



NOTES
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Ordnance Survey base mapping - supplied by client.

KEY

- Allocation Site Boundary
- Approximate Extent of Existing Vegetation (based on aerial image)
- Approximate Location of Overhead Wires (with 30m clearance zone)
- Existing Public Rights of Way
- Employment Parcels (approx 34.05ha)
- Residential Parcels (approx 2.53ha)
- Proposed Spine Road
- Access Points
- Indicative Location of Attenuation Features
- Proposed Buffer Planting
- Indicative Green Link

Newlands Developments
Hoyland West,
Hoyland

CAPACITY PLAN

1:2500 @ A1
17 April 2020 CC / DH
9295-L-02 rev I

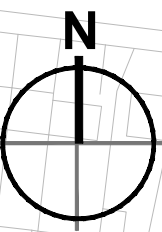
masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

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Appendix B
RPS Drawings



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- Notes
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing should be read in conjunction with all other relevant drawings and specifications.
 4. Masterplan taken from PHP drawing 4400-001 Rev P25, received 15/09/2020.
 5. All works to be carried out in accordance with the Specification for Highway Works, the South Yorkshire Roadside Design Guide and the requirements of Barnsley Metropolitan Borough Council.

- Key
- Proposed Flexible Carriageway Construction
 - Proposed Flexible Footway Construction
 - Proposed Grassed Verge Construction
 - Proposed Structural Landscaping
 - Proposed Reinforced Grass Maintenance Access
- Proposed Visibility Splays - 4.5m x 120m (bellmouths), 120m forward visibility to CD 109.

P04	Plot 5 access incorporated as per Client's instruction.	LAM	SG	16.06.20
P03	Platforms for bus shelters added; refuges at footway / cycleways enlarged; issued for Planning.	LAM	SG	11.06.20
P02	Southern Roundabout relocated; footway added to east side of link road; maintenance access points added; drawing renamed.	LAM	SM	22.05.20
P01	First issue	LAM	SG	01.05.20
Rev	Description	By	Chk	Date

rps MAKING COMPLEX EASY

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Client **newlands developments**

Project **Hoyland**

Title **Link Road General Arrangement**

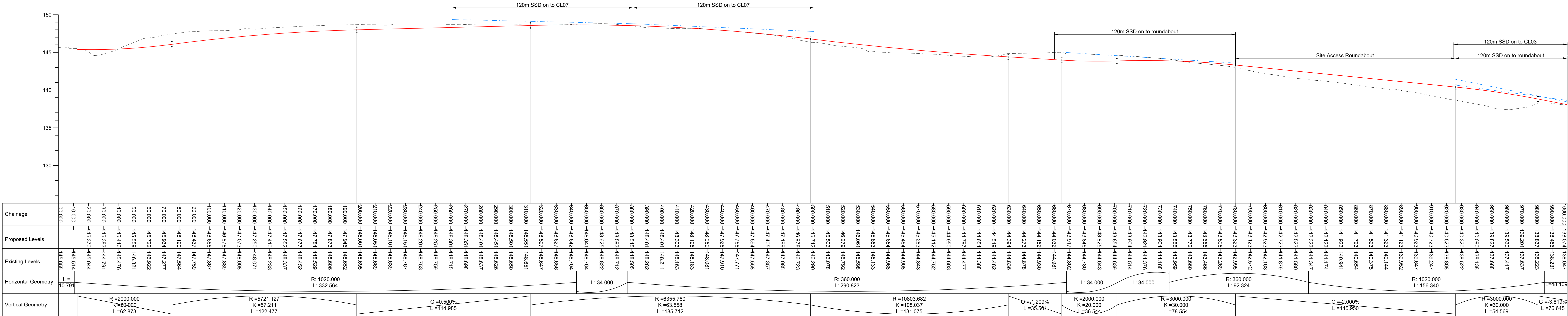
RPS Project Number NK020040	Scale @ A0 1:1250	Date Created 01/05/2020
Task Team Manager SG	Information Author LAM	Task Information Manager SG
Status S2	Document Number HOYLA-RPS-SI-XX-DR-CR-0810	Revision P04
Project Code - Originator - Zone - Level - Type - Role - Drawing Number rpsgroup.com		

