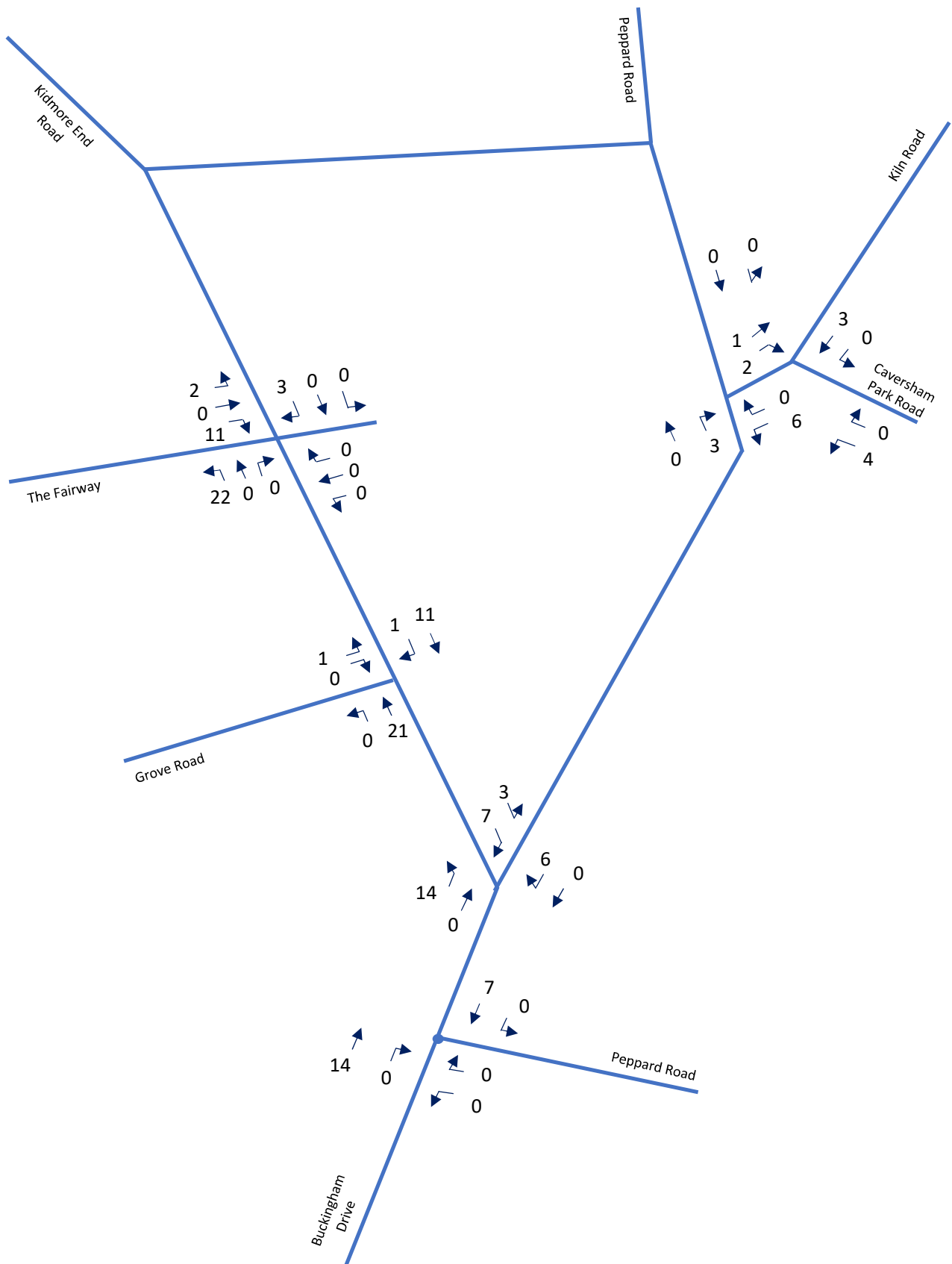


Figure T4 - PM peak hour development traffic flows
Land West of Kidmore End Road

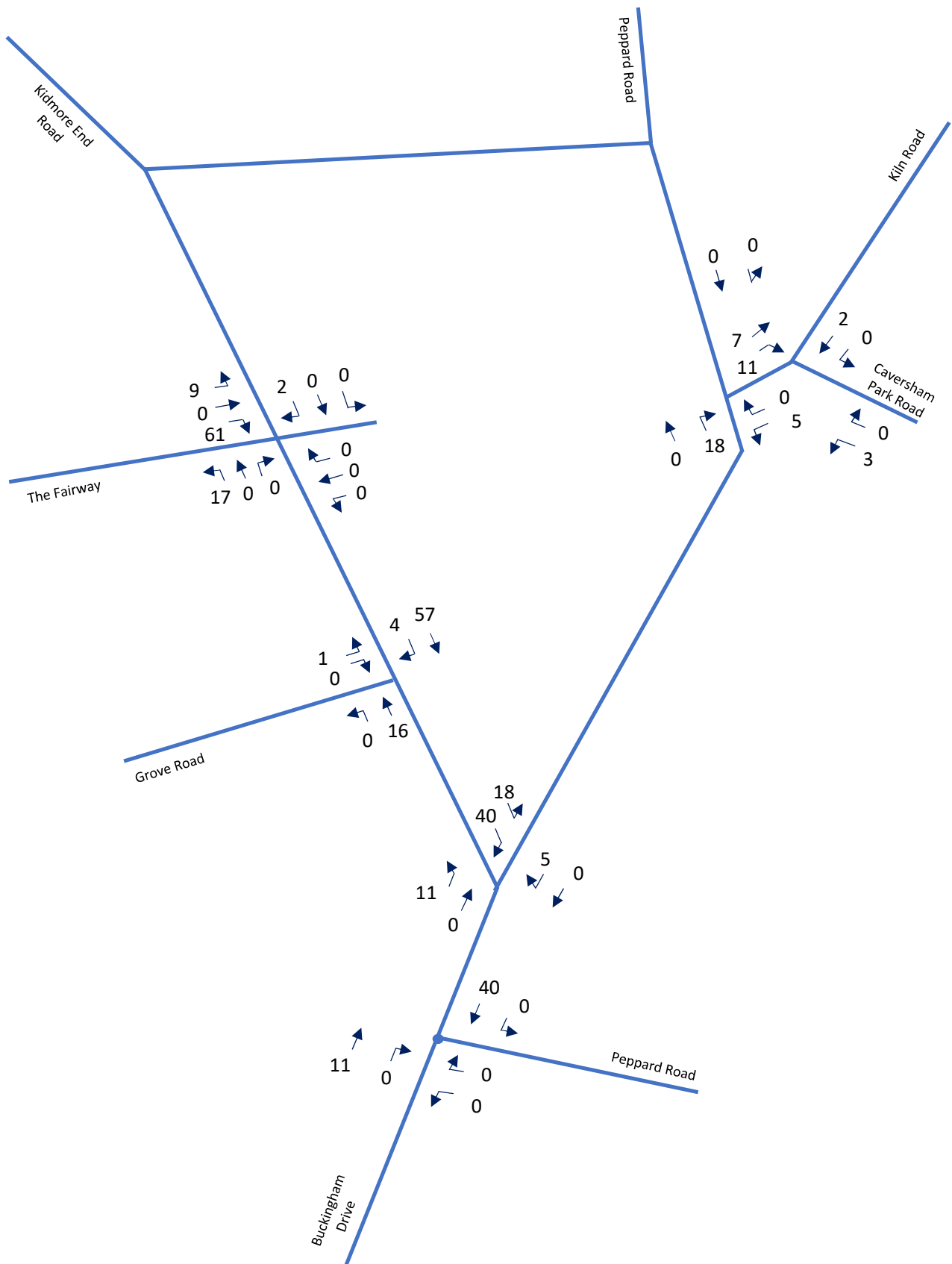


Figure T5 - AM peak committed development
Land West of Kidmore End Road

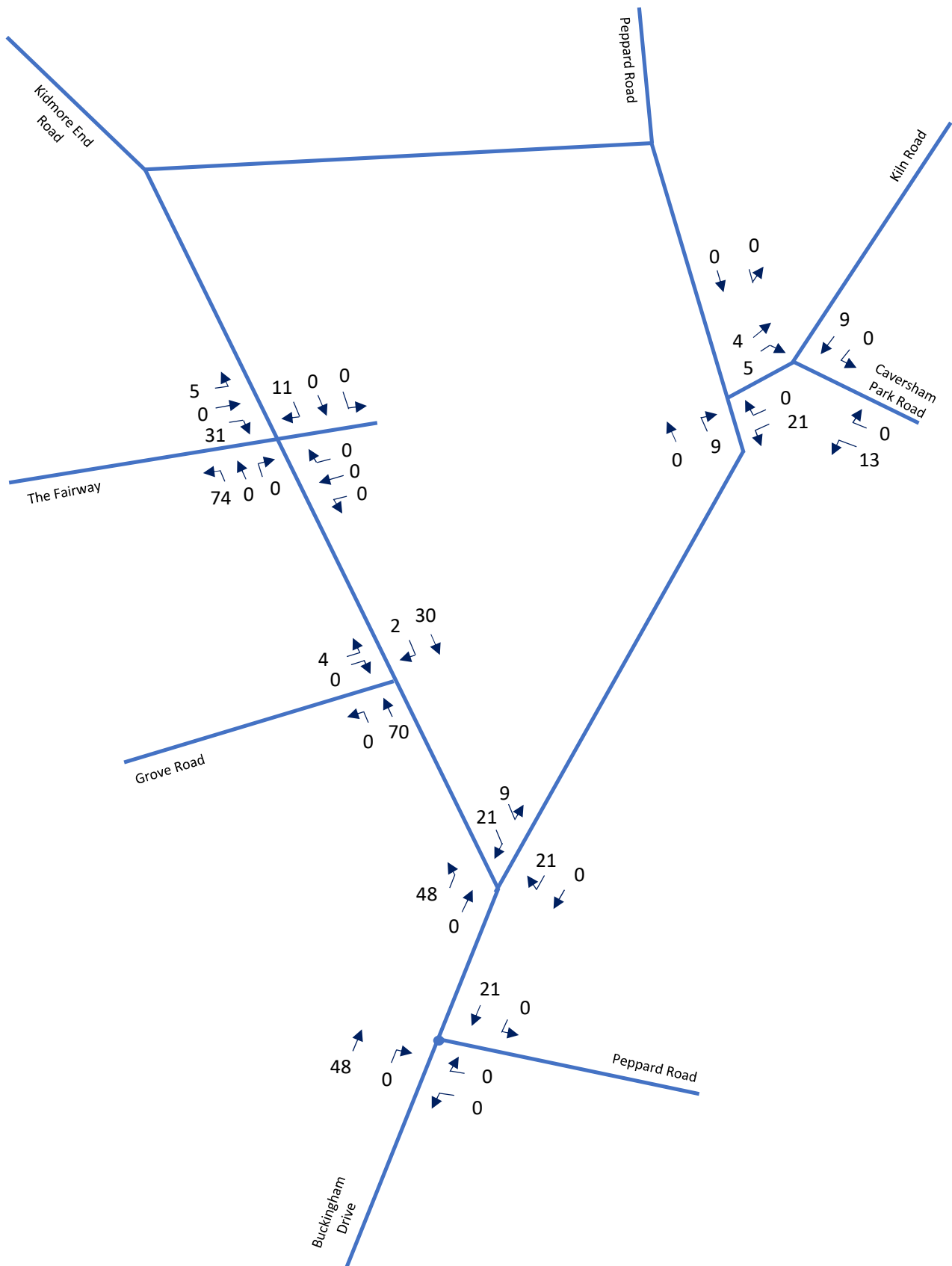


Figure T6 - PM peak committed development
Land West of Kidmore End Road

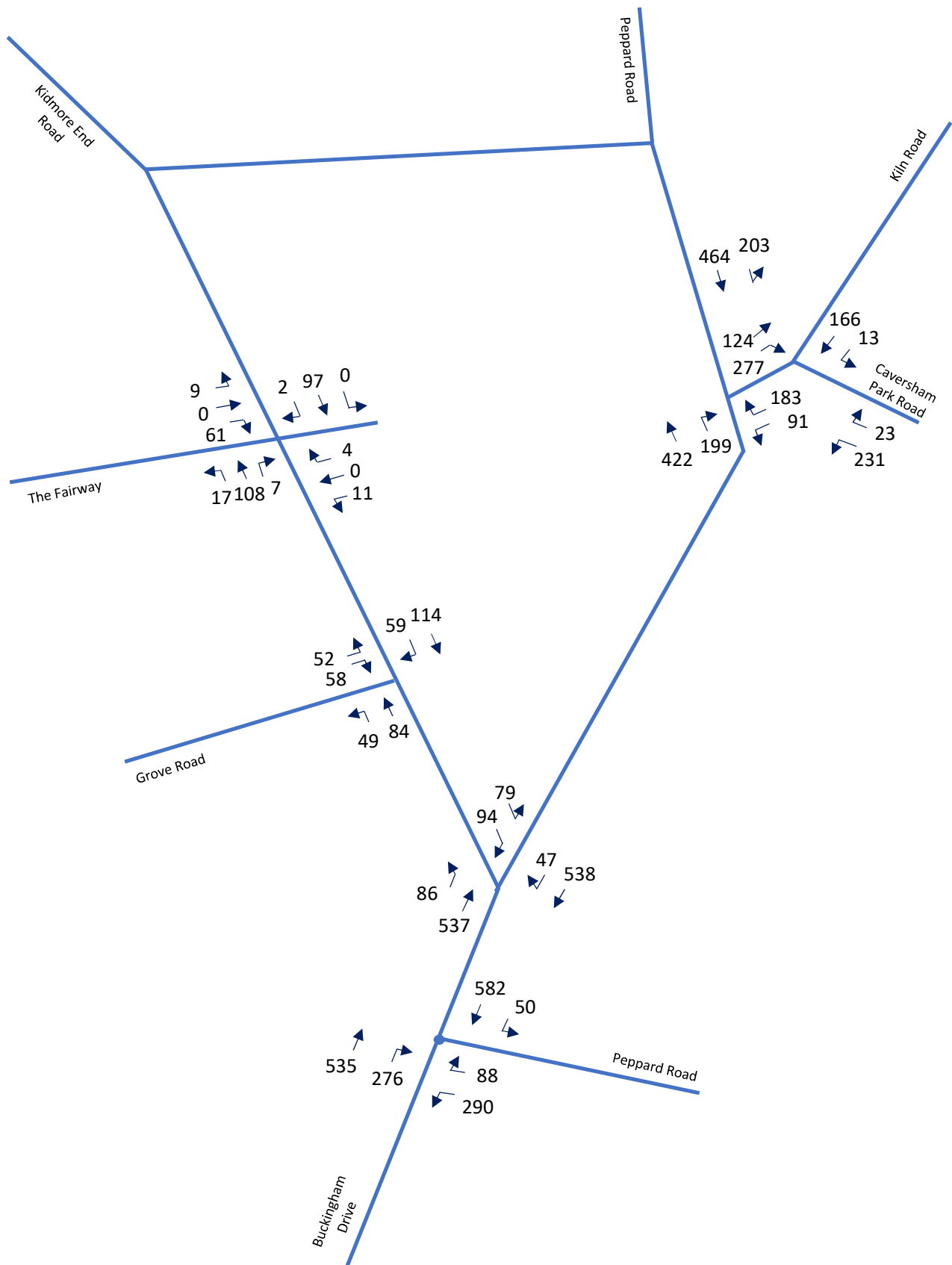


Figure T7 - 2030 AM peak hour traffic flows
Land West of Kidmore End Road

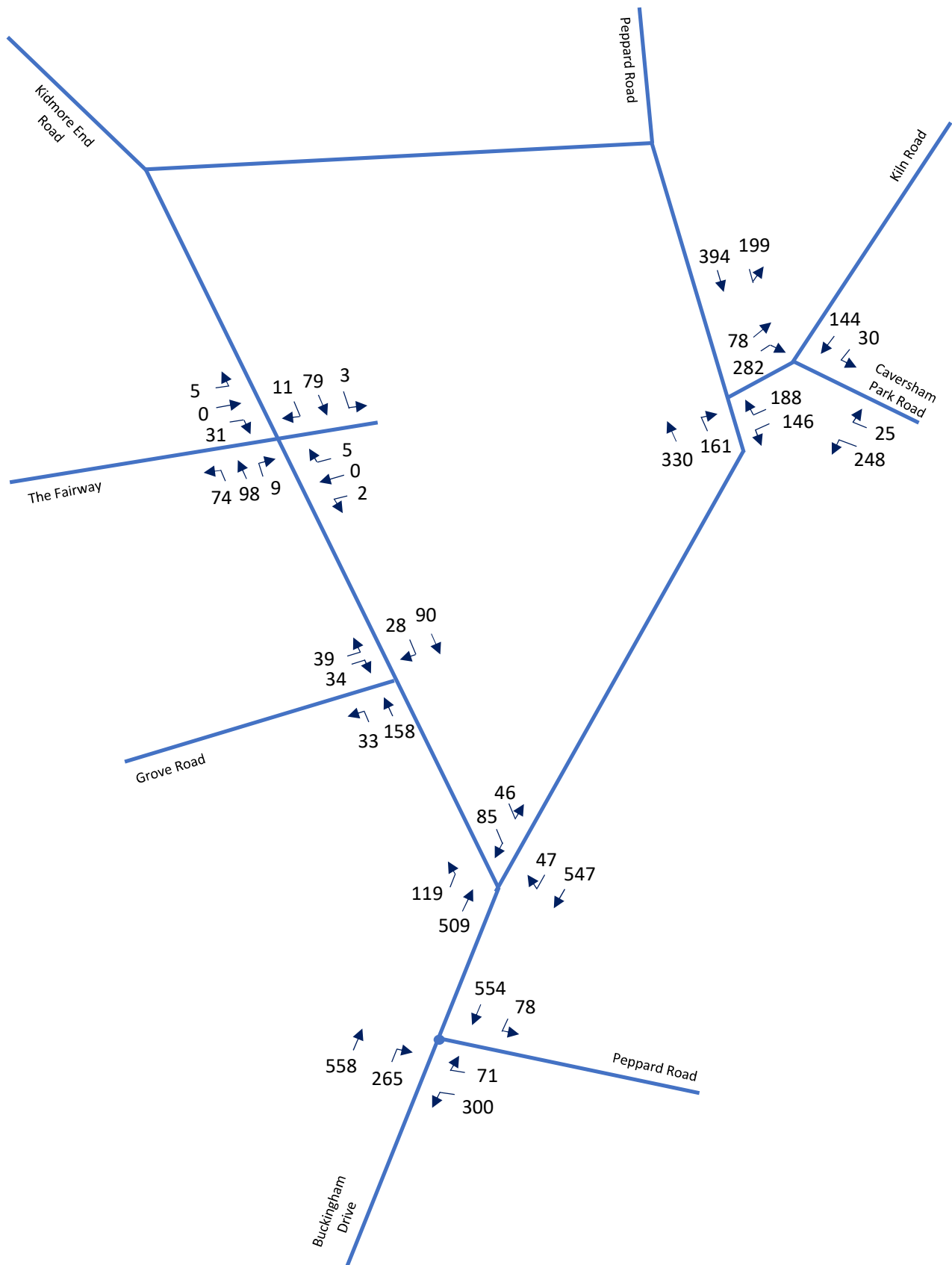


Figure T8 - 2030 PM peak hour traffic flows
Land West of Kidmore End Road

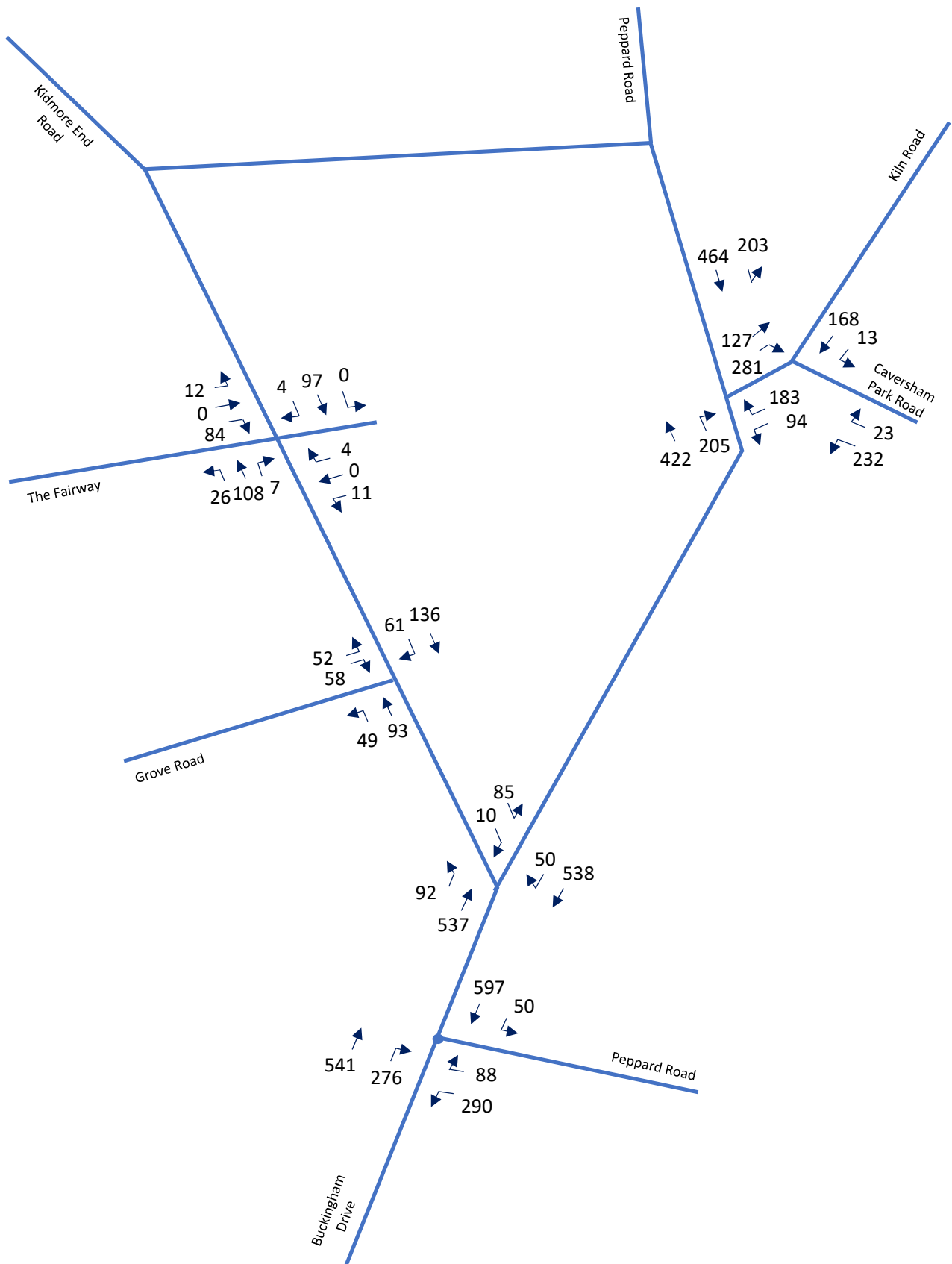


Figure T9 - 2030 AM peak hour with development
Land West of Kidmore End Road

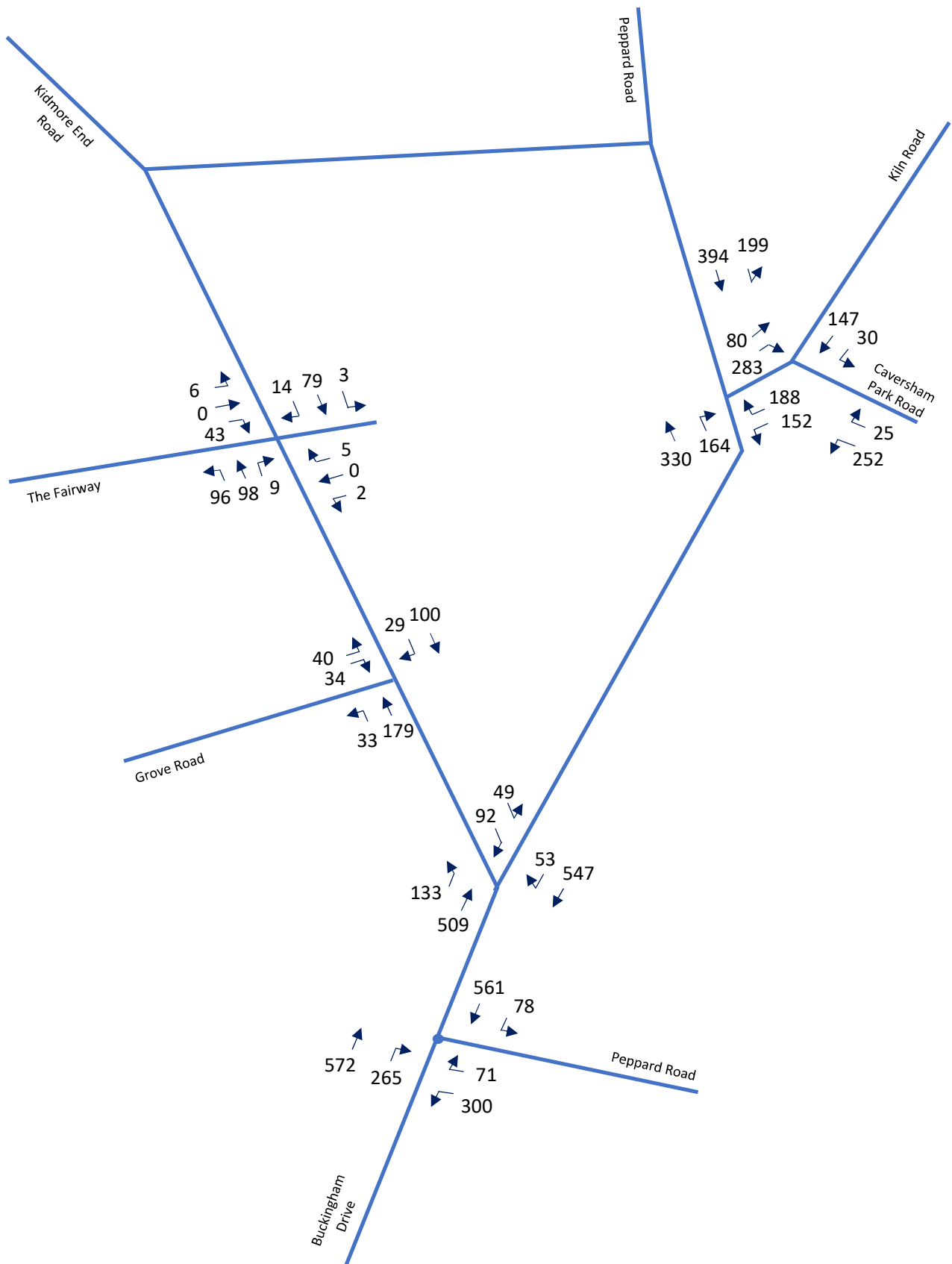
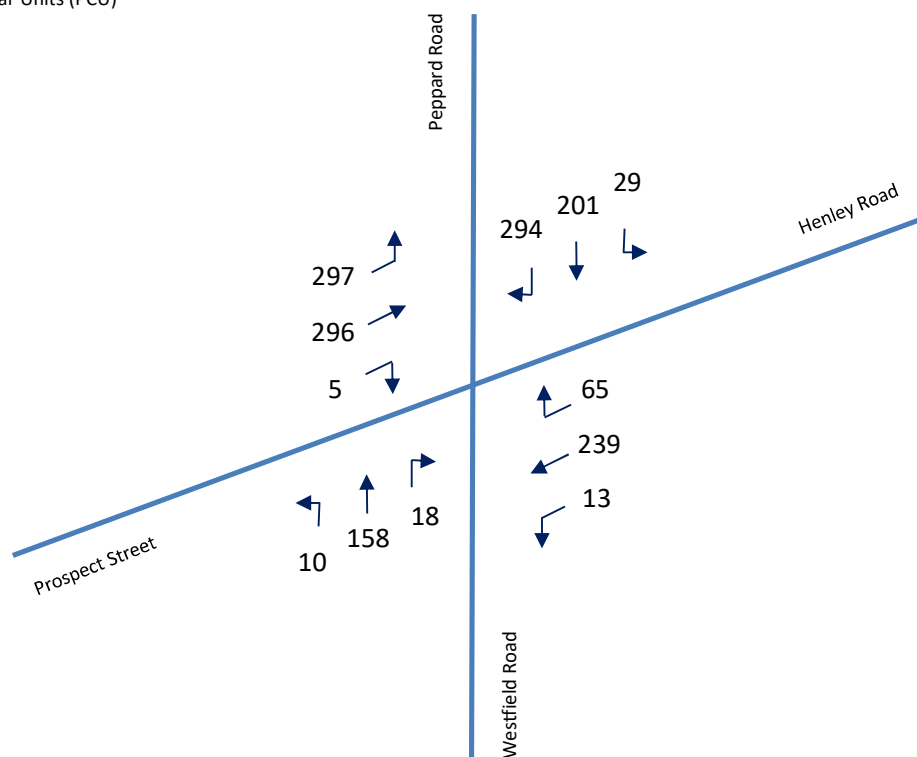
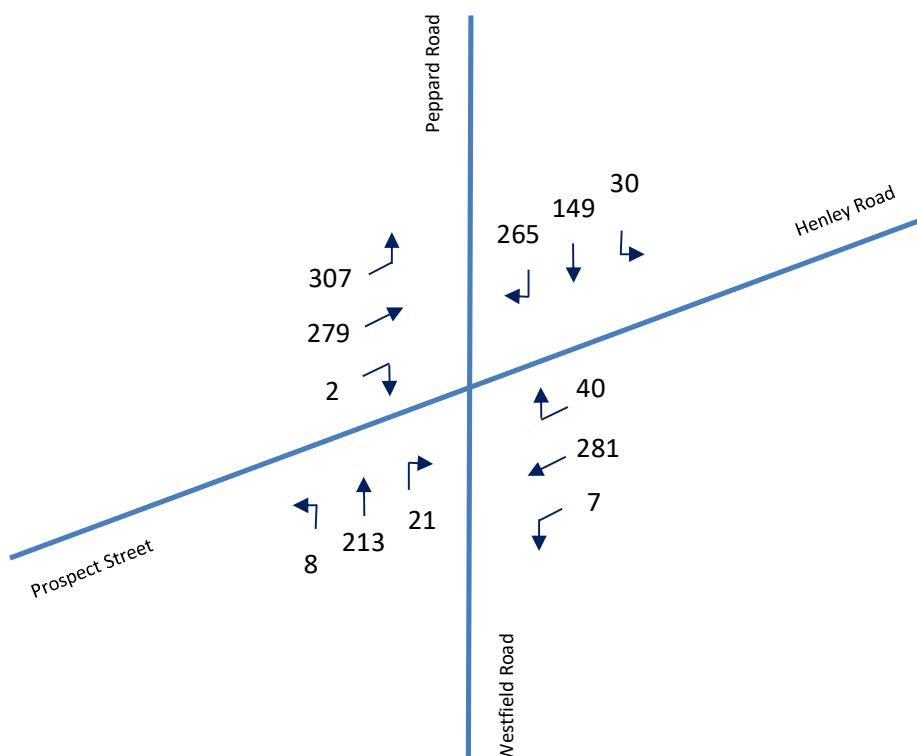


Figure T10 - 2030 PM peak hour with development
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



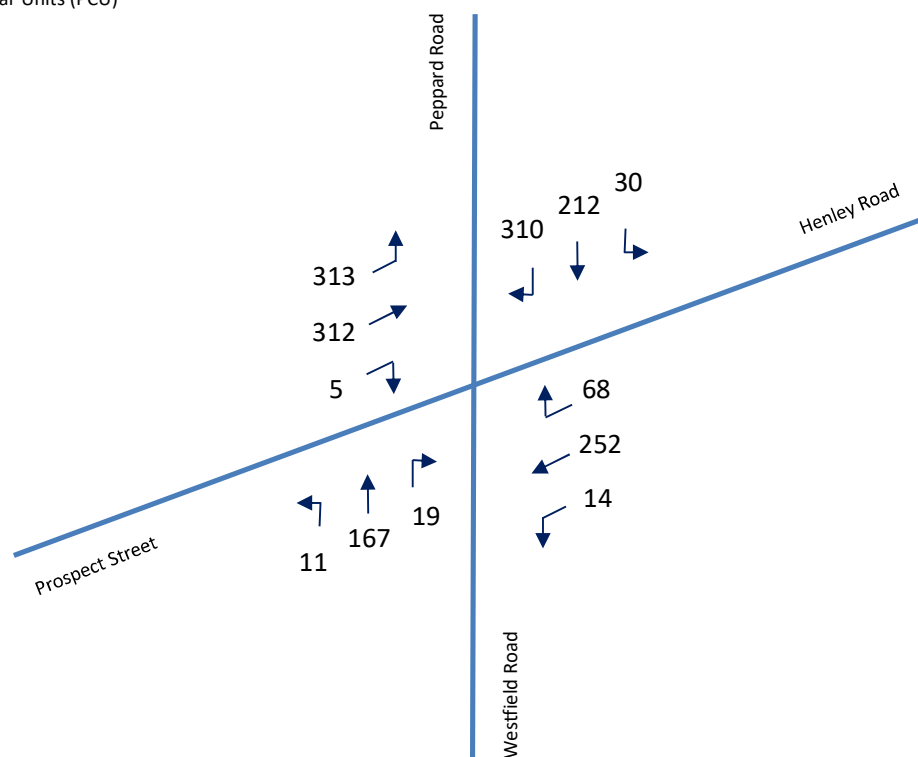
AM peak hour



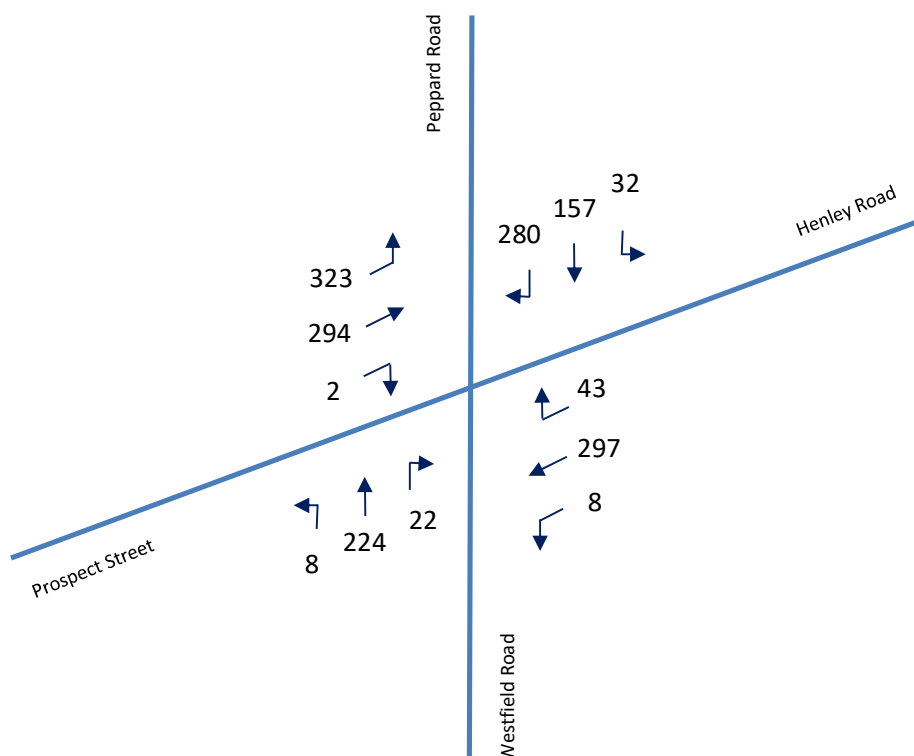
PM peak hour

Figure T11 - 2025 peak hour traffic flows
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



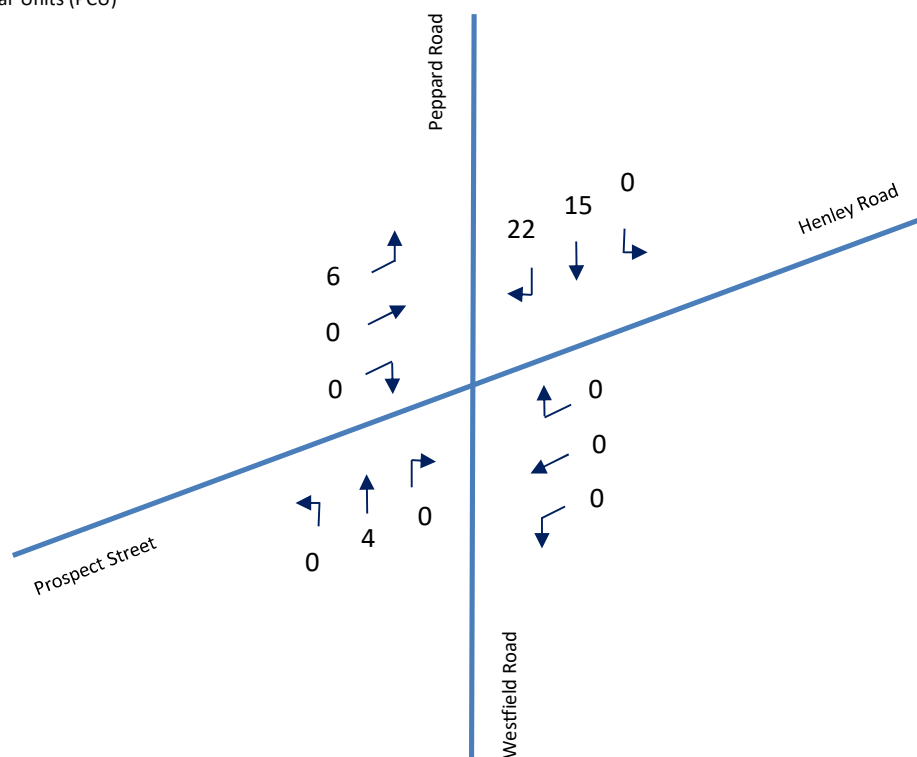
AM peak hour



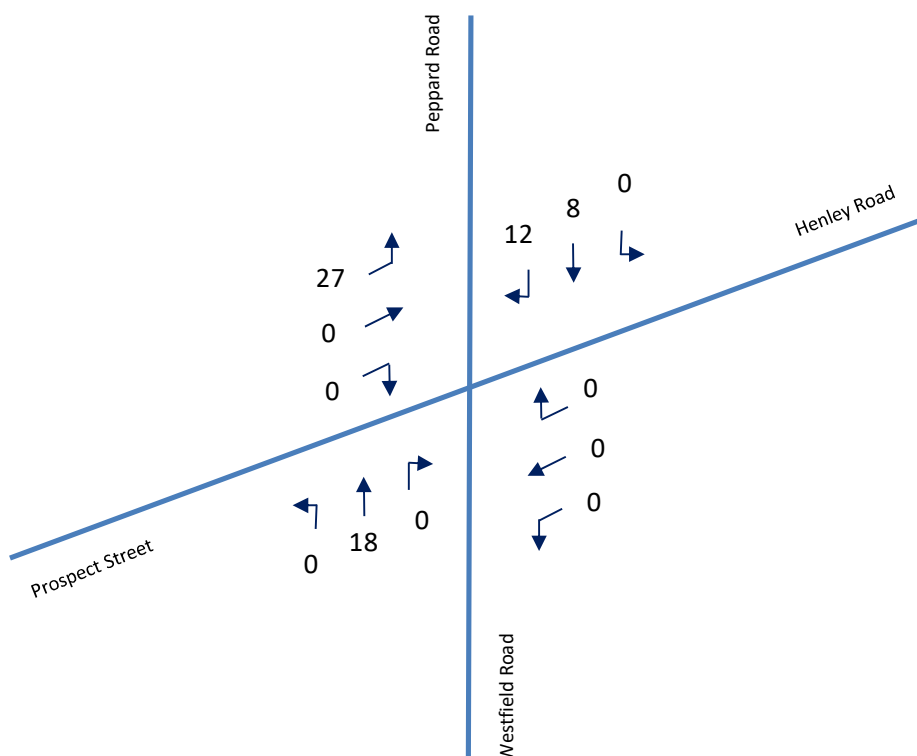
PM peak hour

Figure T12 - 2030 peak hour traffic flows
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



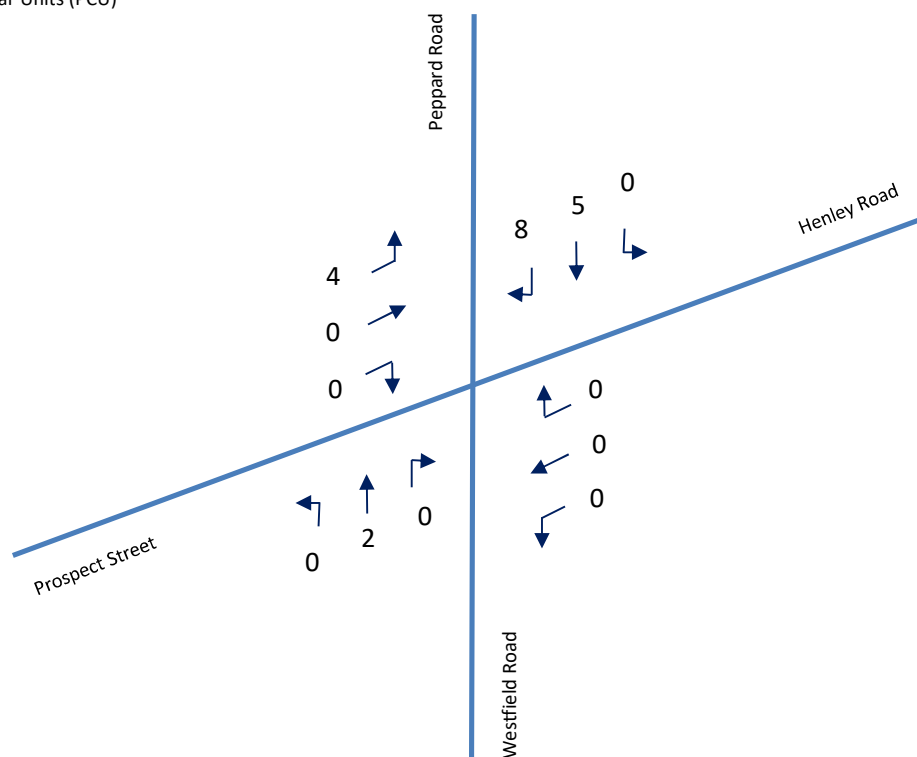
AM peak hour



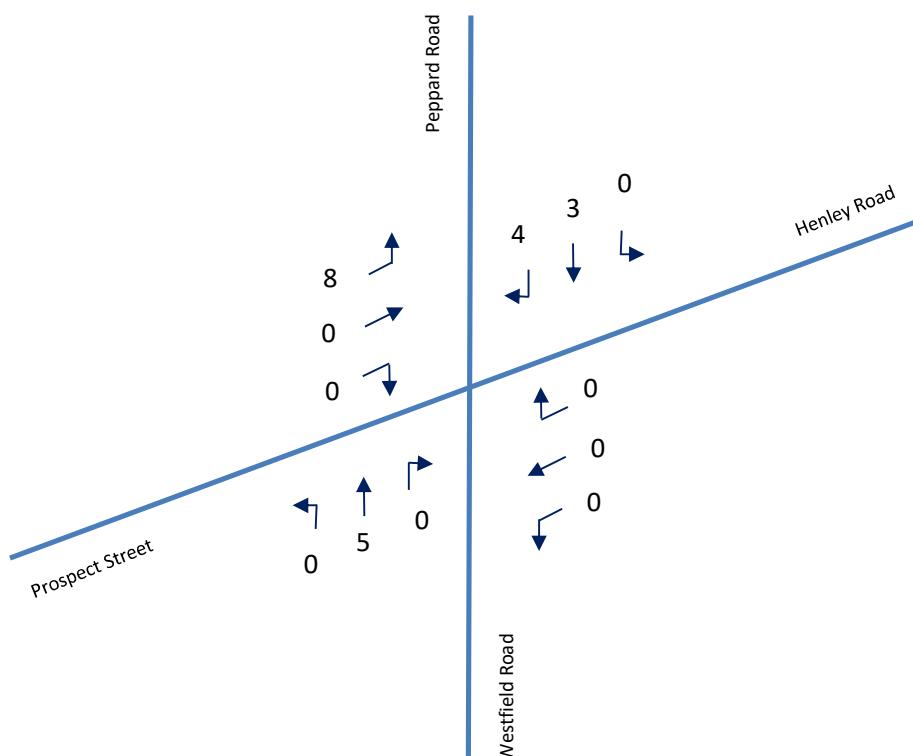
PM peak hour

Figure T13 - Committed development traffic flows
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



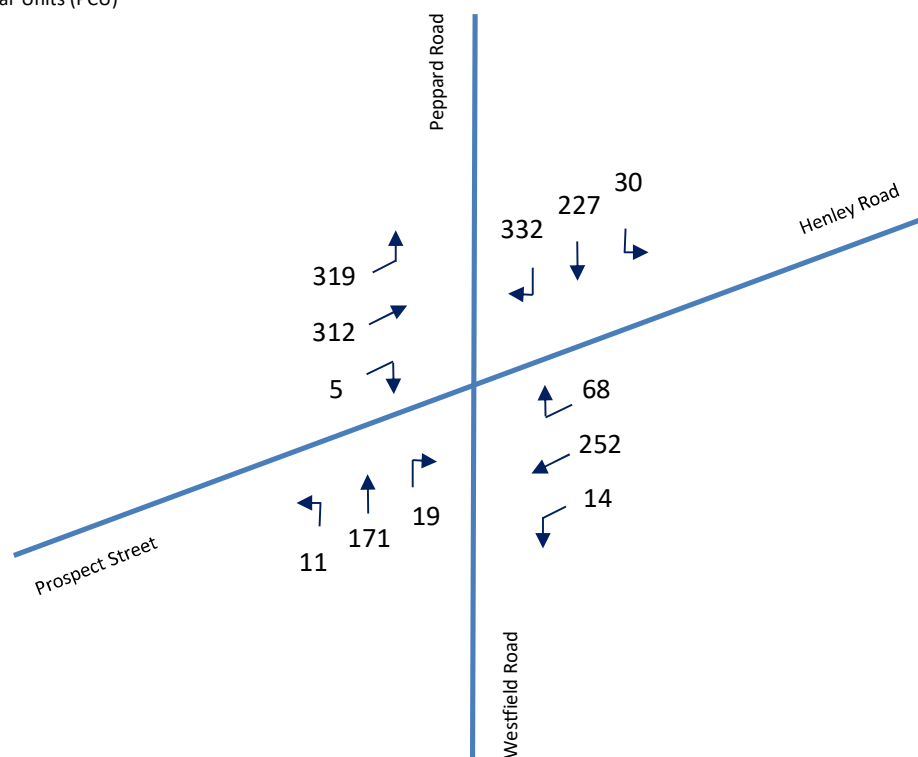
AM peak hour



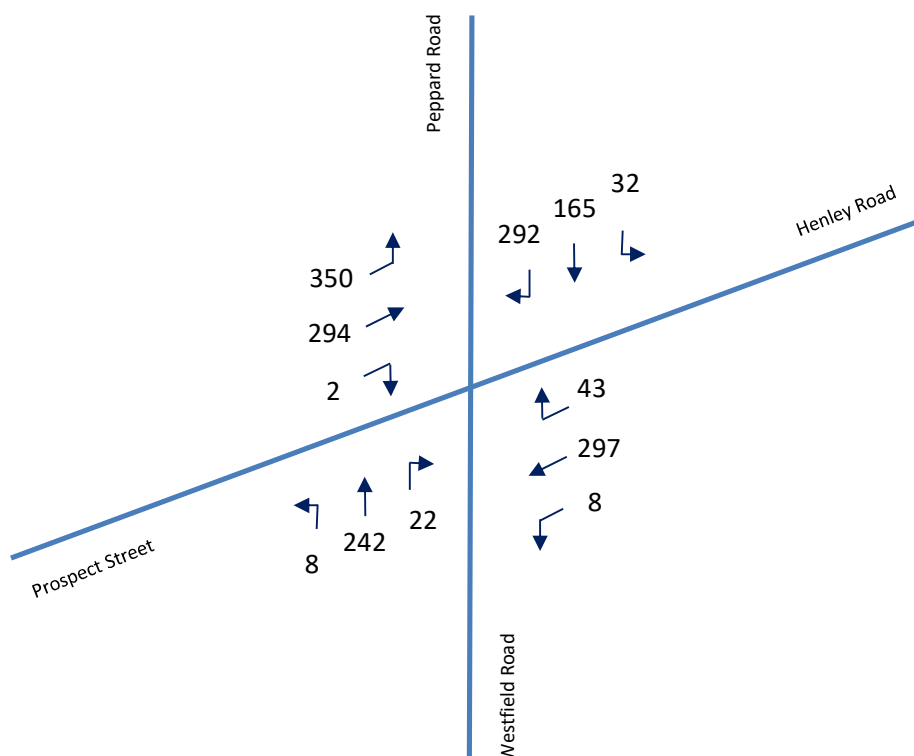
PM peak hour

Figure T14 - Proposed development traffic flows
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



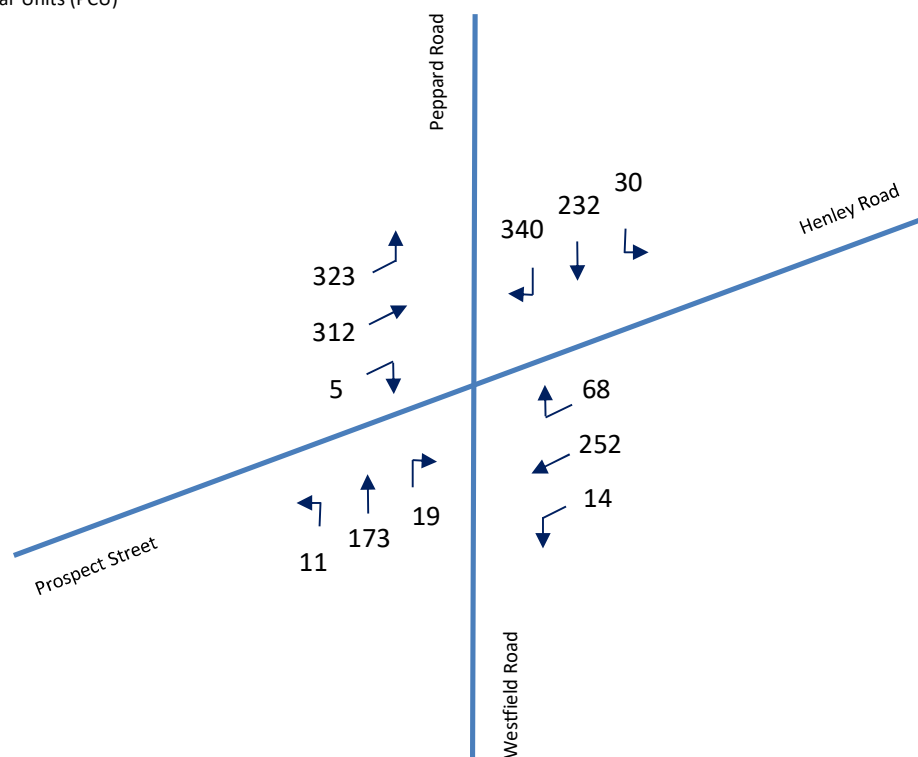
AM peak hour



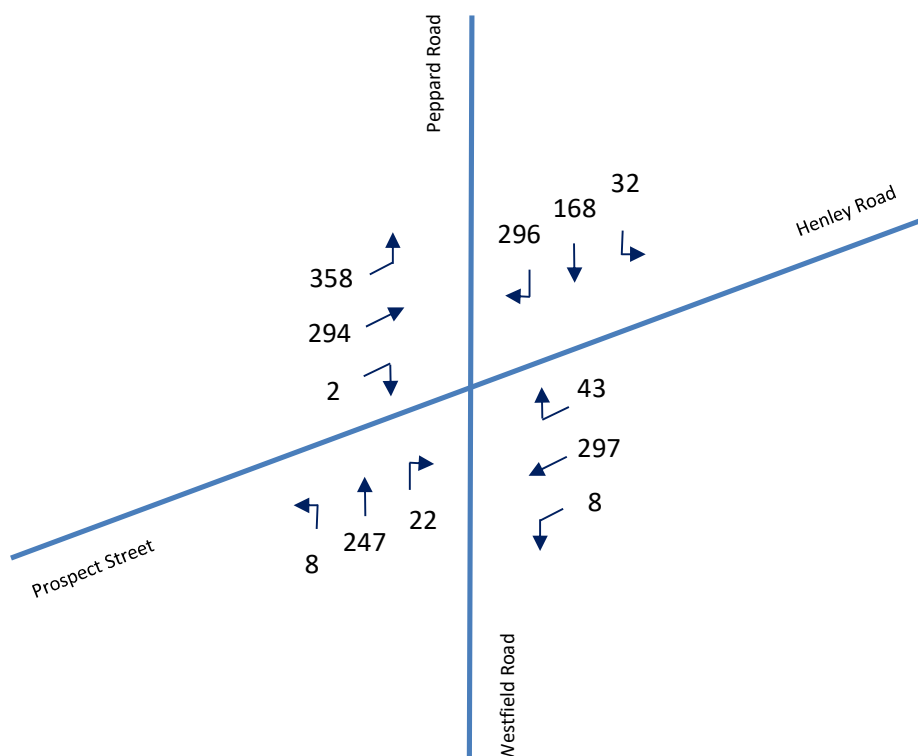
PM peak hour

Figure T15 - 2030 with committed development
Land West of Kidmore End Road

Flows in Passenger Car Units (PCU)



AM peak hour



PM peak hour

Figure T16 - 2030 including proposed development
Land West of Kidmore End Road

Appendix A: Responses from Highway Authority

Application no: P25/S1431/O

Location: Land West of Kidmore End Road Emmer Green Oxfordshire RG4 8SG

Transport Schedule

Recommendation:

Objection - However, if the Applicant submits further clarifying information/details, then the Highway Authority will be able to consider further.

Key issues:

- The applicant is required to revise the site access plan (dwg. SDP-XX-XX-DR-D-353 Rev P1) to show the administration boundaries of South Oxfordshire District Council and Reading Borough Council.
- The applicant is required to submit detailed plans to show the proposed pedestrian and cycle access from the site onto Highdown Hill Road and Kidmore End Road.
- The applicant is required to amend the proposed pedestrian access onto Kidmore End Road to allow for both cyclists and pedestrians.
- All plans are required to show the site red line boundary, highway boundary and the administration boundaries of South Oxfordshire District Council and Reading Borough Council.
- I have concerns regarding this distance to the bus stop as the greater the distance the less attractive public transport becomes.
- As the junctions assessed, lie within the administrative boundary of Reading Borough Council I will refrain from commenting on the highway impact.
- As this is an outline application, the details of the parking, including the number of spaces will be determined as part of a Reserved Matters application.
- The applicant is required to submit plans to demonstrate that a 11.6m refuse vehicle can safely enter the site, turn and drive out of the site in forward gear for some manoeuvres
- The applicant is also required to submit plans to demonstrate that a 11.6m refuse vehicle can travel through The Fairmile development from Kidmore End Road to the site.

Legal agreement required to secure:

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	£95,480 (£1,364 per dwelling)	October 2024	RPIx	The improvement of bus services in the area

S278 works as follows:

- New vehicular access onto The Fairway as shown on dwg. SDP-XX-XX-DR-D-353 Rev P1 (detailed plan required)
- new emergency / pedestrian / cycle access onto The Fairway (as shown on dwg. SDP-XX-XX-DR-D-353 Rev P1. (detailed plan required)
- new pedestrian / cycle access onto Highdown Hill Road as shown on dwg. dwg.2507.PL.03 Rev A (detailed plan required)
- new pedestrian / cycle access on Kidmore End Road as shown on dwg.2507.PL.03 Rev A (detailed plan required)

All off-site improvements, that are deliverable within highway and within the Oxfordshire County Council boundary, are to be delivered directly by the developer through a S278 agreement.

Conditions:

Subject to the detailed requested above the highway authority are likely to request the following conditions:

PLC:3101 New vehicular access: Prior to occupation of the dwellings hereby permitted the proposed means of access onto The Fairway is to be formed and laid out and constructed strictly in accordance with the local highway authority's specifications and all ancillary works specified shall be undertaken. Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

PLC:3108 Vision splay details: The proposed vision splay shall be formed, laid out and constructed in accordance with detailed plans which shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the dwelling and the vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.8m metres as measured from carriageway level. Reason: In the interest of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

PLC:3502 Wheel washing facilities: Wheel washing facilities shall be established within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such facilities shall be established prior to the commencement of demolition or construction and shall be kept in operation at all times during demolition and construction works. Reason: To prevent the tracking out of materials onto the highway in the interests of highway safety in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

PLC:3503 Construction Traffic Management (details required): A Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved CTMP shall be implemented prior to any works being carried out on site and shall be maintained throughout the course of the development. Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic times and in accordance with Policy TRANS5 of the South Oxfordshire Local Plan 2035.

Prior to first occupation a Residential Travel Plan Statement and Residential Travel Information Pack should be submitted to the Local Planning Authority.

Informatives:

- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

Advanced Payment Code: Please note the Advance Payments Code (APC), Sections 219-225 of the Highways Act 1980, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a "Private Road Agreement" must be entered into with the County Council to protect the interests of prospective frontage owners.

Detailed comments:

Development Proposals

The development proposals are for the construction of upto 70 dwellings at Land West of Kidmore End Road Emmer Green Oxfordshire RG4 8SG.

I understand this is an outline application for up to 70 homes (including affordable housing), new vehicular access, associated parking and landscaping (all matters reserved except for access). The size of the proposed dwellings is not known at this stage.

The site is located on land within South Oxfordshire, formally part of Reading Golf Club. I note that the Former Golf Club was located across two local authority administrative areas, Reading Borough Council (RBC) and South Oxfordshire District Council (SODC).

I understand that Outline planning, with matters reserved in respect of appearance, was granted in March 2022 for the erection of a new 223 home residential scheme to the on the former golf club land within the Borough of Reading.

The site is located immediately to the north of the proposed residential development (PL/21/1843).

Site Vehicle Access

Vehicular access to the proposed development is from The Fairway which forms part of a residential development that is currently under construction (PL/21/1843). A secondary emergency access is proposed towards the southwest corner of the site. The Fairway is within the administration boundary of Reading Borough Council.

The residential development to the south of the site (currently under construction) is accessed from Kidmore End Road. The Fairway and Kidmore End Road are both within the administration boundary of Reading Borough Council.

The proposed site access arrangements and access route from Kidmore End Road are shown on Drawing SDP-XX-XX-DR-D-353 Rev P1. The applicant is required to revise the site access drawing to show the administration boundaries of South Oxfordshire District Council and Reading Borough Council. Following receipt of this I will be able to provide comments on the proposed site access.

Pedestrian and Cyclists

Access to the site for pedestrians and cyclists is from three access points onto The Fairway and as follows:

- via the proposed vehicle access at the south east corner of the site where a 2m footway is proposed on the western side of the road as shown on SDP-XX-XX-DR-D-353 Rev P1
- via a proposed 3.7m wide emergency access / pedestrian and cycle link at the south west corner of the site as shown on dwg. SDP-XX-XX-DR-D-353 Rev P1.
- a pedestrian / cycle access onto Highdown Hill Road as shown on dwg.2507.PL.03 Rev A

A further pedestrian only access onto Kidmore End Road as shown on dwg shown on dwg.2507.PL.03 Rev A.

I note that this pedestrian and cycles access onto Highdown Hill Road and Kidmore End Road are not shown on the site access plan dwg. SDP-XX-XX-DR-D-353 Rev P1 and no detailed plans are shown for this access point. The applicant is required to submit detailed plans to show the proposed pedestrian and cycles access from the site onto Highdown Hill Road and Kidmore End Road. The plans are required to show the site red line boundary and highway boundary to ensure that there are no gaps. The plans should also show the administration boundaries of South Oxfordshire District Council and Reading Borough Council. The applicant is also required to amend the proposed pedestrian access onto Kidmore End Road to allow for both cyclists and pedestrians. I note that these proposed access will include the loss of some trees and vegetation.

All off-site improvements, that are deliverable within highway and within the Oxfordshire County Council boundary, are to be delivered directly by the developer through a S278.

Public Transport

The closest bus stops to the site are located on Kidmore End Road which is located at the access to The Fairway. The site is served by the 25 Pink service and the 25a Pink service.

Based on the parameter plan, the northern end of the site would be approximately 800m from the existing bus stop on Kidmore End Road. I have concerns regarding this distance to the bus stop as the greater the distance the less attractive public transport becomes.

Where relevant and appropriate, the County Council seeks to secure public transport services and infrastructure contributions from the promoters of development schemes in order to promote sustainable growth and support positive travel habits amongst new residents.

The frequency and hours of operation of the 25 Pink service and the 25a Pink service was improved in September 2024 using a combination of Bus Service Improvement Plan (BSIP) and Section 106 funds from Oxfordshire County Council, and Section 106 funds from the existing Golf Club development via Reading Borough Council.

These improvements are:

- an additional early morning journey on Mondays to Fridays;
- doubling the frequency of service between Sonning Common and Reading to half hourly on Mondays to Saturdays;
- additional evening journeys on Mondays to Saturdays; and
- doubling the frequency of service to hourly on Sundays and public holidays.

As the adjacent gold course development is making a contribution towards improvement of the service, it is appropriate for this proposed development to do so which will extend the life of the enhancement and provide maximum opportunity for long-term commercial viability.

The Council applies a standard public transport services contribution of £1,364 per dwelling, which for a development of 70 dwellings is £95,480 (indexed to RPIx at October 2024) and will be used for maintenance and retention of bus services in the vicinity of the site.

OCC are currently working closely with Reading Borough Council on this and have a joint approach to ensuring Section 106 funds from the Golf Club development are utilised in line with our plans for maintenance and improvement of the local bus network.

Highway Impact

The applicant has calculated the predicted number of trips for the proposed development using the TRICS database.

The number of trips for the proposed 70 dwelling is expected to be as follows:

Mode	AM peak hour			PM peak hour		
	In	Out	Two -way	In	Out	Two -way
Driving a car or van	7	24	32	25	13	38
Passenger in a car or van	1	5	6	2	1	3
On foot / Bicycle	6	21	27	5	3	8
Train	1	2	3	3	1	4
Bus, minibus, or coach	1	3	4	3	2	5
Motorcycle or moped	0	1	1	0	0	1
Taxi	0	0	0	0	0	0
TOTAL	16	56	72	38	21	59

The applicant has assessed the impact of the proposed development on the following junctions:

- Kidmore End Road / The Fairway / Chalgrove Way
- Kidmore End Road / Grove Road
- Peppard Road / Kidmore End Road
- Peppard Road / Kiln Road
- Kiln Road / Caversham Park Road
- Peppard Road / Buckingham Drive

I note that all junctions, that have been assessed, lie within the administrative boundary of Reading Borough Council. For this reason, I will refrain from commenting on the highway impact. I understand that reading Borough Council has made comments to you on this matter.

Car and Cycle Parking

The applicant states that parking numbers will be in accordance with Parking standards for residential developments, that being '*Transport for New Developments - Parking Standards for New Residential Developments*' by Oxfordshire County Council (2011).

As this is an outline application, the details of the parking, including the number of spaces will be determined as part of a Reserved Matters application.

Please note vehicle parking provision is an upper limit. Charging for vehicles and cycles should be provided inline with OCC standards.

Refuse

The applicant has not provided swept paths to demonstrate that a SODC refuse vehicle could safely enter the site, turn and drive out of the site in forward gear for some maneuverers.

The applicant is required to submit plans to demonstrate that a 11.6m refuse vehicle can safely enter the site, turn and drive out of the site in forward gear for some manoeuvres. Tracking should also be provided to demonstrate that a 11.6m refuse vehicle can travel through The Fairmile development from Kidmore End Road to the site.

Please note the refuse vehicle used by SODC is 11.6m long, which I understand is longer than the vehicle used by Reading Borough Council for the adjacent development.

Tracking for the internal site can be provided as part of a reserved matters application.

Travel Plan

A 'Framework Travel Plan' has been submitted with this application. However, for this number of dwellings a 'Residential Travel Plan Statement is required'. This should be produced prior to first occupation and meet the criteria contained within the template in appendix 4 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'.

A Residential Travel Information Pack is also required. This should be produced prior to first occupation and then distributed to all residents at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset.

Officer's Name: Judith Goodwin

Officer's Title: Senior Transport Development Officer

Date: 30 June 2025

Planning Application Ref: PL/25/0691

Officer: Matthew Burns

Application Type: Outline planning permission: Some matters reserved

Address: Land West of Kidmore End Road, Oxfordshire, RG4 8SG

Proposal: Outline planning application for the development of up to 70 homes (including affordable housing), new vehicular access, associated parking and landscaping (all matters reserved except for access).

The site is located immediately to the north of the proposed residential development on the former golf club land within the Borough of Reading. This application is for a residential development of up to 70 homes with all matters reserved except for access. It is only the proposed access to the Site which lies within the administrative boundary of Reading Borough Council, the rest of the proposed development will be considered by South Oxfordshire District Council.

Outline planning, with matters reserved in respect of Appearance, was granted in March 2022 under ref. 211843 for the land within the Borough of Reading for the demolition of the existing clubhouse and the erection of a new 223 home residential scheme.

Vehicular access is to be taken from the southeast corner of the site via the permitted residential development to the south, to join Kidmore End Road. A secondary emergency access is provided towards the southwest corner of the site. Both the vehicular access and emergency access will tie into the approved internal road network currently under construction.

The application is supported by a Transport Assessment (TA) produced by SDP.

It is noted that the Transport Assessment (TA) has not made reference to Cross-Thames Travel as is referenced in the Reading Borough Local Transport Plan 4 (2024-40), Reading Transport Strategy 2040 dated June 2024. The TA must therefore be updated to reference what impacts the development would have on the delivery of a Cross-Thames Travel route.

To determine the total number of person trips from the proposed 70 additional residential homes, the previously agreed trip rates for application ref 211843 was applied.

Table 6.2 presents the number of trips by each mode of travel for a development of 70 homes.

Table 6.3 – Trips by Mode of Travel for 70 Homes

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Driving a car or van	5	23	28	27	11	38
Passenger in a car or van	1	4	5	2	1	3
On foot / Bicycle	4	19	23	5	2	8
Train	0	2	3	3	1	4
Bus, minibus, or coach	1	3	4	4	2	5
Motorcycle or moped	0	1	1	0	0	1
Taxi	0	0	0	0	0	0
TOTAL	11	52	63	41	17	58

The assessment was cross referenced against the current version of the TRICS database (version 7.11.4) to compare the expected trip rates for the proposed development.

Table 6.6 – Total People and Vehicle trips for 70 homes

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	16	56	72	11	26	37
17:00 - 18:00	38	21	59	23	12	35

The trips by model of travel using the mode share shown in Table 6.2 are summarised in Table 6.7.

Table 6.7 – Trips by Mode of Travel using TRICS Total People trip rates for 70 Homes

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Driving a car or van	7	24	32	25	13	38
Passenger in a car or van	1	5	6	2	1	3
On foot / Bicycle	6	21	27	5	3	8
Train	1	2	3	3	1	4
Bus, minibus, or coach	1	3	4	3	2	5
Motorcycle or moped	0	1	1	0	0	1
Taxi	0	0	0	0	0	0
TOTAL	16	56	72	38	21	59

The predicted total number of vehicle trips in the peak hours shown in Tables 6.3 and 6.7 are similar in number, as are the vehicle trips predicted using the TRICS vehicle trip rates in Table 6.6. The highest vehicle trips have been used in the capacity

analysis to present a robust calculation of the vehicle trips from the proposed development.

Traffic surveys were undertaken in March 2025 at the following junctions:

- Kidmore End Road / Chalgrove Way priority junction
- Kidmore End Road / Grove Road priority junction
- Peppard Road / Kidmore End Road priority junction
- Peppard Road / Buckingham Drive mini-roundabout
- Peppard Road / Kiln Road priority junction
- Kiln Road / Caversham Park Road priority junction

Junction capacity assessments have been undertaken at each of the junctions listed above to determine whether the proposed development traffic would have a significant impact on the operation of the junctions. The results of the junction assessments are presented in section 7 of the Transport Assessment.

However, it appears the junctions of Peppard Road / Kiln Road and Kiln Road / Caversham Park Road have been assessed separately using Picady software. Given the proximity of these junctions, it is considered that these junctions should be assessed together due to the interaction between the two junctions and the blocking which occurs. This approach was agreed and assessed as part of the 2022 application. The developer is therefore requested to undertake a further assessment linking the two junctions which should be submitted for review.

It should also be noted that the junction capacity assessment for the 2022 application deemed that these junctions exceeded the theoretical operating capacity and a junction improvement scheme was secured to mitigate the predicted increases by widening the junction entries. This mitigation has not yet been provided by the developer but must be included within any further assessment of this junction.

In addition, no junction capacity assessments have been undertaken for the Peppard Road / Prospect Street / Henley Road / Westfield Road signalised junction. The 2022 application determined that the signalised control junction operates above the maximum theoretical operating capacity and a contribution was sought to upgrade the junction. Whilst this application is for fewer residential houses, the impact of the additional development traffic proposed under this application is likely to worsen this and capacity assessments should be undertaken as part of this application.

The Chartered Institute of Highways and Transportation (CIHT), provides guidance on acceptable walking distances for various purposes, including commuting/school journeys, town centers, and general areas. Acceptable walking distances are typically between 800m and 2000m, depending on the context.

It is important that users of, and visitors to the development can make sustainable travel choices using non-car modes of Transport. It must be demonstrated that any

new development enables and supports walking, cycling and the use of public transport.

Given that the site is an extension to the previously approved development, walking distances should be assessed to bus stops and local facilities from the furthest dwellings to ensure that any new development is sustainable and at a scale, density and intensity appropriate to that level of accessibility.

ACCEPTABLE WALKING DISTANCES [CHARTERED INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
<i>Walking Distance</i>	<i>Local Facilities *</i>	<i>District Facilities**</i>	<i>Other</i>
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

The developer is also required to supply an Active Travel England tool kit for the site.

It is noted that the proposed development intends to enhance pedestrian and cycle permeability between areas east and west of the site with the provision of active travel links to Kidmore End Road on the eastern boundary and Highdown Hill Road on the western boundary of the site. Given that the outline planning application considers access arrangements for the development, further plans should be submitted which clearly demonstrates how the proposed active travel links will connect onto the existing network. It should be noted that both Kidmore End Road and Highdown Hill Road have established hedge rows which will impact of visibility. Therefore, a detailed plan illustrating the footway/cycleway connections including visibility splays and gradients should be submitted for further review. The Natural Environment Officer should also be consulted on the loss of the hedgerow.

On other matters relating to footway connections, the illustrative masterplan shows a new footway connection extending into the eastern edge of the 2022 residential development currently under construction. However, it should be noted that the routing of this path appears to be through the approved attenuation basin. This should be reviewed.

Tracking diagrams are also required illustrating an 11.6m refuse vehicle navigating through the approved 2022 residential development, given that this is the size of the South Oxfordshire refuse vehicles.

It requested that the comments above are sent to South Oxfordshire District Council for review and the applicant is requested to address the points accordingly prior to determining this application.

1. Insufficient information has been submitted with the planning application to enable the traffic and highways implications of the proposed development to be fully assessed. The Highway Authority objects to the development unless and until the information outlined above is supplied in respect of junction capacity assessments, and walking assessment is undertaken to ensure the development can make sustainable travel choices using non-car modes of Transport, as per Local Plan Policy TR1 & TR3.

Regards

Natalie Lucas

Transport Development Control Officer

Transport | Environment & Neighbourhood Services

Appendix B: Active Travel England Toolkit

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land West of Kidmore End Road, South Oxfordshire
Summary of proposal	70 homes together with associated open space, landscaping and new access
ATE reference	ATE/25/00711/OUT
Local authority reference	P25/S1431/O
Local planning authority	South Oxfordshire
Local highway authority	Oxfordshire
Completed by	Neal Murphy
Date (DD/MM/YY)	15 July 2025
Application type	Outline planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	Multimodal trip generation assessment has been used in the TA to assess pedestrian and cycling trips.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Pass	Development includes a new connection to NCN route 5 located to the west of the site. This will improve accessibility for the new homeowners and residents of the development currently under construction, to the south of the proposed development. This connection provides an alternative active travel route to Highdown Secondary School and Sixth Form Centre and local facilities.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;
3. Pedestrian access to local amenities	Pass	Walking and cycling journey lengths are based on actual routes. A range of local facilities are within walking distance, however the distances from the furthest homes are more than 800m. The route is considered to be safe and direct and it is thought that residents would walk locally from their homes. Footways on the site will be designed to be safe, direct, convenient and accessible.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land West of Kidmore End Road, South Oxfordshire		
Summary of proposal	70 homes together with associated open space, landscaping and new access		
ATE reference	ATE/25/00711/OUT		
Local authority reference	P25/S1431/O		
Local planning authority	South Oxfordshire		
Local highway authority	Oxfordshire		
4. Cycling accessibility	Pass	A wide range of local amenities, Reading town centre and railway station are within cycling distance of the proposed development. The proximity of NCN route 5 to the site provides suitable cycle routes to the surrounding area.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ;
5. Access to public transport	Condition / Obligation to make acceptable	Not all homes are within 800m of the nearest bus stop. But this is situated on Kidmore End Road at the junction with The Fairway. The quality of the bus service available from the nearest bus stops are thought to be such that residents would walk to the bus stops to use public transport. A contribution towards improving local bus services will help to incentivise travel by bus.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;
6. Off-site transport infrastructure	Pass	Contributions towards the improvement of bus services in the area to be secured by legal agreement.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land West of Kidmore End Road, South Oxfordshire		
Summary of proposal	70 homes together with associated open space, landscaping and new access		
ATE reference	ATE/25/00711/OUT		
Local authority reference	P25/S1431/O		
Local planning authority	South Oxfordshire		
Local highway authority	Oxfordshire		
7. Site permeability	Pass	The development includes pedestrian and cycle connections to the adjacent development. The internal routes will be accessible and guidance followed to ensure permeability and amenity.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	Pass	The design of streets and open spaces will be finalised at detailed design stage. The internal roads will encourage low traffic speeds.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;
9. Cycle parking and trip-end facilities	Pass	Cycle parking will be provided in accordance with local standards.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land West of Kidmore End Road, South Oxfordshire		
Summary of proposal	70 homes together with associated open space, landscaping and new access		
ATE reference	ATE/25/00711/OUT		
Local authority reference	P25/S1431/O		
Local planning authority	South Oxfordshire		
Local highway authority	Oxfordshire		
10. Travel planning	Pass	A 'Framework Travel Plan' has been submitted. An updated Residential Travel Plan Statement and Residential Travel Information Pack are to be submitted to the Local Planning Authority to meet the criteria within the template in appendix 4 of the OCC guidance.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Transport for New Developments - Transport Assessments and Travel Plans March 2014

Appendix C: Traffic Surveys

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

	CAVERSHAM PARK ROAD OUT LEFT TO KILN ROAD SOUTH							CAVERSHAM PARK ROAD OUT RIGHT TO KILN ROAD NORTH							CAVERSHAM PARK ROAD RIGHT TURN IN FROM KILN ROAD SOUTH							CAVERSHAM PARK ROAD LEFT TURN IN FROM KILN ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	38	1				39		2				2		28	1			29		1				1			
0715-0730	41	1				42		2				2		33	1			34		2				2			
0730-0745	49	1	1			51		2		1		4		62		1	1	64		8				8			
0745-0800	46	2	1	1		50		7			1	8		55				55		5				5			
0800-0815	59	1	1			61		8				8		63	2			65		2				2			
0815-0830	54	2	1		1	58		0	1			1		46	2			48		3				3			
0830-0845	44	1			2	47		4	1			5		85				85		2				2			
0845-0900	43		1			44		5				5		70	1			71		3				3			
0900-0915	31				1	32		5				5		52	3			55		4				4			
0915-0930	26	3	1			30		4				4		43	3			46		3				3			
0930-0945	28	2		1		31		5			1	6		28	1			29		6				6			
0945-1000	34	2	1			37		2			1	3		24	1			25		1				1			
0700-1000	493	16	7	2	4	522		46	2	1	0	4	53	589	15	1	1	0	606		40	0	0	0	40		
0700-0800	174	5	2	1	0	182		13	0	1	0	2	16	178	2	1	1	0	182		16	0	0	0	16		
0715-0815	195	5	3	1	0	204		19	0	1	0	2	22	213	3	1	1	0	218		17	0	0	0	17		
0730-0830	208	6	4	1	1	220		17	1	1	0	2	21	226	4	1	1	0	232		18	0	0	0	18		
0745-0845	203	6	3	1	3	216		19	2	0	0	1	22	249	4	0	0	0	253		12	0	0	0	12		
0800-0900	200	4	3	0	3	210		17	2	0	0	0	19	264	5	0	0	0	269		10	0	0	0	10		
0815-0915	172	3	2	0	4	181		14	2	0	0	0	16	253	6	0	0	0	259		12	0	0	0	12		
0830-0930	144	4	2	0	3	153		18	1	0	0	0	19	250	7	0	0	0	257		12	0	0	0	12		
0845-0945	128	5	2	1	1	137		19	0	0	0	1	20	193	8	0	0	0	201		16	0	0	0	16		
0900-1000	119	7	2	1	1	130		16	0	0	0	2	18	147	8	0	0	0	155		14	0	0	0	14		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

	CAVERSHAM PARK ROAD OUT LEFT TO KILN ROAD SOUTH							CAVERSHAM PARK ROAD OUT RIGHT TO KILN ROAD NORTH							CAVERSHAM PARK ROAD RIGHT TURN IN FROM KILN ROAD SOUTH							CAVERSHAM PARK ROAD LEFT TURN IN FROM KILN ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	50		1			51		5		1			6		52	1				53		2					2
1615-1630	43		1			44		4					4		68			3	2	73		7	1				8
1630-1645	58			2		60		7					7		70					70		5		1			6
1645-1700	47	1		1	2	51		2					2		60	1				61		6					6
1700-1715	64		1	1		66		8	1		1	1	11		57	1				58		7			1		8
1715-1730	46		1	2		49		11				1	12		49					49		3					3
1730-1745	51		1	1		53		8					8		59					59		6					6
1745-1800	35		1			36		7					7		62	2		1		65		7					7
1800-1815	44	1	2	1		48		3					3		53	1				54		4					4
1815-1830	37		1	1		39		6					6		45	1				46		1			1		2
1830-1845	49		1			50		5					5		48					48		4					4
1845-1900	27		2	1		30		6					6		28	1				29		2					2
1600-1900	551	2	12	10	2	577		72	1	1	1	2	77		651	8	0	4	2	665		54	1	1	0	2	58
1600-1700	198	1	2	3	2	206		18	0	1	0	0	19		250	2	0	3	2	257		20	1	1	0	0	22
1615-1715	212	1	2	4	2	221		21	1	0	1	1	24		255	2	0	3	2	262		25	1	1	0	1	28
1630-1730	215	1	2	6	2	226		28	1	0	1	2	32		236	2	0	0	0	238		21	0	1	0	1	23
1645-1745	208	1	3	5	2	219		29	1	0	1	2	33		225	2	0	0	0	227		22	0	0	0	1	23
1700-1800	196	0	4	4	0	204		34	1	0	1	2	38		227	3	0	1	0	231		23	0	0	0	1	24
1715-1815	176	1	5	4	0	186		29	0	0	0	1	30		223	3	0	1	0	227		20	0	0	0	0	20
1730-1830	167	1	5	3	0	176		24	0	0	0	0	24		219	4	0	1	0	224		18	0	0	0	1	19
1745-1845	165	1	5	2	0	173		21	0	0	0	0	21		208	4	0	1	0	213		16	0	0	0	1	17
1800-1900	157	1	6	3	0	167		20	0	0	0	0	20		174	3	0	0	0	177		11	0	0	0	1	12

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD FROM SOUTH STRAIGHT AHEAD TO KILN ROAD NORTH						KILN ROAD FROM NORTH STRAIGHT AHEAD TO KILN ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	23					23	6					6
0715-0730	17			2		19	12	2				14
0730-0745	16		1			17	14	1				15
0745-0800	31	1				32	10	1				11
0800-0815	24	2			1	27	5	2				7
0815-0830	27		1			28	6					6
0830-0845	23	1				24	11					11
0845-0900	13					13	12					12
0900-0915	11			1		12	16					16
0915-0930	10					10	22	1				23
0930-0945	30	1				31	24					24
0945-1000	14			1		15	16					16
0700-1000	239	5	2	4	1	251	154	7	0	0	0	161
0700-0800	87	1	1	2	0	91	42	4	0	0	0	46
0715-0815	88	3	1	2	1	95	41	6	0	0	0	47
0730-0830	98	3	2	0	1	104	35	4	0	0	0	39
0745-0845	105	4	1	0	1	111	32	3	0	0	0	35
0800-0900	87	3	1	0	1	92	34	2	0	0	0	36
0815-0915	74	1	1	1	0	77	45	0	0	0	0	45
0830-0930	57	1	0	1	0	59	61	1	0	0	0	62
0845-0945	64	1	0	1	0	66	74	1	0	0	0	75
0900-1000	65	1	0	2	0	68	78	1	0	0	0	79

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD FROM SOUTH STRAIGHT AHEAD TO KILN ROAD NORTH							KILN ROAD FROM NORTH STRAIGHT AHEAD TO KILN ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	28	1			1	30		25		2			27
1615-1630	20					20		16					16
1630-1645	17					17		10			1		11
1645-1700	11				1	12		27					27
1700-1715	21				1	22		20	1				21
1715-1730	11	1				12		21					21
1730-1745	12					12		22					22
1745-1800	16					16		20					20
1800-1815	9			1		10		27			1		28
1815-1830	6		1			7		15					15
1830-1845	7					7		6					6
1845-1900	11					11		12					12
1600-1900	169	2	1	1	3	176		221	1	2	2	0	226
1600-1700	76	1	0	0	2	79		78	0	2	1	0	81
1615-1715	69	0	0	0	2	71		73	1	0	1	0	75
1630-1730	60	1	0	0	2	63		78	1	0	1	0	80
1645-1745	55	1	0	0	2	58		90	1	0	0	0	91
1700-1800	60	1	0	0	1	62		83	1	0	0	0	84
1715-1815	48	1	0	1	0	50		90	0	0	1	0	91
1730-1830	43	0	1	1	0	45		84	0	0	1	0	85
1745-1845	38	0	1	1	0	40		68	0	0	1	0	69
1800-1900	33	0	1	1	0	35		60	0	0	1	0	61

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD OUT LEFT TO PEPPARD ROAD SOUTH						KILN ROAD OUT RIGHT TO PEPPARD ROAD NORTH						KILN ROAD RIGHT TURN IN FROM PEPPARD ROAD SOUTH						KILN ROAD LEFT TURN IN FROM PEPPARD ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	18	1				19	26					26	16					16	35	1				36
0715-0730	20					20	33	3				36	16					16	34	1		2		37
0730-0745	26		1			27	37	2				39	29		1	1		31	49		1			50
0745-0800	12	1	1			14	44	2		1		47	38	1				39	48					48
0800-0815	16	1	1			18	48	2				50	46	4			1	51	41					41
0815-0830	22		1		1	24	38	2				40	31					31	42	2	1			45
0830-0845	20				2	22	35	1				36	51					51	57	1				58
0845-0900	24		1			25	31					31	34					34	49	1				50
0900-0915	20				1	21	27					27	26	1		1		28	37	2				39
0915-0930	20	3	1			24	28	1				29	23	1				24	30	2				32
0930-0945	22	2		1		25	30					30	20					20	38	2				40
0945-1000	22	1	1			24	28	1				29	22			1		23	16	1				17
0700-1000	242	9	7	1	4	263	405	14	0	1	0	420	352	7	1	3	1	364	476	13	2	2	0	493
0700-0800	76	2	2	0	0	80	140	7	0	1	0	148	99	1	1	1	0	102	166	2	1	2	0	171
0715-0815	74	2	3	0	0	79	162	9	0	1	0	172	129	5	1	1	1	137	172	1	1	2	0	176
0730-0830	76	2	4	0	1	83	167	8	0	1	0	176	144	5	1	1	1	152	180	2	2	0	0	184
0745-0845	70	2	3	0	3	78	165	7	0	1	0	173	166	5	0	0	1	172	188	3	1	0	0	192
0800-0900	82	1	3	0	3	89	152	5	0	0	0	157	162	4	0	0	1	167	189	4	1	0	0	194
0815-0915	86	0	2	0	4	92	131	3	0	0	0	134	142	1	0	1	0	144	185	6	1	0	0	192
0830-0930	84	3	2	0	3	92	121	2	0	0	0	123	134	2	0	1	0	137	173	6	0	0	0	179
0845-0945	86	5	2	1	1	95	116	1	0	0	0	117	103	2	0	1	0	106	154	7	0	0	0	161
0900-1000	84	6	2	1	1	94	113	2	0	0	0	115	91	2	0	2	0	95	121	7	0	0	0	128

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD OUT LEFT TO PEPPARD ROAD SOUTH							KILN ROAD OUT RIGHT TO PEPPARD ROAD NORTH							KILN ROAD RIGHT TURN IN FROM PEPPARD ROAD SOUTH							KILN ROAD LEFT TURN IN FROM PEPPARD ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	36		2			38		39		1			40		29	1			1	31		51	1				52
1615-1630	20		1			21		39					39		38			1	2	41		50			2		52
1630-1645	32			2		34		36			1		37		38					38		49					49
1645-1700	26	1			2	29		48			1		49		24				1	25		47	1				48
1700-1715	31	1	1	1		34		53					53		38	1			1	40		40					40
1715-1730	37			1	2	40		30					30		32	1				33		28					28
1730-1745	39			1		40		34		1			35		45					45		26					26
1745-1800	27					27		28		1			29		32	2		1		35		46					46
1800-1815	34	1	1			36		37		1	2		40		27	1		1		29		35					35
1815-1830	28			1	1	30		24					24		26	1	1			28		25					25
1830-1845	27			1		28		28					28		28					28		27					27
1845-1900	16		2	1		19		23					23		22	1				23		17					17
1600-1900	353	3	10	8	2	376		419	0	4	4	0	427		379	8	1	3	5	396		441	2	0	2	0	445
1600-1700	114	1	3	2	2	122		162	0	1	2	0	165		129	1	0	1	4	135		197	2	0	2	0	201
1615-1715	109	2	2	3	2	118		176	0	0	2	0	178		138	1	0	1	4	144		186	1	0	2	0	189
1630-1730	126	2	2	5	2	137		167	0	0	2	0	169		132	2	0	0	2	136		164	1	0	0	0	165
1645-1745	133	2	2	4	2	143		165	0	1	1	0	167		139	2	0	0	2	143		141	1	0	0	0	142
1700-1800	134	1	2	4	0	141		145	0	2	0	0	147		147	4	0	1	1	153		140	0	0	0	0	140
1715-1815	137	1	2	3	0	143		129	0	3	2	0	134		136	4	0	2	0	142		135	0	0	0	0	135
1730-1830	128	1	2	2	0	133		123	0	3	2	0	128		130	4	1	2	0	137		132	0	0	0	0	132
1745-1845	116	1	3	1	0	121		117	0	2	2	0	121		113	4	1	2	0	120		133	0	0	0	0	133
1800-1900	105	1	5	2	0	113		112	0	1	2	0	115		103	3	1	1	0	108		104	0	0	0	0	104

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	52	2	1	1		56	82	2	1				85
0715-0730	65	2	2	2	1	72	92		1	4			97
0730-0745	77	3		2		82	81	5					86
0745-0800	108	5	1	1	1	116	110		1	1	2		114
0800-0815	90	4				94	116	4		2	1		123
0815-0830	94	1	3	2		100	95	2		2	1		100
0830-0845	86	2	2			90	99	2	2				103
0845-0900	88	1	1			90	71	2					73
0900-0915	84	4		2		90	105	1					106
0915-0930	73	5	1	2	1	82	87	2	1	1	2		93
0930-0945	74	2				76	84	4		1			89
0945-1000	63	3	1		1	68	42	1					43
0700-1000	954	34	12	12	4	1016	1064	25	6	11	6		1112
0700-0800	302	12	4	6	2	326	365	7	3	5	2		382
0715-0815	340	14	3	5	2	364	399	9	2	7	3		420
0730-0830	369	13	4	5	1	392	402	11	1	5	4		423
0745-0845	378	12	6	3	1	400	420	8	3	5	4		440
0800-0900	358	8	6	2	0	374	381	10	2	4	2		399
0815-0915	352	8	6	4	0	370	370	7	2	2	1		382
0830-0930	331	12	4	4	1	352	362	7	3	1	2		375
0845-0945	319	12	2	4	1	338	347	9	1	2	2		361
0900-1000	294	14	2	4	2	316	318	8	1	2	2		331

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

	PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	79	1		1		81		90			2		92
1615-1630	67	1		2		70		72			2	1	75
1630-1645	69	1	1			71		95	1				96
1645-1700	77		1			78		99	1	2			102
1700-1715	92	1	1			94		98	2		1		101
1715-1730	74		1	2		77		92			1		93
1730-1745	92			1		93		90	4				94
1745-1800	66			2		68		83	1				84
1800-1815	75			1		76		92	2		2		96
1815-1830	63			3		66		82			2		84
1830-1845	57					57		62		1	2		65
1845-1900	65					65		63			1		64
1600-1900	876	4	4	12	0	896		1018	11	3	13	1	1046
1600-1700	292	3	2	3	0	300		356	2	2	4	1	365
1615-1715	305	3	3	2	0	313		364	4	2	3	1	374
1630-1730	312	2	4	2	0	320		384	4	2	2	0	392
1645-1745	335	1	3	3	0	342		379	7	2	2	0	390
1700-1800	324	1	2	5	0	332		363	7	0	2	0	372
1715-1815	307	0	1	6	0	314		357	7	0	3	0	367
1730-1830	296	0	0	7	0	303		347	7	0	4	0	358
1745-1845	261	0	0	6	0	267		319	3	1	6	0	329
1800-1900	260	0	0	4	0	264		299	2	1	7	0	309

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PROSPECT STREET / HENLEY ROAD / PEPPARD ROAD / WESTFIELD ROAD SIGNAL JUNCTION

	PROSPECT STREET SW LEFT TURN TO PEPPARD ROAD NORTH							PROSPECT STREET SW STRAIGHT AHEAD TO A4115 HENLEY RD NE							PROSPECT STREET SW RIGHT TURN TO WESTFIELD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU
0700-0715	66	1	1		2	70	71	63	5	1	1		70	77	0					0	0
0715-0730	69	2		3	1	75	75	62	2		1		65	67	1	1				2	3
0730-0745	65	3	2			70	76	59	3	4	1	1	68	75	2				1	3	2
0745-0800	54	3		1	2	60	62	48	2	1		1	52	55	0					0	0
0800-0815	68	5		1		74	80	71	4	2	2		79	85	1					1	1
0815-0830	63	4			2	69	73	59	4	1		1	65	70	1					1	1
0830-0845	78	4	1	1		84	90	60	2	1	2	3	68	68	1					1	1
0845-0900	50	1	1		1	53	55	63	4		1		68	73	2					2	2
0900-0915	38	5		1		44	50	39	1	1		1	42	44	0					0	0
0915-0930	54	5	1			60	68	48	3		1	1	53	56	1					1	1
0930-0945	53	3		1	1	58	61	49	4				53	58	3					3	3
0945-1000	49	3	1			53	58	68	6			2	76	82	1					1	1
0700-1000	707	39	7	8	9	770	816	689	40	11	9	10	759	809	13	1	0	0	1	15	16
0700-0800	254	9	3	4	5	275	283.3	232	12	6	3	2	255	273.2	3	1	0	0	1	5	6
0715-0815	256	13	2	5	3	279	292.5	240	11	7	4	2	264	281.3	4	1	0	0	1	6	7
0730-0830	250	15	2	2	4	273	290.1	237	13	8	3	3	264	284.7	4	0	0	0	1	5	4
0745-0845	263	16	1	3	4	287	303.8	238	12	5	4	5	264	278.2	3	0	0	0	0	3	3
0800-0900	259	14	2	2	3	280	296.6	253	14	4	5	4	280	296	5	0	0	0	0	5	5
0815-0915	229	14	2	2	3	250	266.6	221	11	3	3	5	243	254.5	4	0	0	0	0	4	4
0830-0930	220	15	3	2	1	241	261.5	210	10	2	4	5	231	239.6	4	0	0	0	0	4	4
0845-0945	195	14	2	2	2	215	232.4	199	12	1	2	2	216	229.8	6	0	0	0	0	6	6
0900-1000	194	16	2	2	1	215	235.8	204	14	1	1	4	224	239.4	5	0	0	0	0	5	5
	PROSPECT STREET SW LEFT TURN TO PEPPARD ROAD NORTH							PROSPECT STREET SW STRAIGHT AHEAD TO A4115 HENLEY RD NE							PROSPECT STREET SW RIGHT TURN TO WESTFIELD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU
1600-1615	76					76	76	79	2		3	1	85	85	0			1		1	0
1615-1630	71			1		72	71	32	1		1		34	35	2					2	2
1630-1645	82		1		1	84	84	56	1		1	1	59	59	4					4	4
1645-1700	57					57	57	49					49	49	1					1	1
1700-1715	86	2	1	1	2	92	93	67	1	1	2		71	72	2					2	2
1715-1730	74		1			75	76	71				1	72	71	0					0	0
1730-1745	69			1	1	71	70	66			4	1	71	68	0					0	0
1745-1800	66			1	6	73	68	68				1	69	68	0					0	0
1800-1815	71		1	4	4	80	75	67		1	1		69	68	0					0	0
1815-1830	70	1		2	1	74	73	55		1	1		57	56	0					0	0
1830-1845	57			2		59	58	66			1		67	66	2			1		3	2
1845-1900	84		1	2	1	88	87	70					70	70	1					1	1
1600-1900	863	3	5	14	16	901	889	746	5	1	13	8	773	766	12	0	0	1	1	14	13
1600-1700	286	0	1	1	1	289	288.6	216	4	0	5	2	227	227.6	7	0	0	1	0	8	7
1615-1715	296	2	2	2	3	305	306	204	3	1	4	1	213	214.7	9	0	0	0	0	9	9
1630-1730	299	2	3	1	3	308	310.6	243	2	1	3	2	251	251.2	7	0	0	0	0	7	7
1645-1745	286	2	2	2	3	295	296	253	1	1	6	2	263	260.1	3	0	0	0	0	3	3
1700-1800	295	2	2	3	9	311	306.6	272	1	1	6	3	283	279.3	2	0	0	0	0	2	2
1715-1815	280	0	2	6	11	299	288.6	272	0	0	5	4	281	274.8	0	0	0	0	0	0	0
1730-1830	276	1	1	8	12	298	285.9	256	0	0	6	4	266	259.2	0	0	0	0	0	0	0
1745-1845	264	1	1	9	11	286	274.1	256	0	0	2	4	262	257.6	2	0	0	0	1	3	2
1800-1900	282	1	2	10	6	301	293.5	258	0	0	2	3	263	259.4	3	0	0	0	1	4	3

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PROSPECT STREET / HENLEY ROAD / PEPPARD ROAD / WESTFIELD ROAD SIGNAL JUNCTION

	PEPPARD ROAD NORTH LEFT TURN TO A4115 HENLEY RD NE						PCU	PEPPARD ROAD NORTH STRAIGHT AHEAD TO WESTFIELD ROAD SOUTH						PCU	PEPPARD ROAD NORTH RIGHT TURN TO PROSPECT STREET SW						PCU
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	2					2	2	55				7	62	56	41				1	42	41
0715-0730	4	1				5	6	63			1	4	68	64	92	3		1	1	97	100
0730-0745	4				3	7	5	52	1		1	9	63	57	50		1	1		52	52
0745-0800	5					5	5	53	1			5	59	56	69		1	1	2	73	72
0800-0815	3	1			1	5	6	39				10	49	41	66	1			1	68	69
0815-0830	2					2	2	45			2	7	54	47	63	4			2	69	73
0830-0845	6			3		9	7	49				14	63	52	65	2	1	2	1	71	73
0845-0900	14					14	14	57	1		1	8	67	61	69	3	2		2	76	80
0900-0915	12					12	12	43			1	3	47	44	80	2	1	5		88	89
0915-0930	7	1				8	9	36			1	1	38	37	63	4	1	1	2	71	75
0930-0945	6					6	6	40			1		41	40	71	7	1	1		80	90
0945-1000	9					9	9	51					51	51	71	6	2		1	80	89
0700-1000	74	3	0	3	4	84	83	583	3	0	8	68	662	607	800	32	10	12	13	867	901
0700-0800	15	1	0	0	3	19	18	223	2	0	2	25	252	233	252	3	2	3	4	264	265
0715-0815	16	2	0	0	4	22	21	207	2	0	2	28	239	218	277	4	2	3	4	290	292
0730-0830	14	1	0	0	4	19	17	189	2	0	3	31	225	201	248	5	2	2	5	262	265
0745-0845	16	1	0	3	1	21	20	186	1	0	2	36	225	196	263	7	2	3	6	281	286
0800-0900	25	1	0	3	1	30	29	190	1	0	3	39	233	201	263	10	3	2	6	284	294
0815-0915	34	0	0	3	0	37	35	194	1	0	4	32	231	204	277	11	4	7	5	304	314
0830-0930	39	1	0	3	0	43	43	185	1	0	3	26	215	194	277	11	5	8	5	306	317
0845-0945	39	1	0	0	0	40	41	176	1	0	4	12	193	182	283	16	5	7	4	315	333
0900-1000	34	1	0	0	0	35	36	170	0	0	3	4	177	172	285	19	5	7	3	319	342
	PEPPARD ROAD NORTH LEFT TURN TO A4115 HENLEY RD NE						PCU	PEPPARD ROAD NORTH STRAIGHT AHEAD TO WESTFIELD ROAD SOUTH						PCU	PEPPARD ROAD NORTH RIGHT TURN TO PROSPECT STREET SW						PCU
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	6					6	6	33					33	33	50	3		1	3	57	58
1615-1630	9					9	9	45					45	45	59			2	2	63	60
1630-1645	7				1	8	7	26			2		28	27	68	1		1	2	72	71
1645-1700	2					2	2	33			2	2	37	34	66		1	1	1	69	69
1700-1715	7					7	7	31			1	1	33	32	59	1				60	61
1715-1730	5					5	5	33			1	4	38	34	58		1	2		61	61
1730-1745	6					6	6	36			2	3	41	37	72					72	72
1745-1800	12					12	12	45			1	1	47	46	66	1	1	1	2	71	71
1800-1815	10					10	10	27				1	28	27	67			2		69	68
1815-1830	7			1		8	7	37			1	1	39	38	64		1		1	66	66
1830-1845	7					7	7	41				1	42	41	65			1		66	65
1845-1900	10					10	10	21			1	3	25	22	52		1	1		54	54
1600-1900	88	0	0	1	1	90	89	408	0	0	11	17	436	416	746	6	5	12	11	780	777
1600-1700	24	0	0	0	1	25	24	137	0	0	4	2	143	139	243	4	1	5	8	261	258
1615-1715	25	0	0	0	1	26	25	135	0	0	5	3	143	138	252	2	1	4	5	264	261
1630-1730	21	0	0	0	1	22	21	123	0	0	6	7	136	127	251	2	2	4	3	262	262
1645-1745	20	0	0	0	0	20	20	133	0	0	6	10	149	137	255	1	2	3	1	262	263
1700-1800	30	0	0	0	0	30	30	145	0	0	5	9	159	149	255	2	2	3	2	264	265
1715-1815	33	0	0	0	0	33	33	141	0	0	4	9	154	144	263	1	2	5	2	273	272
1730-1830	35	0	0	1	0	36	35	145	0	0	4	6	155	148	269	1	2	3	3	278	277
1745-1845	36	0	0	1	0	37	36	150	0	0	2	4	156	152	262	1	2	4	3	272	271
1800-1900	34	0	0	1	0	35	34	126	0	0	2	6	134	128	248	0	2	4	1	255	254

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	A4115 HENLEY RD NE LEFT TURN TO WESTFIELD ROAD SOUTH						PCU	A4115 HENLEY RD NE STRAIGHT AHEAD TO PROSPECT STREET SW						PCU	A4115 HENLEY RD NE RIGHT TURN TO PEPPARD ROAD NORTH						PCU
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	1					1	1	59	2			2	63	64	3					3	3
0715-0730	2					2	2	56	3		1		60	63	7					7	7
0730-0745	4					4	4	75	1				76	77	6	2				8	11
0745-0800	3					3	3	63	3				66	70	7					7	7
0800-0815	4					4	4	67	1		1		69	70	14			1		15	14
0815-0830	2				1	3	2	49	2			1	52	54	13					13	13
0830-0845	2				1	3	2	48	2				50	53	25					25	25
0845-0900	5					5	5	53	4			2	59	63	12				1	13	12
0900-0915	0					0	0	61	2	1			64	68	8				1	9	8
0915-0930	5					5	5	56	1			1	58	59	7					7	7
0930-0945	1					1	1	53	2				55	58	7					7	7
0945-1000	0					0	0	64	6				70	78	6					6	6
0700-1000	29	0	0	0	2	31	29	704	29	1	2	6	742	775	115	2	0	1	2	120	120
0700-0800	10	0	0	0	0	10	10	253	9	0	1	2	265	275	23	2	0	0	0	25	28
0715-0815	13	0	0	0	0	13	13	261	8	0	2	0	271	280	34	2	0	1	0	37	39
0730-0830	13	0	0	0	1	14	13	254	7	0	1	1	263	271	40	2	0	1	0	43	45
0745-0845	11	0	0	0	2	13	11	227	8	0	1	1	237	246	59	0	0	1	0	60	59
0800-0900	13	0	0	0	2	15	13	217	9	0	1	3	230	239	64	0	0	1	1	66	65
0815-0915	9	0	0	0	2	11	9	211	10	1	0	3	225	237	58	0	0	0	2	60	58
0830-0930	12	0	0	0	1	13	12	218	9	1	0	3	231	241	52	0	0	0	2	54	52
0845-0945	11	0	0	0	0	11	11	223	9	1	0	3	236	246	34	0	0	0	2	36	34
0900-1000	6	0	0	0	0	6	6	234	11	1	0	1	247	262	28	0	0	0	1	29	28
	A4115 HENLEY RD NE LEFT TURN TO WESTFIELD ROAD SOUTH						PCU	A4115 HENLEY RD NE STRAIGHT AHEAD TO PROSPECT STREET SW						PCU	A4115 HENLEY RD NE RIGHT TURN TO PEPPARD ROAD NORTH						PCU
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	3					3	3	78	3	1	1	1	84	88	10					10	10
1615-1630	2					2	2	70	2	1		3	76	77	10					10	10
1630-1645	6					6	6	75			1		76	75	10					10	10
1645-1700	6					6	6	65			2		67	66	17				1	18	17
1700-1715	3				1	4	3	86			2	2	90	87	7				1	8	7
1715-1730	1					1	1	63	1			1	65	66	6				4	10	7
1730-1745	1					1	1	69				1	70	69	18			1		19	18
1745-1800	2					2	2	57	1			1	59	60	8					8	8
1800-1815	3					3	3	65				1	66	65	7				3	10	8
1815-1830	1					1	1	68			1		69	68	6				1	7	6
1830-1845	4				1	5	4	72			2		74	73	5					5	5
1845-1900	2			1		3	2	58				1	59	58	6					6	6
1600-1900	34	0	0	1	2	37	35	826	7	2	9	11	855	852	110	0	0	1	10	121	112
1600-1700	17	0	0	0	0	17	17	288	5	2	4	4	303	306	47	0	0	0	1	48	47
1615-1715	17	0	0	0	1	18	17	296	2	1	5	5	309	306	44	0	0	0	2	46	44
1630-1730	16	0	0	0	1	17	16	289	1	0	5	3	298	294	40	0	0	0	6	46	41
1645-1745	11	0	0	0	1	12	11	283	1	0	4	4	292	288	48	0	0	1	6	55	50
1700-1800	7	0	0	0	1	8	7	275	2	0	2	5	284	281	39	0	0	1	5	45	40
1715-1815	7	0	0	0	0	7	7	254	2	0	0	4	260	259	39	0	0	1	7	47	41
1730-1830	7	0	0	0	0	7	7	259	1	0	1	3	264	262	39	0	0	1	4	44	40
1745-1845	10	0	0	0	1	11	10	262	1	0	3	2	268	266	26	0	0	0	4	30	27
1800-1900	10	0	0	1	1	12	11	263	0	0	3	2	268	265	24	0	0	0	4	28	25

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PROSPECT STREET / HENLEY ROAD / PEPPARD ROAD / WESTFIELD ROAD SIGNAL JUNCTION

	WESTFIELD ROAD SOUTH LEFT TURN TO PROSPECT STREET SW							WESTFIELD ROAD SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							WESTFIELD ROAD SOUTH RIGHT TURN TO A4115 HENLEY RD NE						
	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU
0700-0715	1					1	1	26				1	27	26	6					6	6
0715-0730	0					0	0	28					28	28	1					1	1
0730-0745	2					2	2	29					29	29	3					3	3
0745-0800	2					2	2	48					48	48	3					3	3
0800-0815	1					1	1	36			1		37	36	7					7	7
0815-0830	3					3	3	46			1	1	48	47	6					6	6
0830-0845	4					4	4	40				1	41	40	2					2	2
0845-0900	2					2	2	35					35	35	3					3	3
0900-0915	1					1	1	28	2		3	1	34	34	2					2	2
0915-0930	1					1	1	29	1			1	31	32	5					5	5
0930-0945	0					0	0	23					23	23	5					5	5
0945-1000	0					0	0	24	1			1	26	27	2					2	2
0700-1000	17	0	0	0	0	17	17	392	4	0	5	6	407	404	45	0	0	0	0	45	45
0700-0800	5	0	0	0	0	5	5	131	0	0	0	1	132	131	13	0	0	0	0	13	13
0715-0815	5	0	0	0	0	5	5	141	0	0	1	0	142	141	14	0	0	0	0	14	14
0730-0830	8	0	0	0	0	8	8	159	0	0	2	1	162	160	19	0	0	0	0	19	19
0745-0845	10	0	0	0	0	10	10	170	0	0	2	2	174	171	18	0	0	0	0	18	18
0800-0900	10	0	0	0	0	10	10	157	0	0	2	2	161	158	18	0	0	0	0	18	18
0815-0915	10	0	0	0	0	10	10	149	2	0	4	3	158	156	13	0	0	0	0	13	13
0830-0930	8	0	0	0	0	8	8	132	3	0	3	3	141	141	12	0	0	0	0	12	12
0845-0945	4	0	0	0	0	4	4	115	3	0	3	2	123	124	15	0	0	0	0	15	15
0900-1000	2	0	0	0	0	2	2	104	4	0	3	3	114	115	14	0	0	0	0	14	14
	WESTFIELD ROAD SOUTH LEFT TURN TO PROSPECT STREET SW							WESTFIELD ROAD SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							WESTFIELD ROAD SOUTH RIGHT TURN TO A4115 HENLEY RD NE						
	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU	CAR	HGV	BUS	MCY	PCY	TOT	PCU
1600-1615	1					1	1	41			1		42	41	2					2	2
1615-1630	5					5	5	49	1		3	1	54	53	5					5	5
1630-1645	6					6	6	58	1		4	3	66	63	4					4	4
1645-1700	0					0	0	59				2	61	59	8			1		9	8
1700-1715	4					4	4	53				3	56	54	5					5	5
1715-1730	2					2	2	55			1	1	57	56	7					7	7
1730-1745	1					1	1	49			4	5	58	52	5					5	5
1745-1800	1					1	1	48	1		1	5	55	52	4					4	4
1800-1815	3					3	3	64			1	3	68	65	3					3	3
1815-1830	0				1	1	0	55				2	57	55	6					6	6
1830-1845	1					1	1	62			1	5	68	63	6					6	6
1845-1900	0					0	0	27			1	3	31	28	7					7	7
1600-1900	24	0	0	0	1	25	24	620	3	0	17	33	673	640	62	0	0	0	1	63	62
1600-1700	12	0	0	0	0	12	12	207	2	0	8	6	223	216	19	0	0	0	1	20	19
1615-1715	15	0	0	0	0	15	15	219	2	0	7	9	237	228	22	0	0	0	1	23	22
1630-1730	12	0	0	0	0	12	12	225	1	0	5	9	240	231	24	0	0	0	1	25	24
1645-1745	7	0	0	0	0	7	7	216	0	0	5	11	232	220	25	0	0	0	1	26	25
1700-1800	8	0	0	0	0	8	8	205	1	0	6	14	226	213	21	0	0	0	0	21	21
1715-1815	7	0	0	0	0	7	7	216	1	0	7	14	238	224	19	0	0	0	0	19	19
1730-1830	5	0	0	0	1	6	5	216	1	0	6	15	238	224	18	0	0	0	0	18	18
1745-1845	5	0	0	0	1	6	5	229	1	0	3	15	248	236	19	0	0	0	0	19	19
1800-1900	4	0	0	0	1	5	4	208	0	0	3	13	224	212	22	0	0	0	0	22	22

K&M TRAFFIC SURVEYS

DATE : TUESDAY 8TH JULY 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

QUEUE DATA - TOTAL VEHICLES

	WESTFIELD ROAD / PROSPECT ST / PEPPARD RD / HENLEY RD SIGNALS				
	WESTFIELD ROAD	PROSPECT STREET	PEPPARD ROAD	HENLEY ROAD	
				INSIDE	OUTSIDE
0705	3	8	3	1	0
0710	3	10	14	5	0
0715	1	11	15	2	2
0720	1	17	17	3	0
0725	2	10	25+	5	0
0730	5	18	18	15+	0
0735	6	17	19	7	2
0740	5	22	25+	10	1
0745	9	14	25+	15+	0
0750	8	12	25+	2	0
0755	5	11	25+	15+	1
0800	7	17	25+	6	0
0805	7	20	17	9	2
0810	3	22	25+	7	3
0815	5	25+	25+	6	2
0820	4	14	19	7	1
0825	11	13	25+	3	3
0830	13	15	25+	8	1
0835	9	19	25+	3	3
0840	11	21	25+	4	6
0845	5	14	25+	2	1
0850	4	11	25+	6	4
0855	4	10	25+	3	0
0900	7	14	17	2	2
0905	5	7	15	4	2
0910	1	4	17	5	1
0915	8	12	12	8	0
0920	6	3	7	7	0
0925	5	9	12	8	0
0930	1	13	6	3	1
0935	1	9	17	9	1
0940	6	14	19	5	1
0945	3	14	16	8	0
0950	3	13	18	5	1
0955	6	9	16	6	0
1000	3	15	20	8	2

	WESTFIELD ROAD / PROSPECT ST / PEPPARD RD / HENLEY RD SIGNALS				
	WESTFIELD ROAD	PROSPECT STREET	PEPPARD ROAD	HENLEY ROAD	
				INSIDE	OUTSIDE
1605	7	10	12	11	1
1610	3	11	25+	6	1
1615	5	10	25+	5	1
1620	13	20	15	9	1
1625	16	11	17	15	0
1630	13	16	18	11	2
1635	13	22	25+	10	2
1640	2	11	16	6	0
1645	14	13	12	6	1
1650	9	8	25+	8	1
1655	6	11	25+	8	0
1700	8	15	25+	8	1
1705	12	20	25+	12	0
1710	6	23	18	11	1
1715	7	17	10	5	0
1720	7	14	5	9	0
1725	6	19	18	5	0
1730	7	25	19	6	1
1735	6	20	7	8	2
1740	4	11	13	10	1
1745	5	16	18	7	0
1750	5	22	19	6	1
1755	5	21	20	5	1
1800	8	19	22	3	0
1805	8	18	11	6	1
1810	11	7	14	6	2
1815	8	8	18	9	0
1820	10	17	4	5	0
1825	7	12	16	8	1
1830	6	12	17	2	1
1835	6	15	23	9	1
1840	11	18	20	8	1
1845	10	25+	12	8	0
1850	7	25+	5	7	0
1855	2	25+	4	7	1
1900	5	17	9	10	1

Appendix D: Junction Analysis

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.0.3.1598							
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Kiln Road existing layout 2025.j10
Path: C:\Jobs\Reading Golf Club\2022 application
Report generation date: 23/07/2025 09:26:09

»2025, AM
 »2025, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2025										
Junction 1 - Arm A	D1	0.1	0.42		A	D2	0.1	0.16		A
Junction 1 - Arm B		1.9	24.31		C		2.2	20.49		C
Junction 1 - Arm C		0.8	4.58		A		0.4	2.95		A
Junction 2 - Arm A		0.0	1.76		A		0.1	2.31		A
Junction 2 - Arm B		2.2	23.64		C		3.4	28.62		D
Junction 2 - Arm C		0.9	7.63		A		0.9	7.37		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	
Location	
Site number	
Date	04/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			538247998	127	6.64

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15		Simple	D3+D5
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15		Simple	D4+D6
D9	Development	AM	DIRECT	07:45	08:45	60	15			
D10	Development	PM	DIRECT	16:15	17:15	60	15			
D11	2030 with development	AM	DIRECT	07:45	08:45	60	15		Simple	D7+D9
D12	2030 with development	PM	DIRECT	16:15	17:15	60	15		Simple	D8+D10

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.20	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		13.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.32	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	Peppard Road (N)		Major
	B	Kiln Road		Minor
	C	Peppard Road (S)		Major
2	A	Kiln Road (N)		Major
	B	Caversham Park Road		Minor
	C	Kiln Road (S)		Major

Major Arm Geometry

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

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	4.52	90	44
2	B	One lane	5.00	39	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	152.284	0.105	0.266	0.167	0.380
	B-C	187.700	0.109	0.276	-	-
	C-B	220.936	0.325	0.325	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	150.632	0.108	0.272	0.171	0.389
	B-C	191.751	0.115	0.292	-	-
	C-B	160.951	0.245	0.245	-	-

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

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

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

Lane Simulation: Arm options

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

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/TS)	Maximum capacity (PCU/TS)	Signalised
1	A	Entry	1	1	B, C		Infinity			0.00	24999.75	
		Exit	1	1			Infinity					
	B	Entry	1	1	A, C	✓	3.00			0.00	24999.75	
		Exit	1	1		✓	3.00					
	C	Entry	1	1	A	✓	2.00			0.00	24999.75	
				2	B	✓	2.00			0.00	24999.75	
		Exit	1	1	(A, B)		Infinity					
2	A	Entry	1	1	B, C		Infinity			0.00	24999.75	
		Exit	1	1			Infinity					
	B	Entry	1	1	A, C		Infinity			0.00	24999.75	
		Exit	1	1			Infinity					
	C	Entry	1	1	A, B	✓	2.70			0.00	24999.75	
		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 period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 07:45 - 08:00

	To			
		A	B	C
From	A	0.00	48.00	114.00
	B	47.00	0.00	14.00
	C	116.00	39.00	0.00

Demand (Veh/TS)

Junction 1 08:00 - 08:15

	To			
		A	B	C
From	A	0.00	41.00	123.00
	B	50.00	0.00	18.00
	C	94.00	51.00	0.00

Demand (Veh/TS)

Junction 1 08:15 - 08:30

	To			
		A	B	C
From	A	0.00	45.00	100.00
	B	40.00	0.00	24.00
	C	100.00	31.00	0.00

Demand (Veh/TS)

Junction 1 08:30 - 08:45

	To			
		A	B	C
From	A	0.00	58.00	103.00
	B	36.00	0.00	22.00
	C	90.00	51.00	0.00

Demand (Veh/TS)

Junction 2 07:45 - 08:00

	To			
		A	B	C
From	A	0.00	5.00	11.00
	B	8.00	0.00	50.00
	C	32.00	55.00	0.00

Demand (Veh/TS)

Junction 2 08:00 - 08:15

	To			
		A	B	C
From	A	0.00	2.00	7.00
	B	8.00	0.00	61.00
	C	27.00	65.00	0.00

Demand (Veh/TS)

Junction 2 08:15 - 08:30

	To			
		A	B	C
From	A	0.00	3.00	6.00
	B	1.00	0.00	58.00
	C	28.00	48.00	0.00

Demand (Veh/TS)

Junction 2 08:30 - 08:45

	To			
		A	B	C
From	A	0.00	2.00	11.00
	B	5.00	0.00	47.00
	C	24.00	85.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	4	0	14
	C	5	3	0

Heavy Vehicle Percentages

Junction 1 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	11
	C	4	8	0

Heavy Vehicle Percentages

Junction 1 08:15 - 08:30

	To			
		A	B	C
From	A	0	7	2
	B	5	0	4
	C	4	0	0

Heavy Vehicle Percentages

Junction 1 08:30 - 08:45

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

Heavy Vehicle Percentages

Junction 2 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	9
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

Junction 2 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	29
	B	0	0	3
	C	7	3	0

Heavy Vehicle Percentages

Junction 2 08:15 - 08:30

	To			
		A	B	C
From	A	0	0	0
	B	100	0	5
	C	4	4	0

Heavy Vehicle Percentages

Junction 2 08:30 - 08:45

	To			
		A	B	C
From	A	0	0	0
	B	20	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.42	0.1	A	158.41	633.64
	B	24.31	1.9	C	62.39	249.55
	C	4.58	0.8	A	145.36	581.45
2	A	1.76	0.0	A	12.04	48.17
	B	23.64	2.2	C	59.25	236.98
	C	7.63	0.9	A	92.40	369.61

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	166.96	166.96	167.03	164.37	160.90	0.0	0.0	0.072	A
	B	59.10	59.10	58.82	61.20	92.01	0.0	1.5	22.228	C
	C	156.83	156.83	156.76	161.02	129.52	0.0	0.4	2.158	A
2	A	15.02	15.02	15.06	17.54	40.65	0.0	0.0	0.958	A
	B	56.46	56.46	56.31	58.46	62.88	0.0	1.0	15.860	C
	C	92.01	92.01	91.48	88.53	59.10	0.0	0.7	5.854	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	162.87	162.87	162.90	167.92	145.63	0.0	0.1	0.299	A
	B	65.61	65.61	65.60	68.76	92.62	1.5	1.9	24.307	C
	C	149.10	149.10	149.55	154.42	139.75	0.4	0.8	4.580	A
2	A	9.57	9.57	9.50	11.45	34.37	0.0	0.0	1.759	A
	B	68.81	68.81	67.54	68.76	69.33	1.0	2.2	23.639	C
	C	92.55	92.55	92.74	94.36	65.62	0.7	0.7	6.865	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	143.79	143.79	143.76	149.24	143.08	0.1	0.0	0.081	A
	B	65.95	65.95	65.53	70.12	74.83	1.9	1.5	19.440	C
	C	131.93	131.93	131.84	137.57	123.22	0.8	0.3	1.743	A
2	A	9.71	9.71	9.71	9.06	28.51	0.0	0.0	0.691	A
	B	59.98	59.98	60.95	65.34	50.50	2.2	0.6	16.915	C
	C	74.81	74.81	74.53	79.61	65.95	0.7	0.5	5.504	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	160.06	160.06	160.23	164.54	128.34	0.0	0.1	0.421	A
	B	58.77	58.77	58.28	59.84	109.86	1.5	1.4	17.423	C
	C	143.72	143.72	144.54	145.63	124.94	0.3	0.7	4.473	A
2	A	13.87	13.87	13.87	12.65	29.98	0.0	0.0	0.721	A
	B	51.79	51.79	52.23	54.14	87.19	0.6	0.6	10.167	B
	C	109.89	109.89	109.89	109.07	58.77	0.5	0.9	7.628	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/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	166.96	167.03	164.37	0.0	0.0	0.072	A
		Exit	1	1		160.90	160.90	166.76	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	59.10	58.82	61.20	0.0	1.5	22.228	C
		Exit	1	1		92.24	92.01	89.18	0.0	0.2	1.484	A
	C	Entry	1	1	A	116.11	116.11	120.99	0.0	0.0	0.000	A
			2	1	B	40.61	40.54	40.03	0.0	0.3	7.174	A
		Exit	1	1	(A, B)	156.83	156.83	161.34	0.0	0.1	0.328	A
2	A	Entry	1	1	B, C	15.02	15.06	17.54	0.0	0.0	0.958	A
		Exit	1	1		40.65	40.65	40.35	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	56.46	56.31	58.46	0.0	1.0	15.860	C
		Exit	1	1		62.88	62.88	60.61	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	92.01	91.48	88.53	0.0	0.7	5.854	A
		Exit	1	1		59.28	59.10	63.00	0.0	0.5	7.584	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	162.87	162.90	167.92	0.0	0.1	0.299	A
		Exit	1	1		145.63	145.63	148.84	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	65.61	65.60	68.76	1.5	1.9	24.307	C
		Exit	1	1		92.67	92.62	94.80	0.2	0.3	2.410	A
	C	Entry	1	1	A	97.58	97.58	99.23	0.0	0.0	0.000	A
				2	B	51.66	51.97	55.19	0.3	0.4	8.244	A
		Exit	1	1	(A, B)	149.10	149.24	154.61	0.1	0.4	1.691	A
				1		139.75	139.75	147.27	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	9.57	9.50	11.45	0.0	0.0	1.759	A
		Exit	1	1		34.37	34.37	35.59	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	68.81	67.54	68.76	1.0	2.2	23.639	C
		Exit	1	1		69.33	69.33	69.34	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	92.55	92.74	94.36	0.7	0.7	6.865	A
		Exit	1	1		66.12	65.62	69.31	0.5	0.9	10.387	B

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	143.79	143.76	149.24	0.1	0.0	0.081	A
		Exit	1	1		143.08	143.08	150.50	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	65.95	65.53	70.12	1.9	1.5	19.440	C
		Exit	1	1		74.95	74.83	79.08	0.3	0.1	1.252	A
	C	Entry	1	1	A	101.10	101.10	106.00	0.0	0.0	0.000	A
				2	B	30.85	30.73	31.57	0.4	0.3	6.511	A
		Exit	1	1	(A, B)	131.93	131.95	137.35	0.4	0.0	0.223	A
				1		123.22	123.22	127.59	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	9.71	9.71	9.06	0.0	0.0	0.691	A
		Exit	1	1		28.51	28.51	31.22	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	59.98	60.95	65.34	2.2	0.6	16.915	C
		Exit	1	1		50.50	50.50	53.50	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	74.81	74.53	79.61	0.7	0.5	5.504	A
		Exit	1	1		66.26	65.95	69.71	0.9	0.4	6.982	A

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	160.06	160.23	164.54	0.0	0.1	0.421	A
		Exit	1	1		128.34	128.34	131.87	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	58.77	58.28	59.84	1.5	1.4	17.423	C
		Exit	1	1		109.79	109.86	109.28	0.1	0.4	3.482	A
	C	Entry	1	1	A	91.51	91.51	94.25	0.0	0.0	0.000	A
				2	B	52.68	53.03	51.38	0.3	0.5	8.302	A
		Exit	1	1	(A, B)	143.72	144.19	145.83	0.0	0.3	1.466	A
				1		124.94	124.94	128.53	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	13.87	13.87	12.65	0.0	0.0	0.721	A
		Exit	1	1		29.98	29.98	29.91	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	51.79	52.23	54.14	0.6	0.6	10.167	B
		Exit	1	1		87.19	87.19	86.58	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	109.89	109.89	109.07	0.5	0.9	7.628	A
		Exit	1	1		58.82	58.77	59.53	0.4	0.3	4.024	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	51.66	51.66	-	-	-	51.71	49.31	0.0	0.0	0.115	A
					C	115.29	115.29	-	-	-	115.31	115.06	0.0	0.0	0.053	A
	B	Entry	1	1	A	44.95	44.95	152.28	77.00	0.583	44.62	45.76	0.0	1.2	23.292	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	14.15	14.15	187.70	131.65	0.108	14.20	15.43	0.0	0.3	18.776	C
	C	Entry	1	1	A	116.11	116.11	-	-	-	116.11	120.99	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	40.61	40.61	220.94	163.03	0.249	40.54	40.03	0.0	0.3	7.174	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	116.11	116.11	-	-	-	116.11	120.99	0.0	0.0	0.233	A
					B	40.62	40.62	-	-	-	40.61	40.35	0.0	0.0	0.604	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	4.61	4.61	-	-	-	4.61	5.08	0.0	0.0	0.006	A
					C	10.39	10.39	-	-	-	10.44	12.46	0.0	0.0	1.380	A
	B	Entry	1	1	A	7.37	7.37	150.63	118.64	0.062	7.44	7.36	0.0	0.1	17.892	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	49.10	49.10	191.75	178.37	0.276	48.87	51.09	0.0	0.8	15.549	C
	C	Entry	1	1	A	33.47	33.47	-	-	-	33.22	32.99	0.0	0.1	2.686	A
					B	58.54	58.54	160.95	156.98	0.373	58.28	55.54	0.0	0.5	7.672	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	40.68	40.68	-	-	-	40.70	39.80	0.0	0.0	0.418	A
					C	122.21	122.21	-	-	-	122.20	128.12	0.0	0.0	0.261	A
	B	Entry	1	1	A	48.29	48.29	152.28	72.00	0.670	48.03	49.61	1.5	1.5	25.723	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	17.36	17.36	187.70	133.95	0.130	17.56	19.15	1.5	0.4	20.364	C
	C	Entry	1	1	A	97.58	97.58	-	-	-	97.58	99.23	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	51.66	51.66	220.94	153.46	0.337	51.97	55.19	0.3	0.4	8.244	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	97.54	97.54	-	-	-	97.58	99.23	0.1	0.2	1.328	A
					B	51.57	51.57	-	-	-	51.66	55.38	0.1	0.2	2.363	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.39	2.39	-	-	-	2.39	2.13	0.0	0.0	0.181	A
					C	7.17	7.17	-	-	-	7.09	9.31	0.0	0.0	2.227	A
	B	Entry	1	1	A	8.39	8.39	150.63	116.22	0.072	8.57	8.43	1.0	0.2	23.629	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	60.41	60.41	191.75	182.45	0.331	58.96	60.32	1.0	2.1	23.641	C
	C	Entry	1	1	A	25.84	25.84	-	-	-	25.78	27.16	0.7	0.1	3.234	A
					B	66.73	66.73	160.95	154.22	0.433	66.94	67.20	0.7	0.6	8.275	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	44.23	44.23	-	-	-	44.20	47.28	0.1	0.0	0.113	A
					C	99.56	99.56	-	-	-	99.56	101.97	0.1	0.0	0.066	A
	B	Entry	1	1	A	42.14	42.14	152.28	87.23	0.483	41.93	44.50	1.9	1.0	21.068	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	23.81	23.81	187.70	149.15	0.161	23.60	25.62	1.9	0.5	16.681	C
	C	Entry	1	1	A	101.10	101.10	-	-	-	101.10	106.00	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	30.85	30.85	220.94	172.71	0.179	30.73	31.57	0.4	0.3	6.511	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	101.08	101.08	-	-	-	101.10	106.00	0.4	0.0	0.167	A
					B	30.85	30.85	-	-	-	30.85	31.35	0.4	0.0	0.405	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	3.64	3.64	-	-	-	3.64	3.14	0.0	0.0	0.067	A
					C	6.07	6.07	-	-	-	6.07	5.91	0.0	0.0	1.024	A
	B	Entry	1	1	A	0.80	0.80	94.89	38.65	0.021	0.80	1.98	2.2	0.0	26.709	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	59.17	59.17	191.75	180.45	0.327	60.17	63.36	2.2	0.6	16.763	C
	C	Entry	1	1	A	27.73	27.73	-	-	-	27.66	29.24	0.7	0.1	2.296	A
					B	47.10	47.10	160.95	152.90	0.309	46.87	50.36	0.7	0.4	7.377	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	56.79	56.79	-	-	-	56.76	58.23	0.0	0.1	0.577	A
					C	103.25	103.25	-	-	-	103.49	106.31	0.0	0.0	0.334	A
	B	Entry	1	1	A	37.42	37.42	152.28	78.66	0.475	36.83	37.62	1.5	0.9	19.296	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	21.35	21.35	187.70	151.63	0.141	21.45	22.22	1.5	0.4	14.353	B
	C	Entry	1	1	A	91.51	91.51	-	-	-	91.51	94.25	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	52.68	52.68	220.94	166.99	0.315	53.03	51.38	0.3	0.5	8.302	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	91.39	91.39	-	-	-	91.51	94.25	0.0	0.2	1.189	A
					B	52.32	52.32	-	-	-	52.68	51.58	0.0	0.1	1.951	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.31	2.31	-	-	-	2.31	1.95	0.0	0.0	0.324	A
					C	11.55	11.55	-	-	-	11.55	10.70	0.0	0.0	0.793	A
	B	Entry	1	1	A	4.89	4.89	150.63	92.50	0.053	4.96	5.47	0.6	0.1	13.995	B
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	46.89	46.89	191.75	183.71	0.255	47.26	48.67	0.6	0.5	9.795	A
	C	Entry	1	1	A	24.80	24.80	-	-	-	25.02	24.44	0.5	0.1	4.139	A
					B	85.09	85.09	160.95	157.58	0.540	84.87	84.63	0.5	0.8	8.593	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.66	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		14.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	52.00	75.00
	B	39.00	0.00	21.00
	C	70.00	41.00	0.00

Demand (Veh/TS)

Junction 1 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	49.00	96.00
	B	37.00	0.00	34.00
	C	71.00	38.00	0.00

Demand (Veh/TS)

Junction 1 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	48.00	102.00
	B	49.00	0.00	29.00
	C	78.00	25.00	0.00

Demand (Veh/TS)

Junction 1 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	40.00	101.00
	B	53.00	0.00	34.00
	C	94.00	40.00	0.00

Demand (Veh/TS)

Junction 2 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	8.00	16.00
	B	4.00	0.00	44.00
	C	20.00	73.00	0.00

Demand (Veh/TS)

Junction 2 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	6.00	11.00
	B	7.00	0.00	60.00
	C	17.00	70.00	0.00

Demand (Veh/TS)

Junction 2 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	6.00	27.00
	B	2.00	0.00	51.00
	C	12.00	61.00	0.00

Demand (Veh/TS)

Junction 2 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	8.00	21.00
	B	11.00	0.00	66.00
	C	22.00	58.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 16:15 - 16:30

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

Heavy Vehicle Percentages

Junction 1 16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

Junction 1 16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	3
	C	1	0	0

Heavy Vehicle Percentages

Junction 1 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	6
	C	2	3	0

Heavy Vehicle Percentages

Junction 2 16:15 - 16:30

	To			
		A	B	C
From	A	0	13	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:30 - 16:45

	To			
		A	B	C
From	A	0	17	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	2	0

Heavy Vehicle Percentages

Junction 2 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	5
	B	9	0	2
	C	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.16	0.1	A	141.02	564.09
	B	20.49	2.2	C	73.69	294.75
	C	2.95	0.4	A	115.84	463.36
2	A	2.31	0.1	A	25.49	101.97
	B	28.62	3.4	D	60.87	243.49
	C	7.37	0.9	A	83.61	334.43

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	127.39	127.39	127.37	128.30	107.18	0.0	0.0	0.161	A
	B	57.58	57.58	57.92	59.20	93.42	0.0	0.9	14.819	B
	C	112.11	112.11	111.68	111.75	96.00	0.0	0.4	2.948	A
2	A	23.44	23.44	23.44	25.13	23.71	0.0	0.0	0.111	A
	B	46.17	46.17	46.02	48.09	80.87	0.0	0.4	7.806	A
	C	93.42	93.42	92.71	91.77	57.58	0.0	0.9	7.366	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	144.50	144.50	144.45	144.47	113.00	0.0	0.0	0.102	A
	B	73.26	73.26	73.00	70.76	85.50	0.9	1.4	15.577	C
	C	111.58	111.58	111.55	113.09	130.24	0.4	0.3	2.528	A
2	A	16.92	16.92	16.95	18.18	21.97	0.0	0.0	0.310	A
	B	68.13	68.13	68.39	67.56	75.11	0.4	1.0	10.913	B
	C	85.50	85.50	84.95	86.76	73.26	0.9	0.7	7.253	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	150.47	150.47	150.55	152.90	126.97	0.0	0.0	0.067	A
	B	78.79	78.79	77.95	79.18	74.68	1.4	1.7	18.280	C
	C	103.00	103.00	102.89	105.62	129.92	0.3	0.2	1.559	A
2	A	33.34	33.34	33.39	32.53	14.26	0.0	0.0	1.264	A
	B	53.26	53.26	53.11	54.89	68.63	1.0	1.0	16.011	C
	C	74.68	74.68	74.68	74.70	78.79	0.7	0.5	7.011	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	141.82	141.82	141.63	144.74	147.08	0.0	0.1	0.093	A
	B	85.26	85.26	84.19	85.43	80.84	1.7	2.2	20.491	C
	C	136.66	136.66	136.66	136.91	134.55	0.2	0.4	2.667	A
2	A	28.21	28.21	28.26	29.38	32.74	0.0	0.1	2.310	A
	B	76.11	76.11	75.34	76.11	64.86	1.0	3.3	28.624	D
	C	80.85	80.85	80.47	82.32	85.21	0.5	0.7	6.412	A

Lane Results

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

Lanes: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	127.39	127.37	128.30	0.0	0.0	0.161	A
		Exit	1	1		107.18	107.18	108.82	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	57.58	57.92	59.20	0.0	0.9	14.819	B
		Exit	1	1		93.79	93.42	92.64	0.0	0.3	2.403	A
	C	Entry	1	1	A	68.93	68.93	70.87	0.0	0.0	0.000	A
				2	B	42.95	42.74	40.89	0.0	0.4	6.940	A
		Exit	2	1	(A, B)	112.11	111.89	112.12	0.0	0.1	0.371	A
2	A	Entry	1	1	B, C	23.44	23.44	25.13	0.0	0.0	0.111	A
		Exit	1	1		23.71	23.71	23.81	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	46.17	46.02	48.09	0.0	0.4	7.806	A
		Exit	1	1		80.87	80.87	80.89	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	93.42	92.71	91.77	0.0	0.9	7.366	A
		Exit	1	1		57.61	57.58	60.17	0.0	0.1	2.136	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	144.50	144.45	144.47	0.0	0.0	0.102	A
		Exit	1	1		113.00	113.00	112.09	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	73.26	73.00	70.76	0.9	1.4	15.577	C
		Exit	1	1		85.76	85.50	86.63	0.3	0.2	2.057	A
	C	Entry	1	1	A	73.89	73.89	74.97	0.0	0.0	0.000	A
				2	B	37.68	37.68	38.11	0.4	0.3	6.559	A
		Exit	2	1	(A, B)	111.58	111.55	113.01	0.1	0.0	0.286	A
2	A	Entry	1	1	B, C	16.92	16.95	18.18	0.0	0.0	0.310	A
		Exit	1	1		21.97	21.97	23.63	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	68.13	68.39	67.56	0.4	1.0	10.913	B
		Exit	1	1		75.11	75.11	77.34	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	85.50	84.95	86.76	0.9	0.7	7.253	A
		Exit	1	1		73.21	73.26	71.27	0.1	0.4	3.752	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	150.47	150.55	152.90	0.0	0.0	0.067	A
		Exit	1	1		126.97	126.97	129.48	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	78.79	77.95	79.18	1.4	1.7	18.280	C
		Exit	1	1		74.50	74.68	74.70	0.2	0.1	1.556	A
	C	Entry	1	1	A	77.84	77.84	80.09	0.0	0.0	0.000	A
				2	B	25.21	25.05	25.54	0.3	0.2	6.215	A
		Exit	1	1	(A, B)	103.00	103.05	105.54	0.0	0.0	0.047	A
				1		129.92	129.92	133.58	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	33.34	33.39	32.53	0.0	0.0	1.264	A
		Exit	1	1		14.26	14.26	13.85	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	53.26	53.11	54.89	1.0	1.0	16.011	C
		Exit	1	1		68.63	68.63	68.87	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	74.68	74.68	74.70	0.7	0.5	7.011	A
		Exit	1	1		78.29	78.79	79.41	0.4	0.4	6.750	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	141.82	141.63	144.74	0.0	0.1	0.093	A
		Exit	1	1		147.08	147.08	146.75	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	85.26	84.19	85.43	1.7	2.2	20.491	C
		Exit	1	1		80.92	80.84	82.32	0.1	0.1	1.741	A
	C	Entry	1	1	A	96.05	96.05	95.70	0.0	0.0	0.000	A
				2	B	40.56	40.62	41.21	0.2	0.3	6.991	A
		Exit	1	1	(A, B)	136.66	136.63	137.03	0.0	0.1	0.571	A
				1		134.55	134.55	138.04	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	28.21	28.26	29.38	0.0	0.1	2.310	A
		Exit	1	1		32.74	32.74	33.01	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	76.11	75.34	76.11	1.0	3.3	28.624	D
		Exit	1	1		64.86	64.86	67.80	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	80.85	80.47	82.32	0.5	0.7	6.412	A
		Exit	1	1		86.47	85.21	86.01	0.4	1.3	9.335	A

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	51.08	51.08	-	-	-	51.05	52.04	0.0	0.0	0.248	A
					C	76.32	76.32	-	-	-	76.32	76.25	0.0	0.0	0.102	A
	B	Entry	1	1	A	37.89	37.89	152.28	98.38	0.385	38.24	37.95	0.0	0.6	15.950	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	19.68	19.68	187.70	155.27	0.127	19.68	21.25	0.0	0.3	12.700	B
	C	Entry	1	1	A	68.93	68.93	-	-	-	68.93	70.87	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	42.95	42.95	220.94	179.56	0.239	42.74	40.89	0.0	0.4	6.940	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	68.95	68.95	-	-	-	68.93	70.87	0.0	0.0	0.227	A
					B	43.13	43.13	-	-	-	42.95	41.25	0.0	0.1	0.616	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	7.94	7.94	-	-	-	7.94	8.93	0.0	0.0	0.012	A
					C	15.47	15.47	-	-	-	15.47	16.20	0.0	0.0	0.159	A
	B	Entry	1	1	A	4.00	4.00	146.67	110.15	0.036	3.92	3.99	0.0	0.1	11.071	B
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	42.16	42.16	191.75	180.69	0.233	42.13	44.10	0.0	0.3	7.500	A
	C	Entry	1	1	A	20.05	20.05	-	-	-	19.79	19.82	0.0	0.1	3.442	A
					B	73.37	73.37	160.95	154.89	0.474	72.92	71.96	0.0	0.7	8.442	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	48.11	48.11	-	-	-	48.08	48.43	0.0	0.0	0.161	A
					C	96.42	96.42	-	-	-	96.39	96.04	0.0	0.0	0.072	A
	B	Entry	1	1	A	39.24	39.24	152.28	94.19	0.417	39.16	37.11	0.9	0.8	17.468	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	34.03	34.03	187.70	155.85	0.218	33.84	33.65	0.9	0.6	13.495	B
	C	Entry	1	1	A	73.89	73.89	-	-	-	73.89	74.97	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	37.68	37.68	220.94	173.79	0.217	37.68	38.11	0.4	0.3	6.559	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	73.95	73.95	-	-	-	73.89	74.97	0.1	0.0	0.190	A
					B	37.66	37.66	-	-	-	37.68	38.04	0.1	0.0	0.472	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	6.18	6.18	-	-	-	6.18	7.39	0.0	0.0	0.024	A
					C	10.74	10.74	-	-	-	10.76	10.79	0.0	0.0	0.480	A
	B	Entry	1	1	A	5.82	5.82	150.63	116.60	0.050	5.95	6.82	0.4	0.1	12.731	B
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	62.32	62.32	191.75	187.74	0.332	62.45	60.75	0.4	0.9	10.711	B
	C	Entry	1	1	A	16.00	16.00	-	-	-	16.03	16.82	0.9	0.0	3.293	A
					B	69.50	69.50	160.95	156.58	0.444	68.92	69.95	0.9	0.7	8.200	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	49.45	49.45	-	-	-	49.45	49.11	0.0	0.0	0.120	A
					C	101.00	101.00	-	-	-	101.08	103.79	0.0	0.0	0.043	A
	B	Entry	1	1	A	49.50	49.50	152.28	96.32	0.514	49.11	49.39	1.4	1.1	19.375	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	29.29	29.29	187.70	148.46	0.197	28.83	29.79	1.4	0.7	16.394	C
	C	Entry	1	1	A	77.84	77.84	-	-	-	77.84	80.09	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	25.21	25.21	220.94	170.78	0.148	25.05	25.54	0.3	0.2	6.215	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	77.82	77.82	-	-	-	77.84	80.09	0.0	0.0	0.021	A
					B	25.18	25.18	-	-	-	25.21	25.45	0.0	0.0	0.129	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	5.92	5.92	-	-	-	5.92	5.90	0.0	0.0	0.562	A
					C	27.42	27.42	-	-	-	27.47	26.62	0.0	0.0	1.419	A
	B	Entry	1	1	A	2.32	2.32	130.81	101.24	0.023	2.29	2.11	1.0	0.0	17.482	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	50.95	50.95	191.75	179.24	0.284	50.82	52.77	1.0	0.9	15.952	C
	C	Entry	1	1	A	11.89	11.89	-	-	-	11.97	11.74	0.7	0.0	2.889	A
					B	62.79	62.79	160.95	150.90	0.416	62.71	62.96	0.7	0.5	7.792	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	40.39	40.39	-	-	-	40.29	41.09	0.0	0.0	0.159	A
					C	101.42	101.42	-	-	-	101.34	103.65	0.0	0.0	0.067	A
	B	Entry	1	1	A	51.79	51.79	152.28	87.87	0.589	51.03	51.04	1.7	1.5	21.961	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	33.45	33.45	187.70	147.76	0.226	33.16	34.39	1.7	0.7	18.178	C
	C	Entry	1	1	A	96.05	96.05	-	-	-	96.05	95.70	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	40.56	40.56	220.94	169.51	0.239	40.62	41.21	0.2	0.3	6.991	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	96.03	96.03	-	-	-	96.05	95.70	0.0	0.1	0.454	A
					B	40.61	40.61	-	-	-	40.56	41.32	0.0	0.1	0.844	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	6.97	6.97	-	-	-	7.00	7.54	0.0	0.0	0.726	A
					C	21.27	21.27	-	-	-	21.26	21.84	0.0	0.1	2.878	A
	B	Entry	1	1	A	10.28	10.28	149.31	105.50	0.097	10.13	10.96	1.0	0.5	29.324	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	65.83	65.83	191.75	180.82	0.364	65.21	65.16	1.0	2.8	28.512	D
	C	Entry	1	1	A	22.63	22.63	-	-	-	22.61	22.05	0.5	0.1	2.731	A
					B	58.21	58.21	160.95	150.94	0.386	57.87	60.26	0.5	0.6	7.794	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021										
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Filename: Kiln Road proposed layout 2025.j10
Path: C:\Jobs\Reading Golf Club\2022 application
Report generation date: 23/07/2025 10:01:05

- »2030 with committed, AM
- »2030 with committed, PM
- »2030 with development, AM
- »2030 with development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2030 with committed									
Junction 1 - Arm A	D7	0.1	0.56		A	D8	0.1	0.31		A
Junction 1 - Arm B		2.3	28.60		D		2.3	22.22		C
Junction 1 - Arm C		1.2	6.19		A		0.5	3.94		A
Junction 2 - Arm A		0.1	4.41		A		0.2	3.33		A
Junction 2 - Arm B		6.5	65.57		F		7.7	55.88		F
Junction 2 - Arm C		1.1	7.69		A		0.8	7.68		A
	[Lane Simulation] - 2030 with development									
Junction 1 - Arm A	D11	0.1	0.56		A	D12	0.1	0.26		A
Junction 1 - Arm B		2.5	29.52		D		2.3	21.52		C
Junction 1 - Arm C		1.4	6.40		A		0.5	3.71		A
Junction 2 - Arm A		0.1	5.40		A		0.1	2.67		A
Junction 2 - Arm B		7.5	65.94		F		7.8	51.11		F
Junction 2 - Arm C		0.9	7.77		A		0.8	7.54		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	
Location	
Site number	
Date	04/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			479454391	224	11.27

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15			
D2	2025	PM	DIRECT	16:15	17:15	60	15			
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D9	Development	AM	DIRECT	07:45	08:45	60	15			
D10	Development	PM	DIRECT	16:15	17:15	60	15			
D11	2030 with development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2030 with development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Analysis Set Details

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

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Junction 1 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Junction 2 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.72	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		28.28	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.16	B

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	Peppard Road (N)		Major
	B	Kiln Road		Minor
	C	Peppard Road (S)		Major
2	A	Kiln Road (N)		Major
	B	Caversham Park Road		Minor
	C	Kiln Road (S)		Major

Major Arm Geometry

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

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Junction	Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1	B	One lane plus flare	10.00	6.70	5.40	4.20	3.40	✓	2.00	90	44
2	B	One lane plus flare	10.00	8.00	6.30	6.00	6.00		5.00	39	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	152.284	0.105	0.266	0.167	0.380
	B-C	187.700	0.109	0.276	-	-
	C-B	220.936	0.325	0.325	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	150.632	0.108	0.272	0.171	0.389
	B-C	191.751	0.115	0.292	-	-
	C-B	160.951	0.245	0.245	-	-

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

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

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

Lane Simulation: Arm options

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

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/TS)	Maximum capacity (PCU/TS)	Signalised
1	A	Entry	1	1	B, C		Infinity			0.00	24999.75	
		Exit	1	1			Infinity					
	B	Entry	1	1	C	✓	2.00			0.00	24999.75	
			2	1	A	✓	2.00			0.00	24999.75	
		Exit	1	1	(A, C)	✓	1.00					
	C	Entry	1	1	A	✓	2.00			0.00	24999.75	
			2	1	B	✓	2.00			0.00	24999.75	
		Exit	1	1	(A, B)		Infinity					
	Exit	1	1				Infinity					
2	A	Entry	1	1	B, C		Infinity			0.00	24999.75	
		Exit	1	1			Infinity					
	B	Entry	1	1	C	✓	5.00			0.00	24999.75	
			2	1	A	✓	5.00			0.00	24999.75	
		Exit	1	1	(A, C)		Infinity					
	C	Entry	1	1	A, B	✓	2.70			0.00	24999.75	
			1	1		✓	3.00					
		Exit	1	1								
	Exit	1	1									

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1	1		✓	✓
	B	1	1			✓
			2	✓		
	C	1	1	✓		✓
			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			✓
			2	✓		
		2	1	✓		✓
	C	1	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 07:45 - 08:00

	To			
		A	B	C
From	A	0.00	50.64	120.27
	B	49.59	0.00	15.97
	C	122.38	45.55	0.00

Demand (Veh/TS)

Junction 1 08:00 - 08:15

	To			
		A	B	C
From	A	0.00	43.26	129.77
	B	52.75	0.00	20.19
	C	99.17	58.21	0.00

Demand (Veh/TS)

Junction 1 08:15 - 08:30

	To			
		A	B	C
From	A	0.00	47.48	105.50
	B	42.20	0.00	26.52
	C	105.50	37.11	0.00

Demand (Veh/TS)

Junction 1 08:30 - 08:45

	To			
		A	B	C
From	A	0.00	61.19	108.67
	B	37.98	0.00	24.41
	C	94.95	58.21	0.00

Demand (Veh/TS)

Junction 2 07:45 - 08:00

	To			
		A	B	C
From	A	0.00	5.28	12.11
	B	8.44	0.00	53.45
	C	35.56	60.63	0.00

Demand (Veh/TS)

Junction 2 08:00 - 08:15

	To			
		A	B	C
From	A	0.00	2.11	7.89
	B	8.44	0.00	65.06
	C	30.29	71.18	0.00

Demand (Veh/TS)

Junction 2 08:15 - 08:30

	To			
		A	B	C
From	A	0.00	3.17	6.83
	B	1.06	0.00	61.89
	C	31.34	53.24	0.00

Demand (Veh/TS)

Junction 2 08:30 - 08:45

	To			
		A	B	C
From	A	0.00	2.11	12.11
	B	5.28	0.00	50.29
	C	27.12	92.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	4	0	13
	C	5	2	0

Heavy Vehicle Percentages

Junction 1 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	10
	C	4	7	0

Heavy Vehicle Percentages

Junction 1 08:15 - 08:30

	To			
		A	B	C
From	A	0	7	2
	B	5	0	4
	C	4	0	0

Heavy Vehicle Percentages

Junction 1 08:30 - 08:45

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

Heavy Vehicle Percentages

Junction 2 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	9
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

Junction 2 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	27
	B	0	0	3
	C	7	3	0

Heavy Vehicle Percentages

Junction 2 08:15 - 08:30

	To			
		A	B	C
From	A	0	0	0
	B	100	0	5
	C	3	4	0

Heavy Vehicle Percentages

Junction 2 08:30 - 08:45

	To			
		A	B	C
From	A	0	0	0
	B	20	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.56	0.1	A	166.79	667.17
	B	28.60	2.3	D	67.18	268.70
	C	6.19	1.2	A	155.19	620.75
2	A	4.41	0.1	A	12.98	51.93
	B	65.57	6.5	F	62.88	251.53
	C	7.69	1.1	A	101.00	404.00

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	170.41	170.41	170.50	171.75	172.02	0.0	0.0	0.124	A
	B	65.06	65.06	64.87	65.56	97.39	0.0	2.0	25.408	D
	C	168.41	168.41	168.84	175.93	134.73	0.0	0.6	2.837	A
2	A	17.99	17.99	17.87	19.29	44.76	0.0	0.1	2.549	A
	B	61.50	61.50	60.82	63.24	66.16	0.0	2.5	27.599	D
	C	97.39	97.39	97.18	96.79	65.06	0.0	0.7	5.965	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	172.38	172.38	172.15	176.92	149.21	0.0	0.1	0.303	A
	B	69.51	69.51	69.46	72.57	101.53	2.0	2.3	28.599	D
	C	156.40	156.40	157.03	163.09	147.79	0.6	1.0	5.894	A
2	A	10.19	10.19	10.27	12.66	37.15	0.1	0.0	4.405	A
	B	72.39	72.39	68.44	70.92	73.41	2.5	6.5	65.571	F
	C	101.49	101.49	101.38	104.42	69.51	0.7	0.8	6.796	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	154.43	154.43	154.50	158.31	150.50	0.1	0.0	0.156	A
	B	71.52	71.52	71.96	78.71	86.42	2.3	1.5	21.941	C
	C	144.27	144.27	144.42	148.07	134.18	1.0	0.3	2.277	A
2	A	10.08	10.08	10.02	10.10	34.14	0.0	0.0	2.068	A
	B	61.90	61.90	65.54	72.78	56.72	6.5	1.8	47.093	E
	C	86.41	86.41	86.67	89.65	71.52	0.8	0.4	5.759	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	170.00	170.00	170.01	173.85	131.20	0.0	0.1	0.562	A
	B	62.61	62.61	62.58	64.02	118.47	1.5	1.5	20.571	C
	C	151.63	151.63	151.22	155.88	134.01	0.3	1.2	6.191	A
2	A	13.71	13.71	13.75	13.77	32.04	0.0	0.0	1.337	A
	B	55.87	55.87	55.77	58.35	93.31	1.8	1.1	18.379	C
	C	118.47	118.47	118.18	117.58	62.61	0.4	1.1	7.693	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/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	170.41	170.50	171.75	0.0	0.0	0.124	A
		Exit	1	1		172.02	172.02	177.88	0.0	0.0	0.000	A
	B	Entry	1	1	C	65.06	64.87	65.56	0.0	2.0	25.408	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		97.49	97.39	97.51	0.0	0.2	1.664	A
	C	Entry	1	1	A	122.75	122.75	129.14	0.0	0.0	0.000	A
				2	B	45.76	46.10	46.79	0.0	0.4	7.637	A
		Exit	1	1	(A, B)	168.41	168.51	176.31	0.0	0.2	0.755	A
				1		134.73	134.73	137.62	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	17.99	17.87	19.29	0.0	0.1	2.549	A
		Exit	1	1		44.76	44.76	44.53	0.0	0.0	0.000	A
	B	Entry	1	1	C	61.50	60.82	63.24	0.0	2.5	27.599	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		66.16	66.16	65.90	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	97.39	97.18	96.79	0.0	0.7	5.965	A
		Exit	1	1		64.94	65.06	67.80	0.0	1.0	11.213	B

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	172.38	172.15	176.92	0.0	0.1	0.303	A
		Exit	1	1		149.21	149.21	153.41	0.0	0.0	0.000	A
	B	Entry	1	1	C	69.51	69.46	72.57	2.0	2.3	28.599	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		101.65	101.53	104.40	0.2	0.3	2.742	A
	C	Entry	1	1	A	99.21	99.21	101.70	0.0	0.0	0.000	A
				2	B	57.54	57.82	61.39	0.4	0.5	8.851	A
		Exit	2	1	(A, B)	156.40	156.72	163.30	0.2	0.5	2.611	A
			1	1		147.79	147.79	154.64	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	10.19	10.27	12.66	0.1	0.0	4.405	A
		Exit	1	1		37.15	37.15	40.07	0.0	0.0	0.000	A
	B	Entry	1	1	C	72.39	68.44	70.92	2.5	6.5	65.571	F
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		73.41	73.41	74.43	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	101.49	101.38	104.42	0.7	0.8	6.796	A
		Exit	1	1		69.54	69.51	73.10	1.0	1.4	16.806	C

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	154.43	154.50	158.31	0.1	0.0	0.156	A
		Exit	1	1		150.50	150.50	158.82	0.0	0.0	0.000	A
	B	Entry	1	1	C	71.52	71.96	78.71	2.3	1.5	21.941	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		86.21	86.42	89.36	0.3	0.1	1.694	A
	C	Entry	1	1	A	106.34	106.34	109.91	0.0	0.0	0.000	A
				2	B	37.96	38.04	38.16	0.5	0.3	7.114	A
		Exit	2	1	(A, B)	144.27	144.33	147.75	0.5	0.0	0.410	A
			1	1		134.18	134.18	137.17	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	10.08	10.02	10.10	0.0	0.0	2.068	A
		Exit	1	1		34.14	34.14	36.06	0.0	0.0	0.000	A
	B	Entry	1	1	C	61.90	65.54	72.78	6.5	1.8	47.093	E
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		56.72	56.72	59.33	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	86.41	86.67	89.65	0.8	0.4	5.759	A
		Exit	1	1		71.38	71.52	77.96	1.4	0.6	10.810	B

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	170.00	170.01	173.85	0.0	0.1	0.562	A
		Exit	1	1		131.20	131.20	137.86	0.0	0.0	0.000	A
	B	Entry	1	1	C	62.61	62.58	64.02	1.5	1.5	20.571	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		118.69	118.47	118.16	0.1	0.6	3.808	A
	C	Entry	1	1	A	93.75	93.75	98.42	0.0	0.0	0.000	A
				2	B	57.55	57.46	57.46	0.3	0.6	9.279	A
		Exit	2	1	(A, B)	151.63	151.31	156.22	0.0	0.6	2.688	A
			1	1		134.01	134.01	137.22	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	13.71	13.75	13.77	0.0	0.0	1.337	A
		Exit	1	1		32.04	32.04	33.45	0.0	0.0	0.000	A
	B	Entry	1	1	C	55.87	55.77	58.35	1.8	1.1	18.379	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		93.31	93.31	92.43	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	118.47	118.18	117.58	0.4	1.1	7.693	A
		Exit	1	1		62.36	62.61	63.96	0.6	0.5	7.074	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	51.36	51.36	-	-	-	51.39	50.95	0.0	0.0	0.187	A
					C	119.05	119.05	-	-	-	119.12	120.80	0.0	0.0	0.097	A
	B	Entry	1	1	A	49.22	49.22	152.28	71.74	0.687	49.27	48.75	0.0	1.6	26.831	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	15.85	15.85	187.70	132.99	0.119	15.61	16.81	0.0	0.4	20.895	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	122.75	122.75	-	-	-	122.75	129.14	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	45.76	45.76	220.94	161.67	0.283	46.10	46.79	0.0	0.4	7.637	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	122.75	122.75	-	-	-	122.75	129.14	0.0	0.1	0.614	A
					B	45.67	45.67	-	-	-	45.76	47.17	0.0	0.1	1.129	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	5.10	5.10	-	-	-	5.04	5.58	0.0	0.0	0.998	A
					C	12.88	12.88	-	-	-	12.83	13.71	0.0	0.1	3.236	A
	B	Entry	1	1	A	8.91	8.91	150.63	115.55	0.077	8.71	8.07	0.0	0.4	27.227	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	52.57	52.57	191.75	175.00	0.301	52.11	55.17	0.0	2.1	27.657	D
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	36.23	36.23	-	-	-	36.07	36.46	0.0	0.2	2.843	A
					B	61.17	61.17	160.95	156.24	0.391	61.13	60.33	0.0	0.5	7.787	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	43.96	43.96	-	-	-	43.82	43.13	0.0	0.1	0.514	A
					C	128.42	128.42	-	-	-	128.33	133.79	0.0	0.1	0.232	A
	B	Entry	1	1	A	50.42	50.42	152.28	67.58	0.748	50.00	51.71	2.0	1.8	30.440	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	19.08	19.08	187.70	132.86	0.143	19.48	20.86	2.0	0.5	23.787	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	99.21	99.21	-	-	-	99.21	101.70	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	57.54	57.54	220.94	151.99	0.378	57.82	61.39	0.4	0.5	8.851	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	99.09	99.09	-	-	-	99.21	101.70	0.2	0.3	2.140	A
					B	57.29	57.29	-	-	-	57.54	61.60	0.2	0.2	3.411	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.25	2.25	-	-	-	2.25	2.23	0.1	0.0	0.825	A
					C	7.93	7.93	-	-	-	8.02	10.43	0.1	0.0	5.364	A
	B	Entry	1	1	A	7.59	7.59	150.63	112.81	0.067	6.92	7.84	2.5	0.7	63.974	F
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	64.81	64.81	191.75	182.72	0.355	61.51	63.08	2.5	5.8	65.774	F
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	30.12	30.12	-	-	-	30.23	32.23	0.7	0.1	3.265	A
					B	71.37	71.37	160.95	153.00	0.467	71.15	72.20	0.7	0.7	8.293	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	48.13	48.13	-	-	-	48.17	50.95	0.1	0.0	0.243	A
					C	106.30	106.30	-	-	-	106.33	107.37	0.1	0.0	0.116	A
	B	Entry	1	1	A	44.12	44.12	152.28	80.77	0.546	44.10	48.91	2.3	1.1	24.058	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	27.40	27.40	187.70	146.33	0.187	27.88	29.80	2.3	0.5	18.540	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	106.34	106.34	-	-	-	106.34	109.91	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	37.96	37.96	220.94	169.35	0.224	38.04	38.16	0.5	0.3	7.114	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	106.30	106.30	-	-	-	106.34	109.91	0.5	0.0	0.330	A
					B	37.93	37.93	-	-	-	37.96	37.84	0.5	0.0	0.635	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.95	2.95	-	-	-	2.95	2.98	0.0	0.0	0.472	A
					C	7.14	7.14	-	-	-	7.07	7.12	0.0	0.0	2.738	A
	B	Entry	1	1	A	1.11	1.11	112.30	44.43	0.025	1.25	2.76	6.5	0.0	54.618	F
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	60.80	60.80	191.75	179.22	0.339	64.30	70.02	6.5	1.8	46.967	E
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	32.79	32.79	-	-	-	32.89	33.30	0.8	0.0	2.613	A
					B	53.69	53.69	160.95	152.21	0.353	53.77	56.35	0.8	0.4	7.637	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	61.19	61.19	-	-	-	61.23	61.21	0.0	0.0	0.792	A
					C	108.82	108.82	-	-	-	108.85	112.64	0.0	0.1	0.434	A
	B	Entry	1	1	A	37.49	37.49	152.28	74.55	0.502	37.42	39.44	1.5	1.0	22.711	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	25.13	25.13	187.70	149.86	0.168	25.17	24.58	1.5	0.5	17.252	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	93.75	93.75	-	-	-	93.75	98.42	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	57.55	57.55	220.94	164.37	0.350	57.46	57.46	0.3	0.6	9.279	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	94.07	94.07	-	-	-	93.75	98.42	0.0	0.4	2.287	A
					B	57.55	57.55	-	-	-	57.55	57.80	0.0	0.3	3.344	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	1.93	1.93	-	-	-	1.94	2.00	0.0	0.0	0.465	A
					C	11.79	11.79	-	-	-	11.81	11.77	0.0	0.0	1.485	A
	B	Entry	1	1	A	5.34	5.34	149.96	89.45	0.060	5.25	6.30	1.8	0.1	22.125	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	50.56	50.56	191.75	184.46	0.274	50.55	52.05	1.8	1.0	17.983	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	26.93	26.93	-	-	-	26.81	27.15	0.4	0.2	4.268	A
					B	91.54	91.54	160.95	157.60	0.581	91.37	90.43	0.4	1.0	8.685	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Junction 1 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Junction 2 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.67	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		24.52	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.84	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	54.81	79.05
	B	41.11	0.00	27.43
	C	73.78	45.51	0.00

Demand (Veh/TS)

Junction 1 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	51.65	101.18
	B	39.00	0.00	41.14
	C	74.83	42.35	0.00

Demand (Veh/TS)

Junction 1 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	50.59	107.51
	B	51.65	0.00	35.87
	C	82.21	28.65	0.00

Demand (Veh/TS)

Junction 1 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	42.16	106.45
	B	55.86	0.00	41.14
	C	99.08	44.46	0.00

Demand (Veh/TS)

Junction 2 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	8.43	18.96
	B	4.22	0.00	49.58
	C	21.98	78.34	0.00

Demand (Veh/TS)

Junction 2 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	6.32	13.69
	B	7.38	0.00	66.44
	C	18.82	75.18	0.00

Demand (Veh/TS)

Junction 2 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	6.32	30.56
	B	2.11	0.00	56.95
	C	13.55	65.69	0.00

Demand (Veh/TS)

Junction 2 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	8.43	24.23
	B	11.59	0.00	72.76
	C	24.09	62.53	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

Junction 1 16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

Junction 1 16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	3
	C	1	0	0

Heavy Vehicle Percentages

Junction 1 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	5
	C	2	2	0

Heavy Vehicle Percentages

Junction 2 16:15 - 16:30

	To			
		A	B	C
From	A	0	13	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:30 - 16:45

	To			
		A	B	C
From	A	0	17	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	2	0

Heavy Vehicle Percentages

Junction 2 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	4
	B	9	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.31	0.1	A	147.30	589.18
	B	22.22	2.3	C	82.00	327.99
	C	3.94	0.5	A	123.25	493.01
2	A	3.33	0.2	A	29.44	117.74
	B	55.88	7.7	F	67.54	270.16
	C	7.68	0.8	A	89.28	357.11

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	135.11	135.11	135.30	135.21	115.54	0.0	0.0	0.306	A
	B	68.32	68.32	68.50	67.25	101.06	0.0	1.1	15.903	C
	C	118.87	118.87	119.26	120.84	106.94	0.0	0.5	3.942	A
2	A	27.35	27.35	27.30	28.60	26.73	0.0	0.0	0.353	A
	B	53.10	53.10	53.22	54.07	87.02	0.0	0.6	9.371	A
	C	101.06	101.06	101.60	99.68	68.33	0.0	0.8	7.678	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	149.14	149.14	149.21	153.43	114.97	0.0	0.0	0.160	A
	B	78.78	78.78	78.10	78.84	93.98	1.1	1.6	17.369	C
	C	119.50	119.50	120.03	119.61	138.19	0.5	0.3	3.212	A
2	A	19.68	19.68	19.63	20.70	25.27	0.0	0.0	0.632	A
	B	72.92	72.92	72.57	72.92	81.72	0.6	1.2	14.328	B
	C	93.98	93.98	94.14	95.01	78.78	0.8	0.7	7.460	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	157.64	157.64	157.42	162.30	134.21	0.0	0.1	0.134	A
	B	88.10	88.10	87.58	86.60	78.16	1.6	2.0	19.989	C
	C	111.22	111.22	111.60	112.52	144.14	0.3	0.2	1.979	A
2	A	38.59	38.59	38.37	36.72	15.48	0.0	0.2	2.102	A
	B	59.92	59.92	58.33	58.99	70.95	1.2	2.2	26.172	D
	C	78.16	78.16	77.97	79.83	88.10	0.7	0.7	7.430	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	147.28	147.28	147.29	150.65	153.65	0.1	0.0	0.075	A
	B	92.87	92.87	93.17	93.77	83.92	2.0	2.3	22.216	C
	C	143.29	143.29	143.19	145.11	146.19	0.2	0.5	2.658	A
2	A	32.16	32.16	32.38	34.01	34.56	0.2	0.1	3.333	A
	B	84.15	84.15	79.43	80.67	68.76	2.2	7.6	55.885	F
	C	83.92	83.92	84.09	86.50	92.89	0.7	0.6	6.693	A

Lane Results

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

Lanes: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	135.11	135.30	135.21	0.0	0.0	0.306	A
		Exit	1	1		115.54	115.54	115.32	0.0	0.0	0.000	A
	B	Entry	1	1	C	68.32	68.50	67.25	0.0	1.1	15.903	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		100.60	101.06	100.47	0.0	0.2	3.137	A
	C	Entry	1	1	A	73.90	73.90	75.21	0.0	0.0	0.000	A
				2	B	45.06	45.37	45.62	0.0	0.3	7.812	A
		Exit	1	1	(A, B)	118.87	118.97	121.17	0.0	0.1	0.952	A
2	A	Entry	1	1	B, C	27.35	27.30	28.60	0.0	0.0	0.353	A
		Exit	1	1		26.73	26.73	26.16	0.0	0.0	0.000	A
	B	Entry	1	1	C	53.10	53.22	54.07	0.0	0.6	9.371	A
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		87.02	87.02	87.38	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	101.06	101.60	99.68	0.0	0.8	7.678	A
		Exit	1	1		68.40	68.33	68.52	0.0	0.3	3.475	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	149.14	149.21	153.43	0.0	0.0	0.160	A
		Exit	1	1		114.97	114.97	115.74	0.0	0.0	0.000	A
	B	Entry	1	1	C	78.78	78.10	78.84	1.1	1.6	17.369	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		94.13	93.98	94.90	0.2	0.2	2.498	A
	C	Entry	1	1	A	76.48	76.48	76.88	0.0	0.0	0.000	A
				2	B	43.37	43.51	42.72	0.3	0.3	7.160	A
		Exit	2	1	(A, B)	119.50	119.87	119.59	0.1	0.0	0.608	A
			1	1		138.19	138.19	141.26	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	19.68	19.63	20.70	0.0	0.0	0.632	A
		Exit	1	1		25.27	25.27	25.71	0.0	0.0	0.000	A
	B	Entry	1	1	C	72.92	72.57	72.92	0.6	1.2	14.328	B
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		81.72	81.72	83.31	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	93.98	94.14	95.01	0.8	0.7	7.460	A
		Exit	1	1		79.35	78.78	79.30	0.3	0.6	5.428	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	157.64	157.42	162.30	0.0	0.1	0.134	A
		Exit	1	1		134.21	134.21	133.92	0.0	0.0	0.000	A
	B	Entry	1	1	C	88.10	87.58	86.60	1.6	2.0	19.989	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		78.27	78.16	79.81	0.2	0.3	2.034	A
	C	Entry	1	1	A	82.15	82.15	83.81	0.0	0.0	0.000	A
				2	B	29.19	29.44	28.71	0.3	0.2	6.703	A
		Exit	2	1	(A, B)	111.22	111.35	112.41	0.0	0.0	0.258	A
			1	1		144.14	144.14	147.65	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	38.59	38.37	36.72	0.0	0.2	2.102	A
		Exit	1	1		15.48	15.48	15.57	0.0	0.0	0.000	A
	B	Entry	1	1	C	59.92	58.33	58.99	1.2	2.2	26.172	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		70.95	70.95	72.85	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	78.16	77.97	79.83	0.7	0.7	7.430	A
		Exit	1	1		88.23	88.10	86.88	0.6	0.8	9.141	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	147.28	147.29	150.65	0.1	0.0	0.075	A
		Exit	1	1		153.65	153.65	152.95	0.0	0.0	0.000	A
	B	Entry	1	1	C	92.87	93.17	93.77	2.0	2.3	22.216	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		83.81	83.92	86.31	0.3	0.2	1.851	A
	C	Entry	1	1	A	100.13	100.13	100.41	0.0	0.0	0.000	A
				2	B	42.97	43.06	44.70	0.2	0.3	6.971	A
		Exit	2	1	(A, B)	143.29	143.10	145.24	0.0	0.2	0.518	A
			1	1		146.19	146.19	150.34	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	32.16	32.38	34.01	0.2	0.1	3.333	A
		Exit	1	1		34.56	34.56	35.56	0.0	0.0	0.000	A
	B	Entry	1	1	C	84.15	79.43	80.67	2.2	7.6	55.885	F
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		68.76	68.76	70.83	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	83.92	84.09	86.50	0.7	0.6	6.693	A
		Exit	1	1		92.59	92.89	94.27	0.8	1.4	12.480	B

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	55.10	55.10	-	-	-	55.24	55.08	0.0	0.0	0.463	A
					C	80.02	80.02	-	-	-	80.06	80.13	0.0	0.0	0.198	A
	B	Entry	1	1	A	41.67	41.67	152.28	95.01	0.439	41.63	40.11	0.0	0.8	17.328	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	26.65	26.65	187.70	153.48	0.174	26.87	27.14	0.0	0.4	13.711	B
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	73.90	73.90	-	-	-	73.90	75.21	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	45.06	45.06	220.94	176.94	0.255	45.37	45.62	0.0	0.3	7.812	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	73.83	73.83	-	-	-	73.90	75.21	0.0	0.1	0.702	A
					B	45.05	45.05	-	-	-	45.06	45.96	0.0	0.1	1.356	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	7.99	7.99	-	-	-	7.99	9.74	0.0	0.0	0.093	A
					C	19.37	19.37	-	-	-	19.32	18.86	0.0	0.0	0.472	A
	B	Entry	1	1	A	4.17	4.17	149.04	108.49	0.038	4.16	4.11	0.0	0.1	12.188	B
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	48.90	48.90	191.75	180.68	0.270	49.08	49.96	0.0	0.5	9.133	A
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	22.60	22.60	-	-	-	22.57	22.05	0.0	0.1	3.884	A
					B	78.46	78.46	160.95	154.02	0.509	79.03	77.63	0.0	0.7	8.751	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	50.60	50.60	-	-	-	50.62	52.15	0.0	0.0	0.258	A
					C	98.54	98.54	-	-	-	98.59	101.28	0.0	0.0	0.108	A
	B	Entry	1	1	A	38.62	38.62	152.28	90.59	0.426	38.49	38.86	1.1	0.8	19.239	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	40.16	40.16	187.70	155.07	0.259	39.60	39.98	1.1	0.8	15.567	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	76.48	76.48	-	-	-	76.48	76.88	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	43.37	43.37	220.94	172.28	0.252	43.51	42.72	0.3	0.3	7.160	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	76.24	76.24	-	-	-	76.48	76.88	0.1	0.0	0.436	A
					B	43.24	43.24	-	-	-	43.37	42.70	0.1	0.0	0.908	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	6.10	6.10	-	-	-	6.10	7.13	0.0	0.0	0.172	A
					C	13.59	13.59	-	-	-	13.54	13.57	0.0	0.0	0.842	A
	B	Entry	1	1	A	6.83	6.83	149.83	112.37	0.061	6.76	6.88	0.6	0.1	16.556	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	66.10	66.10	191.75	186.96	0.354	65.81	66.04	0.6	1.1	14.095	B
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	18.51	18.51	-	-	-	18.51	18.83	0.8	0.1	3.568	A
					B	75.48	75.48	160.95	155.96	0.484	75.63	76.17	0.8	0.6	8.421	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	48.90	48.90	-	-	-	48.83	51.14	0.0	0.0	0.226	A
					C	108.73	108.73	-	-	-	108.58	111.15	0.0	0.1	0.091	A
	B	Entry	1	1	A	52.22	52.22	152.28	91.97	0.568	52.05	50.11	1.6	1.2	21.556	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	35.87	35.87	187.70	146.86	0.244	35.54	36.49	1.6	0.8	17.756	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	82.15	82.15	-	-	-	82.15	83.81	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	29.19	29.19	220.94	168.18	0.174	29.44	28.71	0.3	0.2	6.703	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	82.07	82.07	-	-	-	82.15	83.81	0.0	0.0	0.187	A
					B	29.14	29.14	-	-	-	29.19	28.60	0.0	0.0	0.465	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	6.43	6.43	-	-	-	6.35	6.38	0.0	0.0	1.081	A
					C	32.16	32.16	-	-	-	32.02	30.34	0.0	0.1	2.318	A
	B	Entry	1	1	A	2.03	2.03	134.69	100.77	0.020	2.11	2.21	1.2	0.1	24.937	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	57.89	57.89	191.75	178.30	0.324	56.22	56.78	1.2	2.2	26.218	D
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	13.33	13.33	-	-	-	13.37	13.36	0.7	0.0	3.068	A
					B	64.83	64.83	160.95	148.89	0.436	64.60	66.47	0.7	0.7	8.320	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	40.75	40.75	-	-	-	40.75	41.53	0.1	0.0	0.131	A
					C	106.56	106.56	-	-	-	106.54	109.12	0.1	0.0	0.054	A
	B	Entry	1	1	A	53.62	53.62	152.28	84.95	0.631	53.52	52.54	2.0	1.5	24.054	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	39.25	39.25	187.70	146.66	0.268	39.67	41.23	2.0	0.9	19.761	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	100.13	100.13	-	-	-	100.13	100.41	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	42.97	42.97	220.94	168.20	0.256	43.06	44.70	0.2	0.3	6.971	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	100.21	100.21	-	-	-	100.13	100.41	0.0	0.1	0.402	A
					B	43.13	43.13	-	-	-	42.97	44.83	0.0	0.1	0.776	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	8.14	8.14	-	-	-	8.14	8.39	0.2	0.0	1.106	A
					C	24.02	24.02	-	-	-	24.24	25.62	0.2	0.1	4.092	A
	B	Entry	1	1	A	12.08	12.08	150.63	105.60	0.115	11.08	11.50	2.2	1.1	57.585	F
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	72.06	72.06	191.75	180.57	0.400	68.36	69.17	2.2	6.5	55.613	F
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	23.46	23.46	-	-	-	23.48	24.06	0.7	0.1	2.947	A
					B	60.46	60.46	160.95	150.40	0.402	60.62	62.44	0.7	0.5	8.173	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

2030 with development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Junction 1 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Junction 2 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.02	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		28.43	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.48	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with development	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 07:45 - 08:00

		To		
From		A	B	C
	A	0.00	50.64	120.27
	B	49.59	0.00	16.67
	C	122.38	47.15	0.00

Demand (Veh/TS)

Junction 1 08:00 - 08:15

		To		
From		A	B	C
	A	0.00	43.26	129.77
	B	52.75	0.00	20.89
	C	99.17	59.81	0.00

Demand (Veh/TS)

Junction 1 08:15 - 08:30

		To		
From		A	B	C
	A	0.00	47.48	105.50
	B	42.20	0.00	27.22
	C	105.50	38.71	0.00

Demand (Veh/TS)

Junction 1 08:30 - 08:45

		To		
From		A	B	C
	A	0.00	61.19	108.67
	B	37.98	0.00	25.11
	C	94.95	59.81	0.00

Demand (Veh/TS)

Junction 2 07:45 - 08:00

		To		
From		A	B	C
	A	0.00	5.28	12.41
	B	8.44	0.00	53.85
	C	36.26	61.63	0.00

Demand (Veh/TS)

Junction 2 08:00 - 08:15

		To		
From		A	B	C
	A	0.00	2.11	8.19
	B	8.44	0.00	65.46
	C	30.99	72.18	0.00

Demand (Veh/TS)

Junction 2 08:15 - 08:30

		To		
From		A	B	C
	A	0.00	3.17	7.13
	B	1.06	0.00	62.29
	C	32.04	54.24	0.00

Demand (Veh/TS)

Junction 2 08:30 - 08:45

		To		
From		A	B	C
	A	0.00	2.11	12.41
	B	5.28	0.00	50.69
	C	27.82	93.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	4	0	13
	C	5	2	0

Heavy Vehicle Percentages

Junction 1 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	10
	C	4	7	0

Heavy Vehicle Percentages

Junction 1 08:15 - 08:30

	To			
		A	B	C
From	A	0	7	2
	B	5	0	4
	C	4	0	0

Heavy Vehicle Percentages

Junction 1 08:30 - 08:45

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

Heavy Vehicle Percentages

Junction 2 07:45 - 08:00

	To			
		A	B	C
From	A	0	0	9
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

Junction 2 08:00 - 08:15

	To			
		A	B	C
From	A	0	0	26
	B	0	0	3
	C	7	3	0

Heavy Vehicle Percentages

Junction 2 08:15 - 08:30

	To			
		A	B	C
From	A	0	0	0
	B	100	0	5
	C	3	4	0

Heavy Vehicle Percentages

Junction 2 08:30 - 08:45

	To			
		A	B	C
From	A	0	0	0
	B	20	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.56	0.1	A	165.08	660.33
	B	29.52	2.5	D	67.66	270.65
	C	6.40	1.4	A	156.55	626.19
2	A	5.40	0.1	A	13.57	54.27
	B	65.94	7.5	F	63.85	255.42
	C	7.77	0.9	A	102.33	409.33

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	170.21	170.21	170.26	170.82	171.74	0.0	0.0	0.151	A
	B	64.07	64.07	63.62	65.45	98.63	0.0	1.8	25.334	D
	C	170.26	170.26	171.02	178.02	134.56	0.0	0.4	2.912	A
2	A	17.92	17.92	17.93	19.46	45.97	0.0	0.1	2.295	A
	B	60.97	60.97	59.96	63.01	66.45	0.0	2.3	25.916	D
	C	98.63	98.63	98.61	97.62	64.06	0.0	0.6	6.119	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	169.74	169.74	169.78	176.88	147.47	0.0	0.1	0.354	A
	B	68.97	68.97	68.64	72.41	104.09	1.8	2.4	29.525	D
	C	159.89	159.89	158.85	166.84	145.69	0.4	1.4	6.352	A
2	A	10.88	10.88	10.71	13.31	39.72	0.1	0.1	5.402	A
	B	75.20	75.20	69.78	71.25	74.80	2.3	7.6	65.937	F
	C	104.10	104.10	104.20	107.30	68.97	0.6	0.7	6.834	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	151.69	151.69	151.73	158.96	148.83	0.1	0.0	0.122	A
	B	74.01	74.01	74.11	79.28	86.10	2.4	1.7	22.603	C
	C	142.77	142.77	142.82	148.99	133.49	1.4	0.3	2.328	A
2	A	10.53	10.53	10.53	10.50	33.25	0.1	0.0	2.192	A
	B	64.17	64.17	67.09	72.93	56.50	7.6	1.8	48.544	E
	C	86.10	86.10	85.73	91.21	74.01	0.7	0.6	5.642	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	168.69	168.69	168.52	173.94	133.23	0.0	0.1	0.561	A
	B	63.80	63.80	64.39	65.95	120.67	1.7	1.4	21.108	C
	C	153.30	153.30	153.72	156.38	132.91	0.3	1.2	6.398	A
2	A	14.85	14.85	14.87	14.40	32.54	0.0	0.0	1.559	A
	B	55.17	55.17	55.98	59.64	95.38	1.8	0.8	18.162	C
	C	120.67	120.67	120.72	119.30	63.80	0.6	0.9	7.768	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/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	170.21	170.26	170.82	0.0	0.0	0.151	A
		Exit	1	1		171.74	171.74	177.93	0.0	0.0	0.000	A
	B	Entry	1	1	C	64.07	63.62	65.45	0.0	1.8	25.334	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	123.96	123.96	129.73	0.0	0.0	0.000	A
				2	B	46.76	47.08	48.28	0.0	0.3	7.561	A
		Exit	1	1	(A, B)	170.26	170.78	178.36	0.0	0.1	0.808	A
				1		134.56	134.56	137.71	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	17.92	17.93	19.46	0.0	0.1	2.295	A
		Exit	1	1		45.97	45.97	45.31	0.0	0.0	0.000	A
	B	Entry	1	1	C	60.97	59.96	63.01	0.0	2.3	25.916	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1		66.45	66.45	66.15	0.0	0.0	0.000	A
				1	A, B	98.63	98.61	97.62	0.0	0.6	6.119	A
		Exit	1	1		64.03	64.06	67.69	0.0	0.9	11.067	B
				1								

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	169.74	169.78	176.88	0.0	0.1	0.354	A
		Exit	1	1		147.47	147.47	154.32	0.0	0.0	0.000	A
	B	Entry	1	1	C	68.97	68.64	72.41	1.8	2.4	29.525	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		104.11	104.09	107.47	0.2	0.3	2.807	A
	C	Entry	1	1	A	98.08	98.08	102.87	0.0	0.0	0.000	A
				2	B	60.92	60.77	63.97	0.3	0.7	8.900	A
		Exit	2	1	(A, B)	159.89	159.00	167.21	0.1	0.8	2.979	A
			1	1		145.69	145.69	154.23	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	10.88	10.71	13.31	0.1	0.1	5.402	A
		Exit	1	1		39.72	39.72	42.08	0.0	0.0	0.000	A
	B	Entry	1	1	C	75.20	69.78	71.25	2.3	7.6	65.937	F
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		74.80	74.80	75.74	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	104.10	104.20	107.30	0.6	0.7	6.834	A
		Exit	1	1		70.17	68.97	73.18	0.9	1.7	17.677	C

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	151.69	151.73	158.96	0.1	0.0	0.122	A
		Exit	1	1		148.83	148.83	158.03	0.0	0.0	0.000	A
	B	Entry	1	1	C	74.01	74.11	79.28	2.4	1.7	22.603	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		86.28	86.10	90.97	0.3	0.2	1.706	A
	C	Entry	1	1	A	104.33	104.33	109.13	0.0	0.0	0.000	A
				2	B	38.51	38.53	39.86	0.7	0.3	7.018	A
		Exit	2	1	(A, B)	142.77	142.84	148.58	0.8	0.0	0.430	A
			1	1		133.49	133.49	138.32	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	10.53	10.53	10.50	0.1	0.0	2.192	A
		Exit	1	1		33.25	33.25	36.92	0.0	0.0	0.000	A
	B	Entry	1	1	C	64.17	67.09	72.93	7.6	1.8	48.544	E
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		56.50	56.50	60.26	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	86.10	85.73	91.21	0.7	0.6	5.642	A
		Exit	1	1		73.58	74.01	78.50	1.7	0.7	11.848	B

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	168.69	168.52	173.94	0.0	0.1	0.561	A
		Exit	1	1		133.23	133.23	138.51	0.0	0.0	0.000	A
	B	Entry	1	1	C	63.80	64.39	65.95	1.7	1.4	21.108	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		120.52	120.67	119.69	0.2	0.5	3.952	A
	C	Entry	1	1	A	94.23	94.23	98.05	0.0	0.0	0.000	A
				2	B	59.20	59.46	58.33	0.3	0.6	9.203	A
		Exit	2	1	(A, B)	153.30	153.40	156.66	0.0	0.6	2.875	A
			1	1		132.91	132.91	137.82	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	14.85	14.87	14.40	0.0	0.0	1.559	A
		Exit	1	1		32.54	32.54	34.08	0.0	0.0	0.000	A
	B	Entry	1	1	C	55.17	55.98	59.64	1.8	0.8	18.162	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		95.38	95.38	93.73	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	120.67	120.72	119.30	0.6	0.9	7.768	A
		Exit	1	1		63.62	63.80	65.74	0.7	0.5	7.795	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	51.52	51.52	-	-	-	51.52	50.37	0.0	0.0	0.236	A
					C	118.69	118.69	-	-	-	118.74	120.45	0.0	0.0	0.116	A
	B	Entry	1	1	A	48.07	48.07	152.28	71.01	0.676	47.80	48.20	0.0	1.5	26.852	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	15.99	15.99	187.70	132.42	0.120	15.83	17.26	0.0	0.4	20.721	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	123.96	123.96	-	-	-	123.96	129.73	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	46.76	46.76	220.94	160.51	0.291	47.08	48.28	0.0	0.3	7.561	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	123.73	123.73	-	-	-	123.96	129.73	0.0	0.1	0.687	A
					B	46.57	46.57	-	-	-	46.76	48.63	0.0	0.0	1.121	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	5.51	5.51	-	-	-	5.50	5.69	0.0	0.0	0.700	A
					C	12.40	12.40	-	-	-	12.40	13.77	0.0	0.0	3.014	A
	B	Entry	1	1	A	8.58	8.58	149.79	115.62	0.074	8.31	8.16	0.0	0.4	25.813	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	52.39	52.39	191.75	176.23	0.297	51.65	54.85	0.0	2.0	25.932	D
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	37.69	37.69	-	-	-	37.66	37.16	0.0	0.1	2.983	A
					B	60.94	60.94	160.95	156.16	0.390	60.96	60.46	0.0	0.5	7.986	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	43.31	43.31	-	-	-	43.34	43.61	0.0	0.0	0.567	A
					C	126.44	126.44	-	-	-	126.44	133.27	0.0	0.0	0.282	A
	B	Entry	1	1	A	49.39	49.39	152.28	67.19	0.736	49.39	51.45	1.8	1.8	31.348	D
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	19.58	19.58	187.70	131.11	0.149	19.26	20.96	1.8	0.6	24.803	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	98.08	98.08	-	-	-	98.08	102.87	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	60.92	60.92	220.94	152.78	0.399	60.77	63.97	0.3	0.7	8.900	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	98.56	98.56	-	-	-	98.08	102.87	0.1	0.4	2.547	A
					B	61.32	61.32	-	-	-	60.92	64.34	0.1	0.4	3.689	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.20	2.20	-	-	-	2.20	2.24	0.1	0.0	1.110	A
					C	8.68	8.68	-	-	-	8.51	11.07	0.1	0.1	6.501	A
	B	Entry	1	1	A	9.02	9.02	150.63	111.93	0.081	8.13	8.28	2.3	1.0	66.084	F
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	66.18	66.18	191.75	183.25	0.362	61.66	62.96	2.3	6.6	65.916	F
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	31.64	31.64	-	-	-	31.59	33.79	0.6	0.1	3.388	A
					B	72.45	72.45	160.95	152.49	0.474	72.60	73.50	0.6	0.6	8.365	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	47.72	47.72	-	-	-	47.74	51.02	0.1	0.0	0.198	A
					C	103.94	103.94	-	-	-	103.96	107.94	0.1	0.0	0.088	A
	B	Entry	1	1	A	44.40	44.40	152.28	81.08	0.547	44.58	48.90	2.4	1.1	24.746	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	29.63	29.63	187.70	146.43	0.203	29.53	30.38	2.4	0.6	19.251	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	104.33	104.33	-	-	-	104.33	109.13	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	38.51	38.51	220.94	169.92	0.227	38.53	39.86	0.7	0.3	7.018	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	104.30	104.30	-	-	-	104.33	109.13	0.8	0.0	0.347	A
					B	38.46	38.46	-	-	-	38.51	39.45	0.8	0.0	0.651	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	3.08	3.08	-	-	-	3.08	3.12	0.0	0.0	0.435	A
					C	7.44	7.44	-	-	-	7.44	7.38	0.1	0.0	2.947	A
	B	Entry	1	1	A	1.04	1.04	122.86	48.07	0.022	0.96	2.85	7.6	0.0	49.250	E
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	63.13	63.13	191.75	179.55	0.351	66.13	70.08	7.6	1.8	48.533	E
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	32.38	32.38	-	-	-	32.31	34.07	0.7	0.1	2.451	A
					B	53.72	53.72	160.95	151.49	0.354	53.41	57.13	0.7	0.5	7.559	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	61.12	61.12	-	-	-	61.05	61.61	0.0	0.1	0.813	A
					C	107.62	107.62	-	-	-	107.46	112.34	0.0	0.1	0.420	A
	B	Entry	1	1	A	38.20	38.20	152.28	73.93	0.516	38.95	40.46	1.7	0.9	23.425	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	25.59	25.59	187.70	150.09	0.171	25.44	25.49	1.7	0.5	17.547	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	94.23	94.23	-	-	-	94.23	98.05	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	59.20	59.20	220.94	164.35	0.360	59.46	58.33	0.3	0.6	9.203	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	94.06	94.06	-	-	-	94.23	98.05	0.0	0.3	2.416	A
					B	59.25	59.25	-	-	-	59.20	58.61	0.0	0.3	3.609	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	2.20	2.20	-	-	-	2.20	2.17	0.0	0.0	0.678	A
					C	12.65	12.65	-	-	-	12.67	12.23	0.0	0.0	1.716	A
	B	Entry	1	1	A	4.74	4.74	150.63	87.79	0.054	5.00	6.34	1.8	0.1	22.779	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	50.41	50.41	191.75	183.68	0.274	50.94	53.30	1.8	0.8	17.684	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	27.29	27.29	-	-	-	27.54	27.74	0.6	0.1	4.494	A
					B	93.39	93.39	160.95	157.27	0.594	93.18	91.55	0.6	0.8	8.724	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

2030 with development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Junction 1 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Minor arm visibility to right	Junction 2 - Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.48	A
2	untitled	T-Junction	Two-way	Two-way	Two-way		22.52	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.05	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1	A		DIRECT	✓	100.000
	B	✓			
	C		DIRECT	✓	100.000
2	A		DIRECT	✓	100.000
	B		DIRECT	✓	100.000
	C	✓			

Origin-Destination Data

Demand (Veh/TS)

Junction 1 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	54.81	79.05
	B	41.11	0.00	29.03
	C	73.78	46.31	0.00

Demand (Veh/TS)

Junction 1 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	51.65	101.18
	B	39.00	0.00	42.74
	C	74.83	43.15	0.00

Demand (Veh/TS)

Junction 1 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	50.59	107.51
	B	51.65	0.00	37.47
	C	82.21	29.45	0.00

Demand (Veh/TS)

Junction 1 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	42.16	106.45
	B	55.86	0.00	42.74
	C	99.08	45.26	0.00

Demand (Veh/TS)

Junction 2 16:15 - 16:30

		To		
From		A	B	C
	A	0.00	8.43	19.56
	B	4.22	0.00	50.48
	C	22.28	78.84	0.00

Demand (Veh/TS)

Junction 2 16:30 - 16:45

		To		
From		A	B	C
	A	0.00	6.32	14.29
	B	7.38	0.00	67.34
	C	19.12	75.68	0.00

Demand (Veh/TS)

Junction 2 16:45 - 17:00

		To		
From		A	B	C
	A	0.00	6.32	31.16
	B	2.11	0.00	57.85
	C	13.85	66.19	0.00

Demand (Veh/TS)

Junction 2 17:00 - 17:15

		To		
From		A	B	C
	A	0.00	8.43	24.83
	B	11.59	0.00	73.66
	C	24.39	63.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

Junction 1 16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

Junction 1 16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

Junction 1 16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	3
	C	1	0	0

Heavy Vehicle Percentages

Junction 1 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	5
	C	2	2	0

Heavy Vehicle Percentages

Junction 2 16:15 - 16:30

	To			
		A	B	C
From	A	0	13	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:30 - 16:45

	To			
		A	B	C
From	A	0	17	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

Junction 2 16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	2	0

Heavy Vehicle Percentages

Junction 2 17:00 - 17:15

	To			
		A	B	C
From	A	0	0	4
	B	9	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	A	0.26	0.1	A	147.63	590.50
	B	21.52	2.3	C	83.87	335.50
	C	3.71	0.5	A	122.91	491.63
2	A	2.67	0.1	A	30.85	123.42
	B	51.11	7.8	F	68.20	272.80
	C	7.54	0.8	A	89.53	358.13

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	133.25	133.25	133.28	133.30	117.86	0.0	0.0	0.243	A
	B	69.59	69.59	70.10	71.13	98.85	0.0	1.2	16.290	C
	C	121.18	121.18	121.93	122.66	108.18	0.0	0.6	3.714	A
2	A	29.52	29.52	29.47	30.41	27.00	0.0	0.0	0.417	A
	B	54.27	54.27	53.73	56.67	85.84	0.0	0.7	10.379	B
	C	98.85	98.85	99.15	99.15	69.59	0.0	0.8	7.450	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	151.01	151.01	151.10	152.63	113.23	0.0	0.0	0.250	A
	B	82.69	82.69	82.51	80.20	92.52	1.2	1.6	17.068	C
	C	117.06	117.06	117.27	121.02	145.28	0.6	0.3	3.198	A
2	A	21.65	21.65	21.62	21.58	24.83	0.0	0.0	0.807	A
	B	75.15	75.15	74.91	73.83	82.34	0.7	1.3	15.675	C
	C	92.52	92.52	92.91	95.15	82.69	0.8	0.7	7.542	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	155.75	155.75	155.54	160.46	132.39	0.0	0.1	0.255	A
	B	87.54	87.54	88.04	87.82	78.04	1.6	2.1	19.926	C
	C	109.72	109.72	109.56	111.19	142.71	0.3	0.3	1.952	A
2	A	36.80	36.80	36.74	37.09	15.65	0.0	0.1	2.420	A
	B	59.11	59.11	59.08	59.69	70.46	1.3	1.8	26.061	D
	C	78.04	78.04	77.94	79.85	87.53	0.7	0.6	7.502	A

17:00 - 17:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	150.51	150.51	150.42	151.38	150.09	0.1	0.0	0.075	A
	B	95.61	95.61	96.33	93.95	88.78	2.1	2.3	21.521	C
	C	143.67	143.67	143.70	145.41	151.40	0.3	0.4	2.622	A
2	A	35.44	35.44	35.61	34.35	37.16	0.1	0.0	2.668	A
	B	84.24	84.24	80.11	80.63	71.82	1.8	7.7	51.110	F
	C	88.78	88.78	88.07	88.35	95.61	0.6	0.8	6.505	A

Lane Results

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

Lanes: Main Results for each time segment
16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	133.25	133.28	133.30	0.0	0.0	0.243	A
		Exit	1	1		117.86	117.86	117.30	0.0	0.0	0.000	A
	B	Entry	1	1	C	69.59	70.10	71.13	0.0	1.2	16.290	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		99.27	98.85	99.96	0.0	0.4	2.740	A
	C	Entry	1	1	A	76.69	76.69	76.51	0.0	0.0	0.000	A
				2	B	44.94	45.24	46.15	0.0	0.4	7.349	A
		Exit	1	1	(A, B)	121.18	121.63	123.11	0.0	0.1	0.907	A
				1		108.18	108.18	109.45	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	29.52	29.47	30.41	0.0	0.0	0.417	A
		Exit	1	1		27.00	27.00	26.95	0.0	0.0	0.000	A
	B	Entry	1	1	C	54.27	53.73	56.67	0.0	0.7	10.379	B
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
				1		85.84	85.84	86.52	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	98.85	99.15	99.15	0.0	0.8	7.450	A
		Exit	1	1		69.49	69.59	72.49	0.0	0.3	3.880	A

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	151.01	151.10	152.63	0.0	0.0	0.250	A
		Exit	1	1		113.23	113.23	115.72	0.0	0.0	0.000	A
	B	Entry	1	1	C	82.69	82.51	80.20	1.2	1.6	17.068	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		92.38	92.52	95.08	0.4	0.2	2.586	A
	C	Entry	1	1	A	74.61	74.61	77.49	0.0	0.0	0.000	A
				2	B	42.45	42.65	43.53	0.4	0.3	7.263	A
		Exit	2	1	(A, B)	117.06	117.06	120.84	0.1	0.0	0.550	A
			1	1		145.28	145.28	143.25	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	21.65	21.62	21.58	0.0	0.0	0.807	A
		Exit	1	1		24.83	24.83	26.36	0.0	0.0	0.000	A
	B	Entry	1	1	C	75.15	74.91	73.83	0.7	1.3	15.675	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		82.34	82.34	83.35	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	92.52	92.91	95.15	0.8	0.7	7.542	A
		Exit	1	1		82.31	82.69	80.63	0.3	0.5	5.851	A

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	155.75	155.54	160.46	0.0	0.1	0.255	A
		Exit	1	1		132.39	132.39	132.24	0.0	0.0	0.000	A
	B	Entry	1	1	C	87.54	88.04	87.82	1.6	2.1	19.926	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		78.07	78.04	79.62	0.2	0.2	2.362	A
	C	Entry	1	1	A	82.04	82.04	82.66	0.0	0.0	0.000	A
				2	B	27.65	27.53	28.52	0.3	0.3	6.949	A
		Exit	2	1	(A, B)	109.72	109.69	111.19	0.0	0.0	0.151	A
2	A	Entry	1	1	B, C	36.80	36.74	37.09	0.0	0.1	2.420	A
		Exit	1	1		15.65	15.65	15.83	0.0	0.0	0.000	A
	B	Entry	1	1	C	59.11	59.08	59.69	1.3	1.8	26.061	D
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		70.46	70.46	71.96	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	78.04	77.94	79.85	0.7	0.6	7.502	A
		Exit	1	1		87.65	87.53	88.30	0.5	1.0	9.011	A

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	150.51	150.42	151.38	0.1	0.0	0.075	A
		Exit	1	1		150.09	150.09	150.70	0.0	0.0	0.000	A
	B	Entry	1	1	C	95.61	96.33	93.95	2.1	2.3	21.521	C
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		88.96	88.78	88.66	0.2	0.2	1.815	A
	C	Entry	1	1	A	96.93	96.93	99.17	0.0	0.0	0.000	A
				2	B	46.72	46.75	46.24	0.3	0.3	6.829	A
		Exit	2	1	(A, B)	143.67	143.67	145.47	0.0	0.0	0.459	A
			1	1		151.40	151.40	151.32	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	35.44	35.61	34.35	0.1	0.0	2.668	A
		Exit	1	1		37.16	37.16	37.44	0.0	0.0	0.000	A
	B	Entry	1	1	C	84.24	80.11	80.63	1.8	7.7	51.110	F
				2	A	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	2	1	(A, C)	0.00	0.00	0.00	0.0	0.0	0.000	
			1	1		71.82	71.82	71.48	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	88.78	88.07	88.35	0.6	0.8	6.505	A
		Exit	1	1		94.84	95.61	94.03	1.0	1.4	11.851	B

Lane movements: Main Results for each time segment

16:15 - 16:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	54.03	54.03	-	-	-	54.03	54.20	0.0	0.0	0.368	A
					C	79.22	79.22	-	-	-	79.25	79.10	0.0	0.0	0.157	A
	B	Entry	1	1	A	40.78	40.78	152.28	94.98	0.429	41.17	40.78	0.0	0.8	17.824	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	28.81	28.81	187.70	155.44	0.185	28.93	30.35	0.0	0.4	14.143	B
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	76.69	76.69	-	-	-	76.69	76.51	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	44.94	44.94	220.94	177.60	0.253	45.24	46.15	0.0	0.4	7.349	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	76.54	76.54	-	-	-	76.69	76.51	0.0	0.1	0.736	A
					B	44.61	44.61	-	-	-	44.94	46.59	0.0	0.0	1.184	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	8.97	8.97	-	-	-	8.94	9.91	0.0	0.0	0.152	A
					C	20.55	20.55	-	-	-	20.52	20.50	0.0	0.0	0.532	A
	B	Entry	1	1	A	4.81	4.81	149.14	108.17	0.044	4.75	4.42	0.0	0.1	13.432	B
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	49.46	49.46	191.75	180.19	0.274	48.98	52.26	0.0	0.6	10.112	B
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	22.04	22.04	-	-	-	22.25	22.53	0.0	0.1	3.605	A
					B	76.81	76.81	160.95	153.49	0.500	76.90	76.61	0.0	0.7	8.573	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:30 - 16:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	49.63	49.63	-	-	-	49.72	51.35	0.0	0.0	0.373	A
					C	101.38	101.38	-	-	-	101.38	101.29	0.0	0.0	0.188	A
	B	Entry	1	1	A	39.27	39.27	152.28	91.03	0.431	38.61	38.24	1.2	0.9	19.477	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	43.43	43.43	187.70	154.25	0.282	43.90	41.96	1.2	0.7	14.882	B
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	74.61	74.61	-	-	-	74.61	77.49	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	42.45	42.45	220.94	171.49	0.248	42.65	43.53	0.4	0.3	7.263	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	74.64	74.64	-	-	-	74.61	77.49	0.1	0.0	0.382	A
					B	42.42	42.42	-	-	-	42.45	43.36	0.1	0.0	0.843	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	7.13	7.13	-	-	-	7.13	7.32	0.0	0.0	0.201	A
					C	14.52	14.52	-	-	-	14.50	14.27	0.0	0.0	1.073	A
	B	Entry	1	1	A	7.22	7.22	150.63	112.83	0.064	7.10	7.24	0.7	0.1	17.117	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	67.93	67.93	191.75	186.54	0.364	67.81	66.59	0.7	1.2	15.519	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	17.73	17.73	-	-	-	17.73	19.12	0.8	0.1	3.721	A
					B	74.79	74.79	160.95	155.32	0.482	75.18	76.03	0.8	0.7	8.504	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

16:45 - 17:00

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	50.67	50.67	-	-	-	50.53	51.07	0.0	0.0	0.327	A
					C	105.12	105.12	-	-	-	105.03	109.39	0.0	0.0	0.221	A
	B	Entry	1	1	A	50.35	50.35	152.28	93.41	0.539	50.35	49.57	1.6	1.3	21.350	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	37.19	37.19	187.70	148.48	0.251	37.69	38.25	1.6	0.7	18.020	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	82.04	82.04	-	-	-	82.04	82.66	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	27.65	27.65	220.94	169.14	0.164	27.53	28.52	0.3	0.3	6.949	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	82.04	82.04	-	-	-	82.04	82.66	0.0	0.0	0.096	A
					B	27.68	27.68	-	-	-	27.65	28.52	0.0	0.0	0.309	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	6.21	6.21	-	-	-	6.24	6.09	0.0	0.0	0.858	A
					C	30.59	30.59	-	-	-	30.50	31.00	0.0	0.1	2.726	A
	B	Entry	1	1	A	2.02	2.02	132.74	100.54	0.020	1.93	1.85	1.3	0.1	24.749	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	57.09	57.09	191.75	178.96	0.319	57.14	57.84	1.3	1.7	26.103	D
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	13.72	13.72	-	-	-	13.72	13.98	0.7	0.0	3.548	A
					B	64.34	64.34	160.95	149.25	0.431	64.18	65.87	0.7	0.6	8.354	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

17:00 - 17:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	42.27	42.27	-	-	-	42.21	42.48	0.1	0.0	0.135	A
					C	108.24	108.24	-	-	-	108.21	108.90	0.1	0.0	0.051	A
	B	Entry	1	1	A	53.08	53.08	152.28	83.50	0.636	53.14	51.53	2.1	1.4	23.204	C
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	42.53	42.53	187.70	145.14	0.293	43.19	42.42	2.1	0.9	19.393	C
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	96.93	96.93	-	-	-	96.93	99.17	0.0	0.0	0.000	A
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	A
					B	46.72	46.72	220.94	167.48	0.279	46.75	46.24	0.3	0.3	6.829	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	96.90	96.90	-	-	-	96.93	99.17	0.0	0.0	0.330	A
					B	46.75	46.75	-	-	-	46.72	46.30	0.0	0.0	0.734	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
2	A	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	9.42	9.42	-	-	-	9.42	8.52	0.0	0.0	1.001	A
					C	26.05	26.05	-	-	-	26.21	25.82	0.1	0.0	3.245	A
	B	Entry	1	1	A	12.09	12.09	150.63	102.05	0.117	11.47	12.04	1.8	1.0	49.708	E
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	72.14	72.14	191.75	180.85	0.400	68.64	68.59	1.8	6.7	51.340	F
				2	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
			2	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	
	C	Entry	1	1	A	26.11	26.11	-	-	-	25.69	25.40	0.6	0.2	3.067	A
					B	62.67	62.67	160.95	149.76	0.418	62.38	62.95	0.6	0.6	7.922	A
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00	0.0	0.0	0.000	

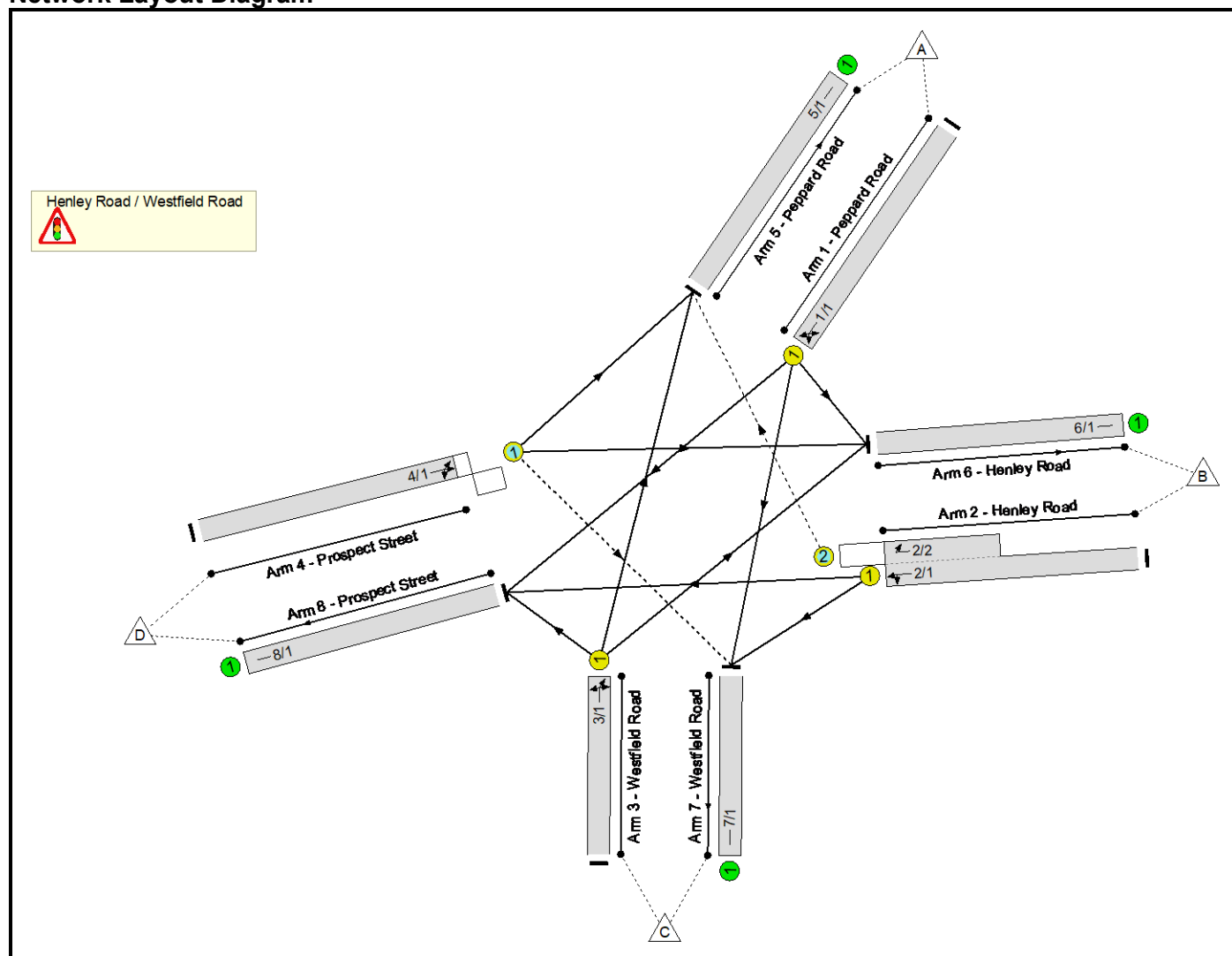
Full Input Data And Results

Full Input Data And Results

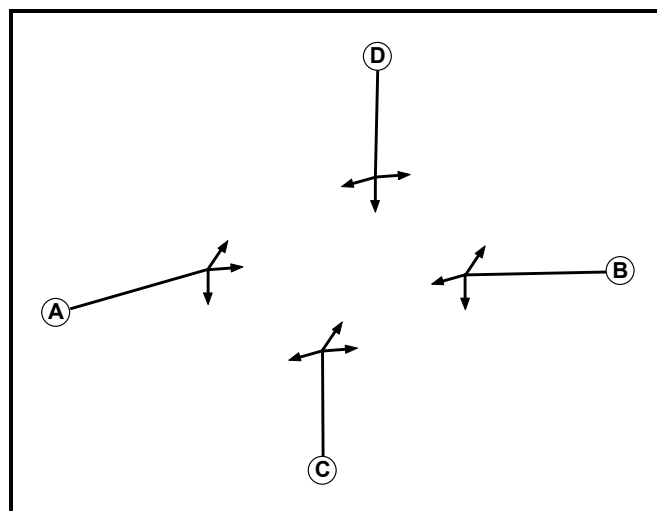
User and Project Details

Project:	A4155 Henley Road / Westfield Road
Title:	Existing Junction
Location:	Caversham, Reading
Additional detail:	
File name:	Henley Rd - Westfield Rd - fixed time.lsg3x
Author:	
Company:	SK
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

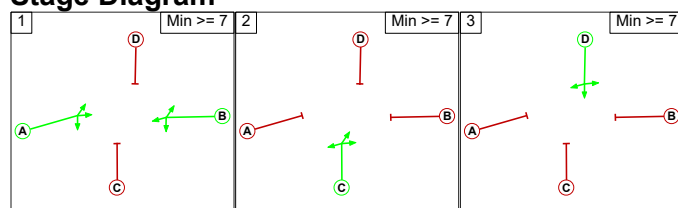
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		9
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Henley Road / Westfield Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Henley Road)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Ahead) To 6/1 (Ahead)	3.00	-	0.50	3	3.00
4/1 (Prospect Street)	7/1 (Right)	1439	0	2/1	1.09	All	3.00	2.00	0.50	3	3.00

Lane Input Data

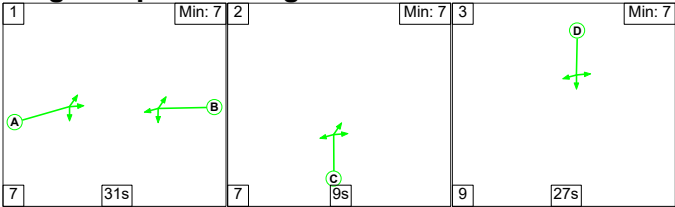
Junction: Henley Road / Westfield Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Peppard Road)	U	D	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 6 Left	8.00
											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	12.00
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 (Peppard Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Henley Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Westfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Prospect Street)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM Peak'	08:00	09:00	01:00	
2: '2025 PM Peak'	17:00	18:00	01:00	
3: '2030 AM Peak Background'	08:00	09:00	01:00	
4: '2030 PM Peak Background'	17:00	18:00	01:00	
5: '2030 AM Peak Base'	08:00	09:00	01:00	
6: '2030 PM Peak Base'	17:00	18:00	01:00	
7: '2030 AM Peak with Development'	08:00	09:00	01:00	
8: '2030 PM Peak with Development'	17:00	18:00	01:00	

Scenario 1: '2025 AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

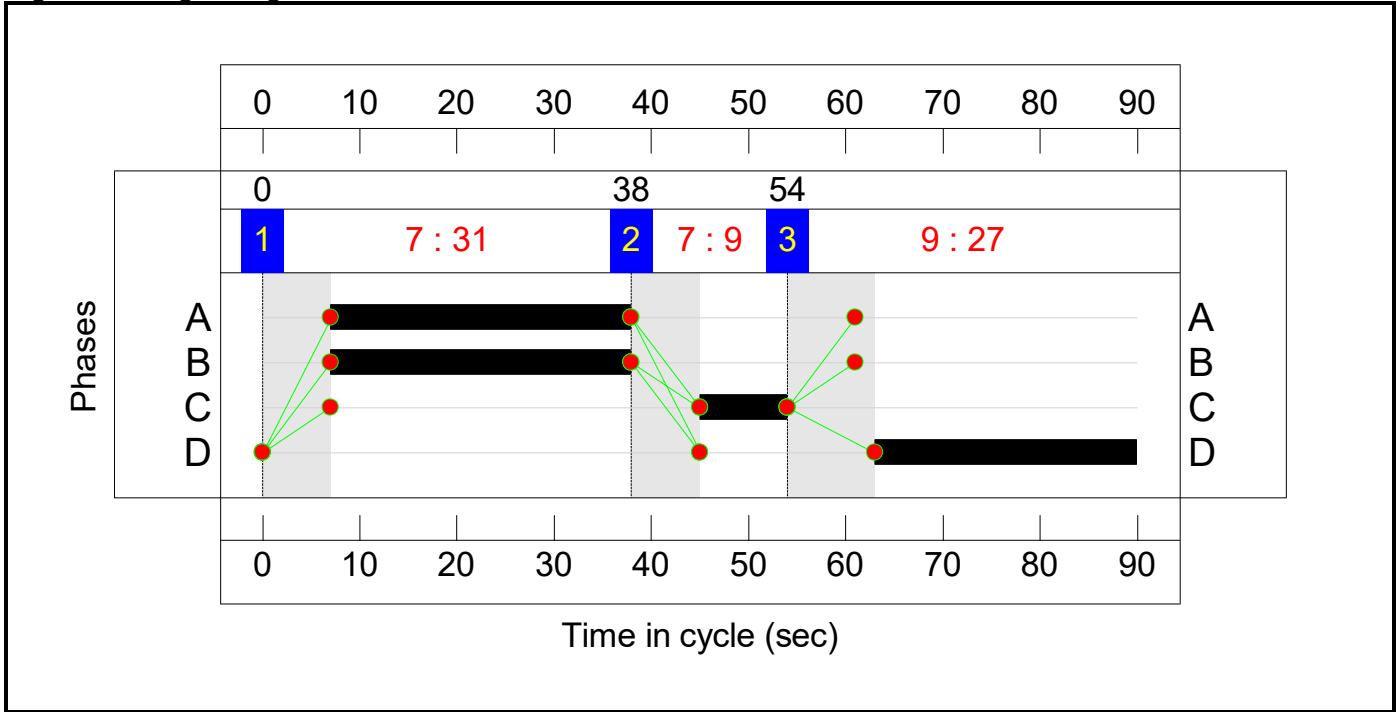
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	9	27
Change Point	0	38	54

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

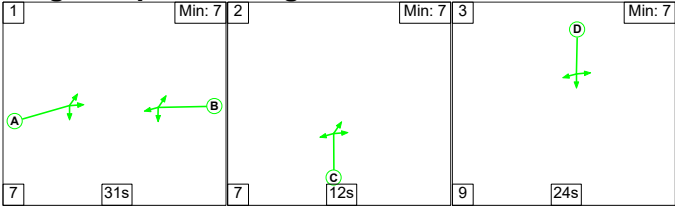
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.2%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	89.2%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	27	-	524	1888	587	89.2%	524
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	317	1900:1702	611+130	41.2 : 49.9%	317
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	9	-	186	1950	217	85.8%	186
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	598	1946	691	86.6%	598
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%	520
6/1	Henley Road	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%	343
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%	219
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%	543

Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Existing Junction	-	50	0	20	12.7	9.7	0.4	22.7	-	-	-	-	-	
Henley Road / Westfield Road	-	50	0	20	12.7	9.7	0.4	22.7	-	-	-	-	-	
1/1	524	-	-	-	4.3	3.7	-	8.0	55.0	12.4	3.7	16.1	8.7	
2/1+2/2	317	46	0	19	1.9	0.4	0.4	2.6	29.4	4.6	0.4	5.0	3.9	
3/1	186	-	-	-	2.0	2.6	-	4.6	89.5	4.5	2.6	7.1	4.0	
4/1	598	5	0	0	4.5	3.0	0.0	7.5	45.2	13.8	3.0	16.8	9.3	
5/1	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
8/1	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 22.72 Cycle Time (s): 90 PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 22.72														

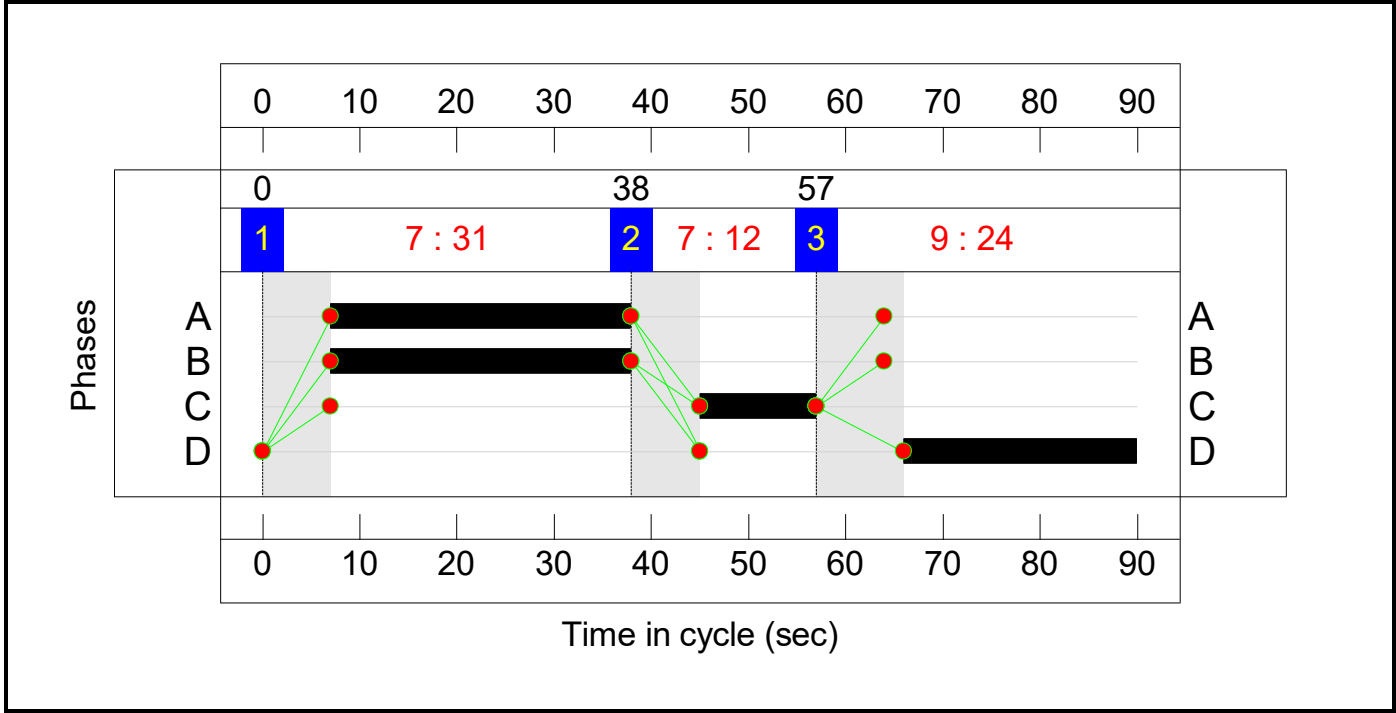
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	12	24
Change Point	0	38	57

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.5%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	85.5%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	24	-	444	1886	524	84.8%	444
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	328	1908:1702	646+90	44.6 : 44.6%	328
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	12	-	242	1959	283	85.5%	242
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	588	1946	691	85.1%	588
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%	560
6/1	Henley Road	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%	330
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%	158
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%	554

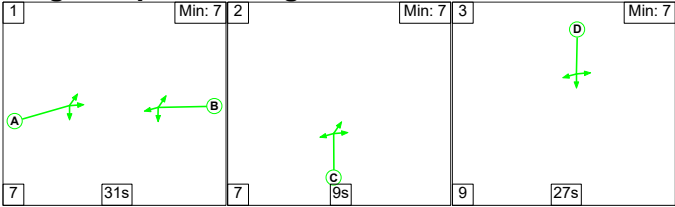
Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)
Network: Existing Junction	-	42	0	0	12.7	8.3	0.2	21.2	-	-	-	-	-
Henley Road / Westfield Road	-	42	0	0	12.7	8.3	0.2	21.2	-	-	-	-	-
1/1	444	-	-	-	3.8	2.6	-	6.4	51.8	10.5	2.6	13.1	7.8
2/1+2/2	328	40	0	0	2.0	0.4	0.2	2.6	28.0	5.4	0.4	5.8	4.5
3/1	242	-	-	-	2.5	2.6	-	5.1	76.5	5.8	2.6	8.5	5.0
4/1	588	2	0	0	4.4	2.7	0.0	7.1	43.4	13.6	2.7	16.3	9.1
5/1	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
6/1	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
7/1	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
8/1	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
C1 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 21.19 Cycle Time (s): 90 PRC Over All Lanes (%): 5.2 Total Delay Over All Lanes(pcuHr): 21.19													

Full Input Data And Results

Scenario 3: '2030 AM Peak Background' (FG3: '2030 AM Peak Background', Plan 1: 'Network Control Plan 1')

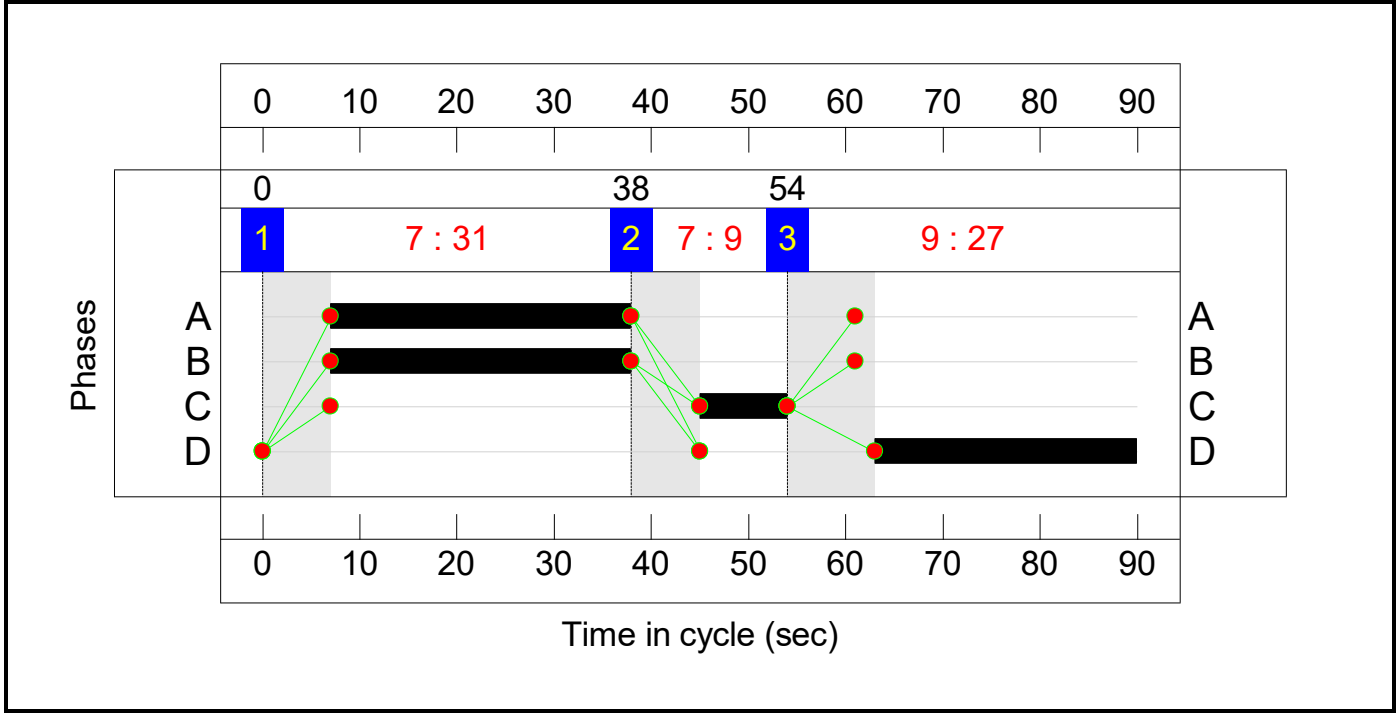
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	9	27
Change Point	0	38	54

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	93.9%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	93.9%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	27	-	552	1889	588	93.9%	552
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	334	1900:1702	612+131	43.5 : 52.0%	334
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	9	-	197	1949	217	91.0%	197
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	630	1946	691	91.2%	630
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%	548
6/1	Henley Road	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%	361
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%	231
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%	573

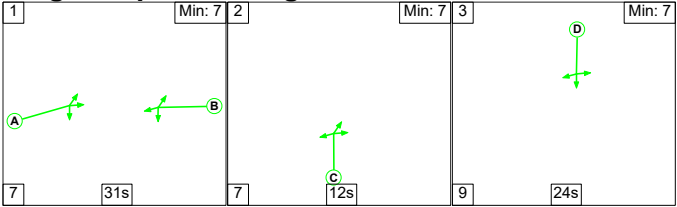
Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Existing Junction	-	32	0	41	13.6	14.4	0.4	28.4	-	-	-	-	-	
Henley Road / Westfield Road	-	32	0	41	13.6	14.4	0.4	28.4	-	-	-	-	-	
1/1	552	-	-	-	4.6	5.8	-	10.5	68.2	13.3	5.8	19.2	9.2	
2/1+2/2	334	28	0	40	2.0	0.4	0.4	2.8	29.9	5.0	0.4	5.4	4.1	
3/1	197	-	-	-	2.2	3.7	-	5.8	106.5	4.8	3.7	8.5	4.3	
4/1	630	5	0	0	4.8	4.5	0.0	9.3	53.4	14.9	4.5	19.4	9.8	
5/1	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
8/1	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
C1 PRC for Signalled Lanes (%): -4.4 Total Delay for Signalled Lanes (pcuHr): 28.41 Cycle Time (s): 90 PRC Over All Lanes (%): -4.4 Total Delay Over All Lanes(pcuHr): 28.41														

Full Input Data And Results

Scenario 4: '2030 PM Peak Backgroun' (FG4: '2030 PM Peak Background', Plan 1: 'Network Control Plan 1')

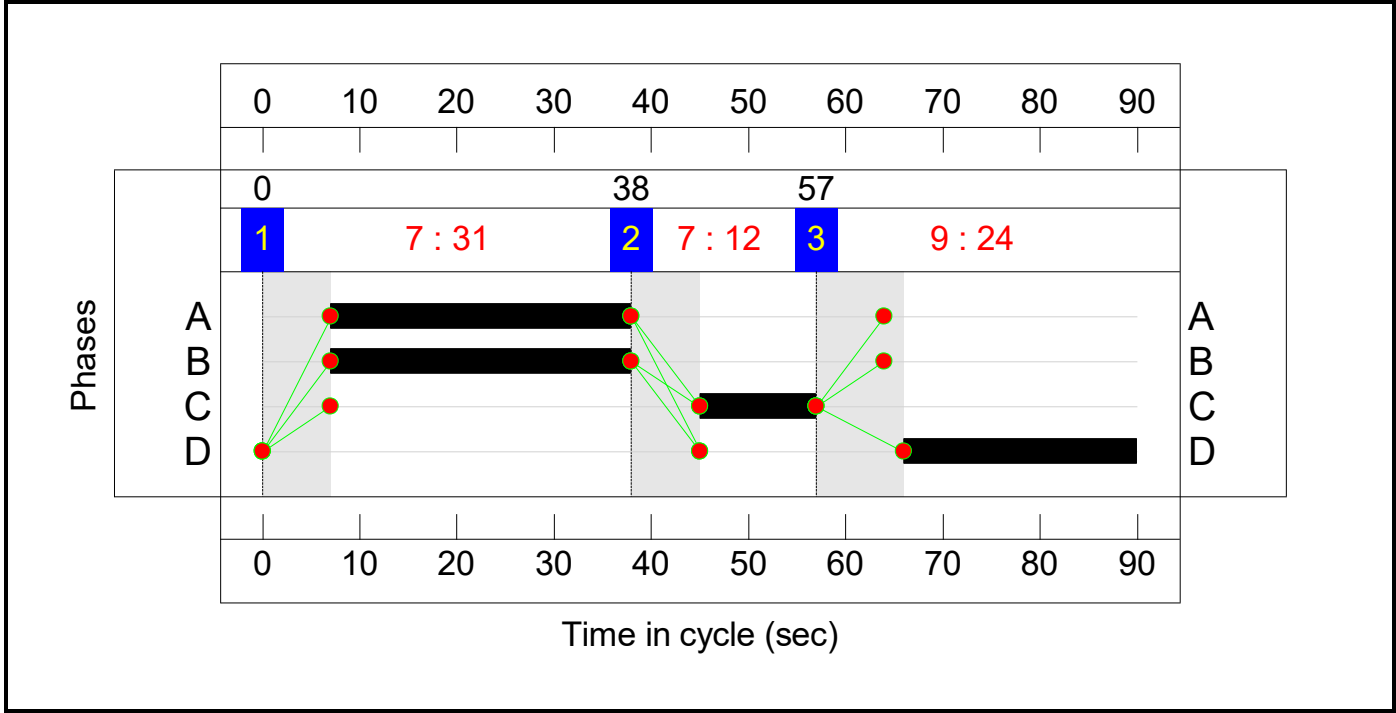
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	12	24
Change Point	0	38	57

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.8%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	89.8%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	24	-	469	1886	524	89.5%	469
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	348	1907:1702	645+91	47.3 : 47.3%	348
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	12	-	254	1959	283	89.8%	254
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	619	1946	691	89.6%	619
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%	590
6/1	Henley Road	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%	348
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%	167
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%	585

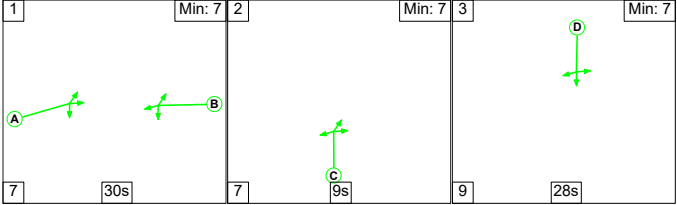
Full Input Data And Results

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Full Input Data And Results

Scenario 5: '2030 AM Peak Base' (FG5: '2030 AM Peak Base', Plan 1: 'Network Control Plan 1')

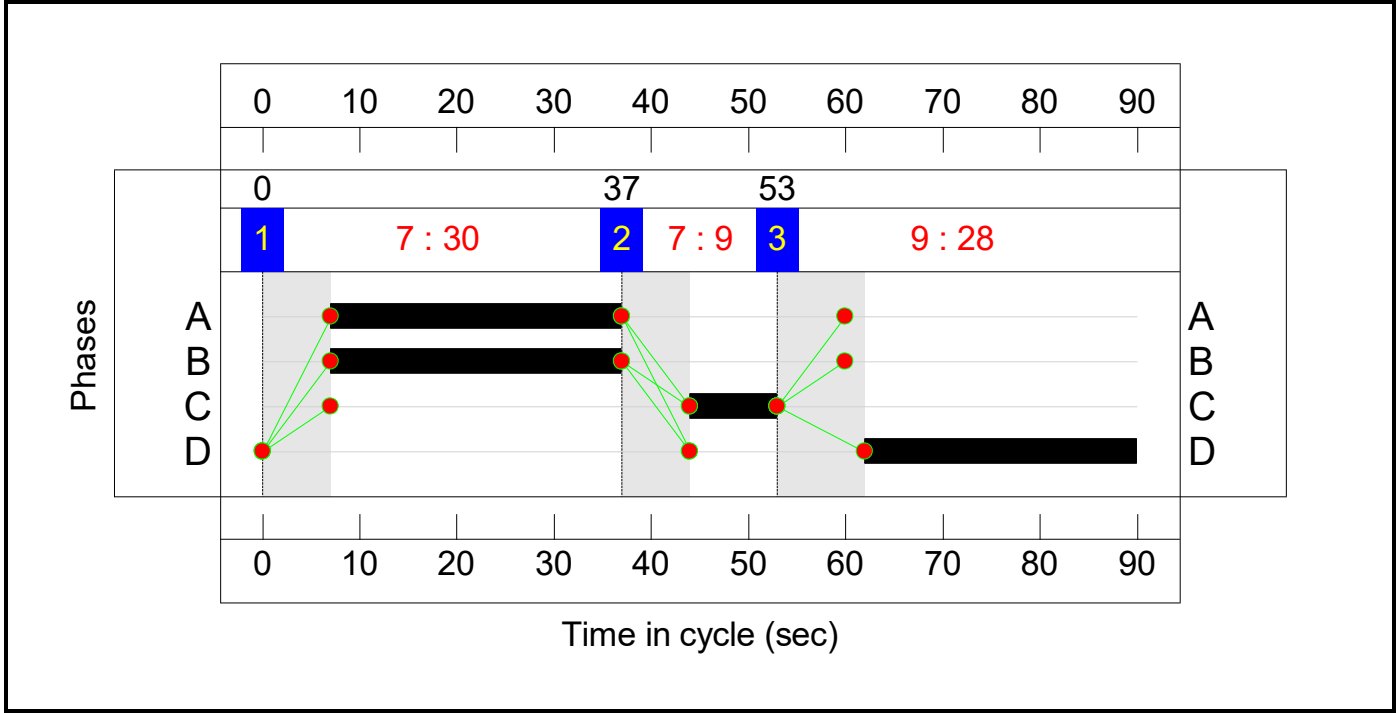
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	9	28
Change Point	0	37	53

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.7%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	96.7%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	28	-	589	1890	609	96.7%	589
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	30	-	334	1900:1702	595+131	44.7 : 52.0%	334
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	9	-	201	1950	217	92.8%	201
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	636	1945	669	95.1%	636
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%	558
6/1	Henley Road	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%	361
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%	246
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%	595

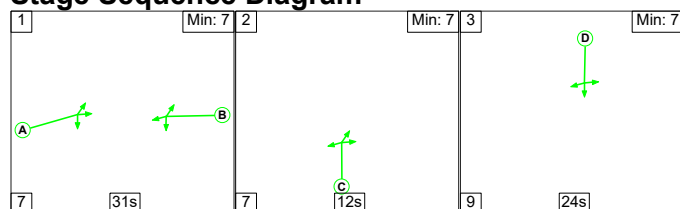
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '2030 PM Peak Base' (FG6: '2030 PM Peak Base', Plan 1: 'Network Control Plan 1')

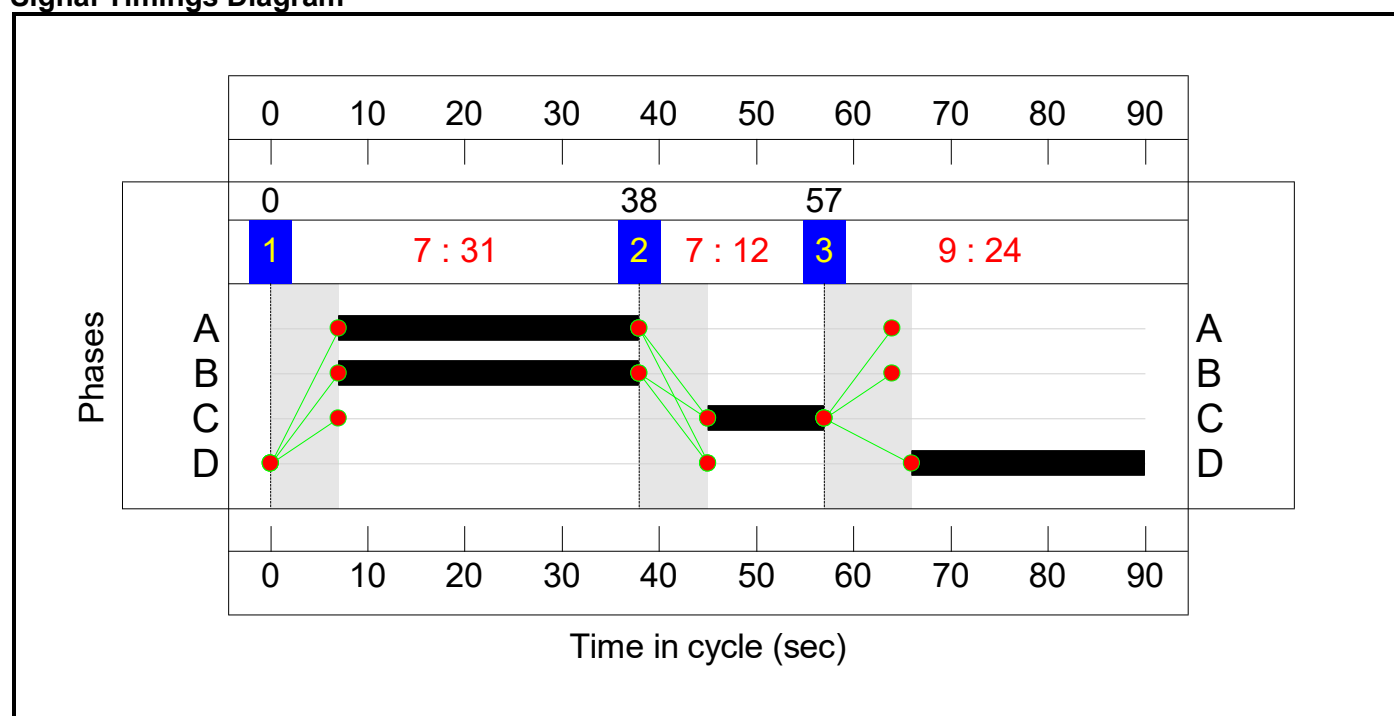
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	12	24
Change Point	0	38	57

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.0%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	96.0%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	24	-	489	1887	524	93.3%	489
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	348	1907:1702	645+91	47.3 : 47.3%	348
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	12	-	272	1961	283	96.0%	272
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	646	1945	691	93.5%	646
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%	635
6/1	Henley Road	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%	348
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%	175
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%	597

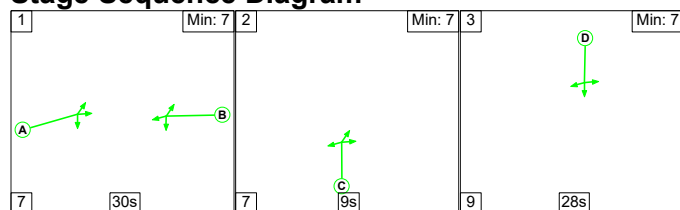
Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Existing Junction	-	21	0	24	14.3	17.4	0.2	32.0	-	-	-	-	-	
Henley Road / Westfield Road	-	21	0	24	14.3	17.4	0.2	32.0	-	-	-	-	-	
1/1	489	-	-	-	4.3	5.3	-	9.6	71.0	11.8	5.3	17.2	8.6	
2/1+2/2	348	19	0	24	2.1	0.4	0.2	2.8	28.8	5.8	0.4	6.3	4.7	
3/1	272	-	-	-	2.9	5.9	-	8.8	116.3	6.7	5.9	12.6	5.7	
4/1	646	2	0	0	5.0	5.8	0.0	10.8	60.1	15.4	5.8	21.2	10.0	
5/1	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
8/1	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 31.99 Cycle Time (s): 90 PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 31.99														

Full Input Data And Results

Scenario 7: '2030 AM Peak with Development' (FG7: '2030 AM Peak with Development', Plan 1: 'Network Control Plan 1')

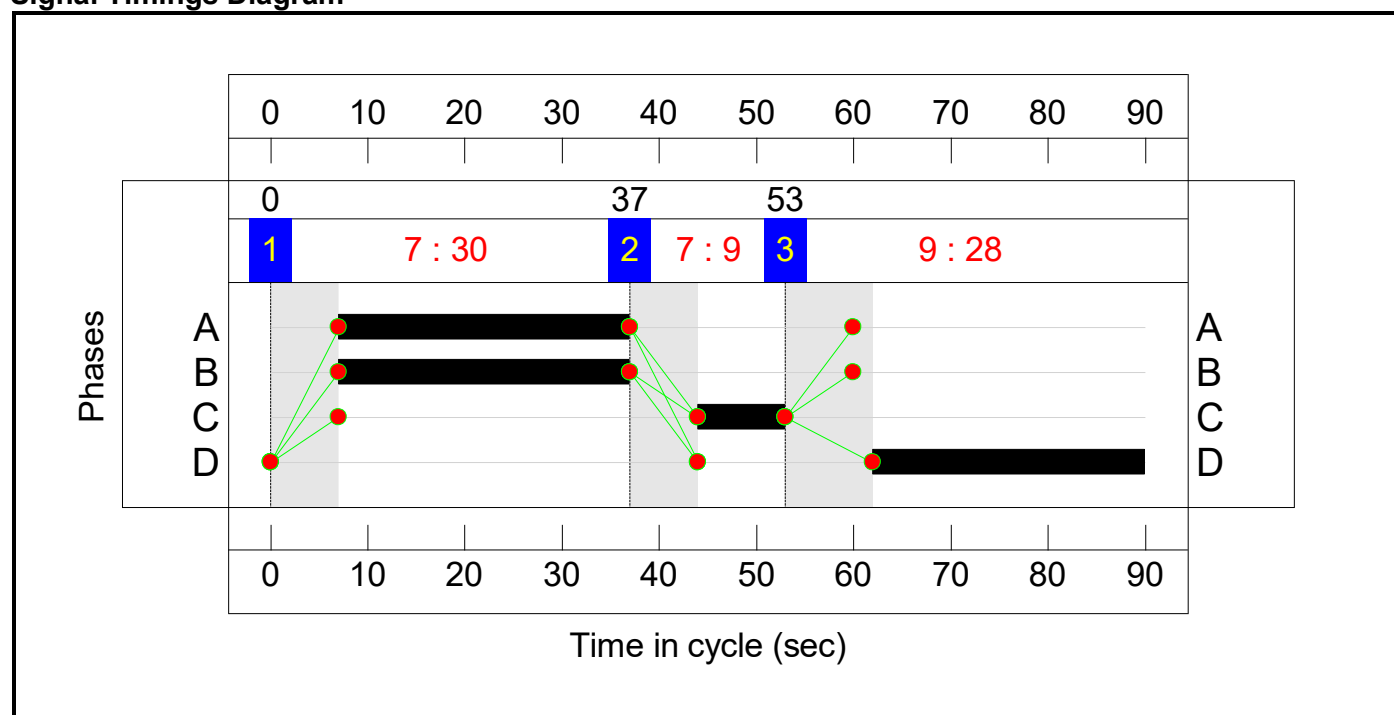
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	9	28
Change Point	0	37	53

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.9%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	98.9%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	28	-	602	1890	609	98.9%	602
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	30	-	334	1900:1702	595+132	44.7 : 51.5%	334
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	9	-	203	1950	217	93.7%	203
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	30	-	640	1945	669	95.7%	640
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%	564
6/1	Henley Road	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%	361
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%	251
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%	603

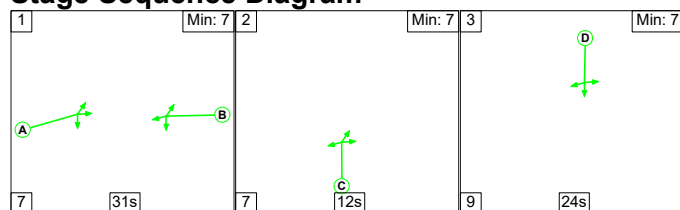
Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Existing Junction	-	17	0	56	14.5	22.9	0.4	37.7	-	-	-	-	-	
Henley Road / Westfield Road	-	17	0	56	14.5	22.9	0.4	37.7	-	-	-	-	-	
1/1	602	-	-	-	5.1	10.6	-	15.7	94.0	14.9	10.6	25.5	9.9	
2/1+2/2	334	12	0	56	2.0	0.4	0.4	2.9	30.8	5.0	0.4	5.4	4.2	
3/1	203	-	-	-	2.2	4.5	-	6.7	119.2	5.0	4.5	9.5	4.4	
4/1	640	5	0	0	5.1	7.3	0.0	12.4	70.0	15.5	7.3	22.8	10.1	
5/1	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
8/1	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
C1 PRC for Signalled Lanes (%): -9.8 Total Delay for Signalled Lanes (pcuHr): 37.74 Cycle Time (s): 90 PRC Over All Lanes (%): -9.8 Total Delay Over All Lanes(pcuHr): 37.74														

Full Input Data And Results

Scenario 8: '2030 PM Peak with Development' (FG8: '2030 PM Peak with Development', Plan 1: 'Network Control Plan 1')

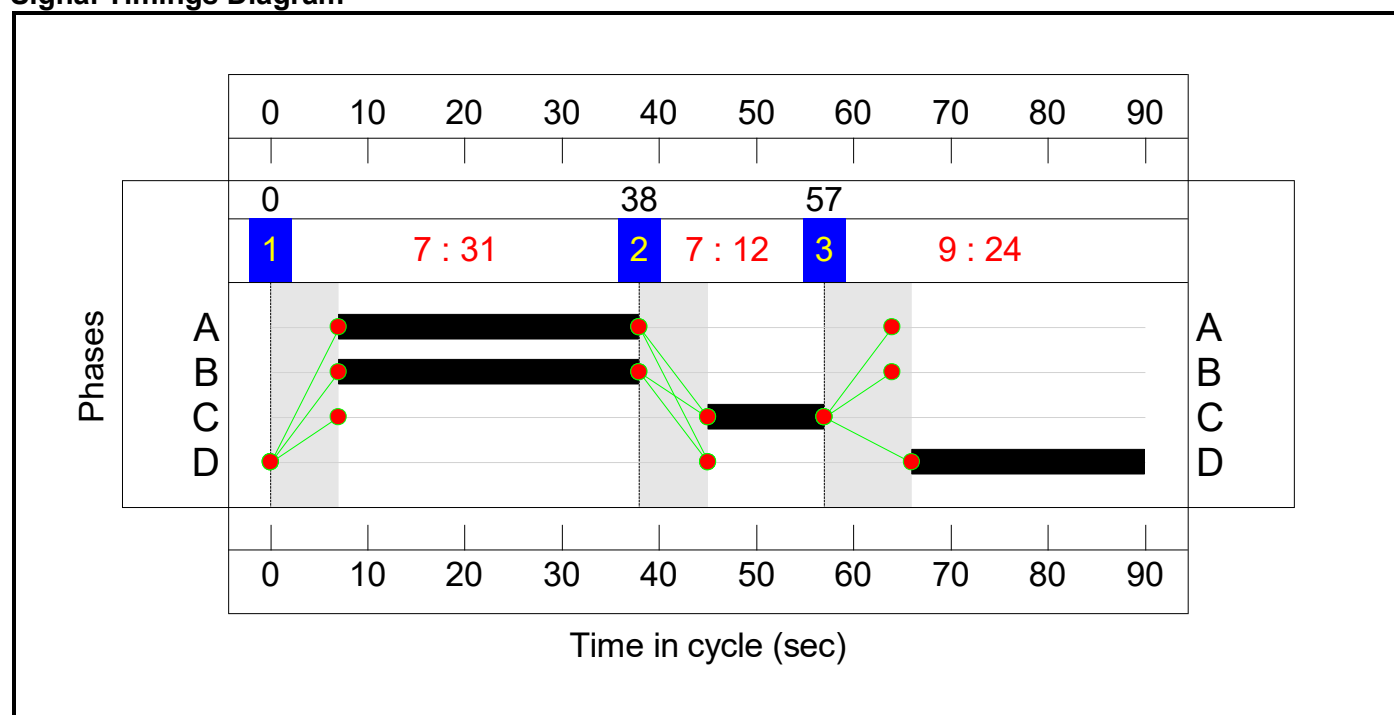
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	31	12	24
Change Point	0	38	57

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Existing Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.8%	-
Henley Road / Westfield Road	-	-	N/A	-	-		-	-	-	-	-	-	97.8%	-
1/1	Peppard Road Left Ahead Ahead2	U	N/A	N/A	D		1	24	-	496	1887	524	94.6%	496
2/1+2/2	Henley Road Right Left Ahead	U+O	N/A	N/A	B		1	31	-	348	1907:1702	645+91	47.3 : 47.3%	348
3/1	Westfield Road Ahead Right Left	U	N/A	N/A	C		1	12	-	277	1961	283	97.8%	277
4/1	Prospect Street Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	654	1945	691	94.7%	654
5/1	Peppard Road	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%	648
6/1	Henley Road	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%	348
7/1	Westfield Road	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%	178
8/1	Prospect Street	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%	601

Full Input Data And Results

Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Existing Junction	-	13	0	32	14.6	20.1	0.2	34.9	-	-	-	-	-	
Henley Road / Westfield Road	-	13	0	32	14.6	20.1	0.2	34.9	-	-	-	-	-	
1/1	496	-	-	-	4.4	6.1	-	10.5	76.4	12.1	6.1	18.3	8.7	
2/1+2/2	348	11	0	32	2.1	0.4	0.2	2.8	28.8	5.8	0.4	6.3	4.7	
3/1	277	-	-	-	3.0	6.9	-	9.9	128.1	6.8	6.9	13.8	5.8	
4/1	654	2	0	0	5.1	6.6	0.0	11.7	64.3	15.8	6.6	22.4	10.2	
5/1	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
7/1	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
8/1	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 34.85 Cycle Time (s): 90 PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 34.85														

SDP

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