25m SCALE 1:1250

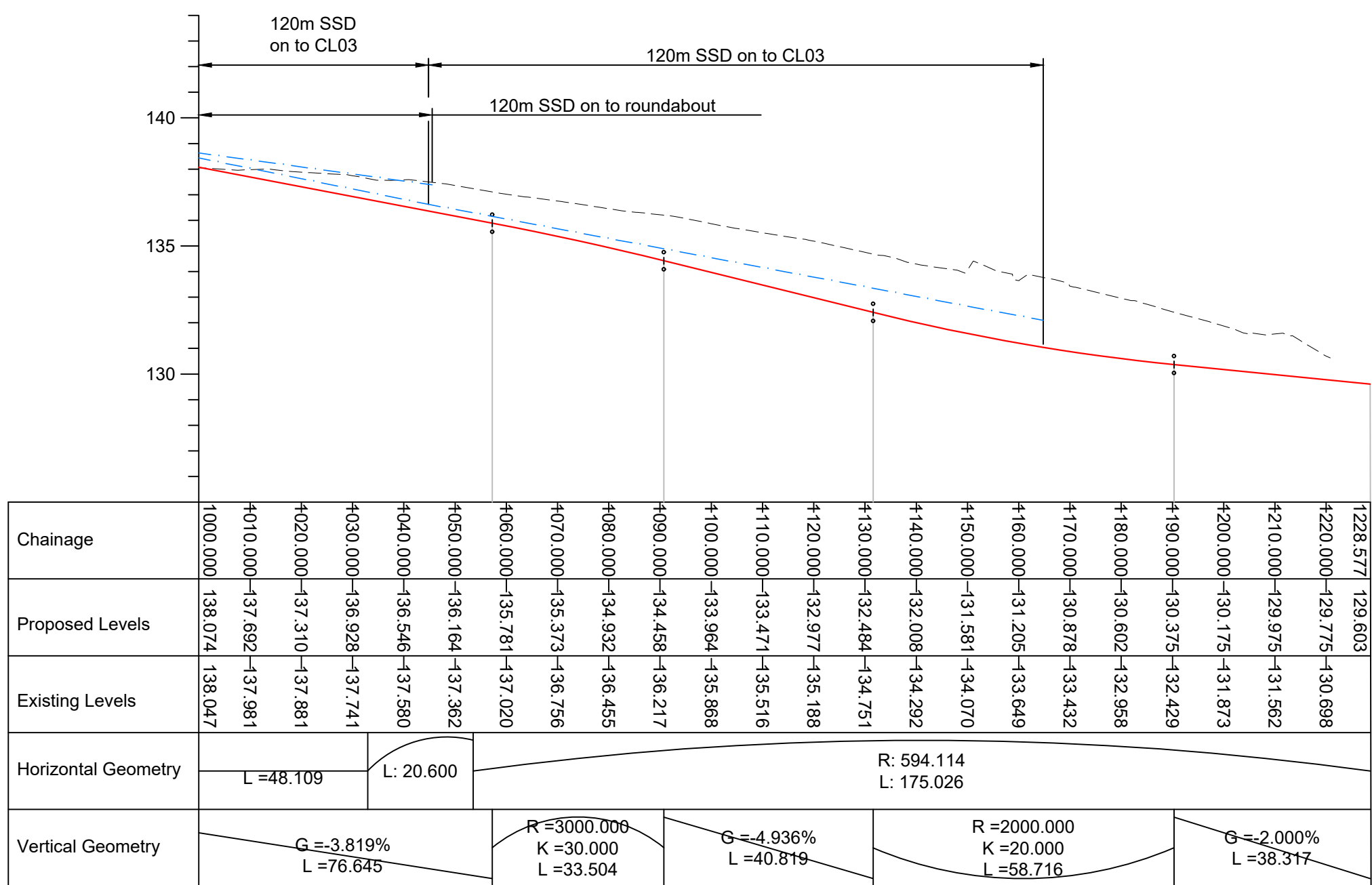


Notes

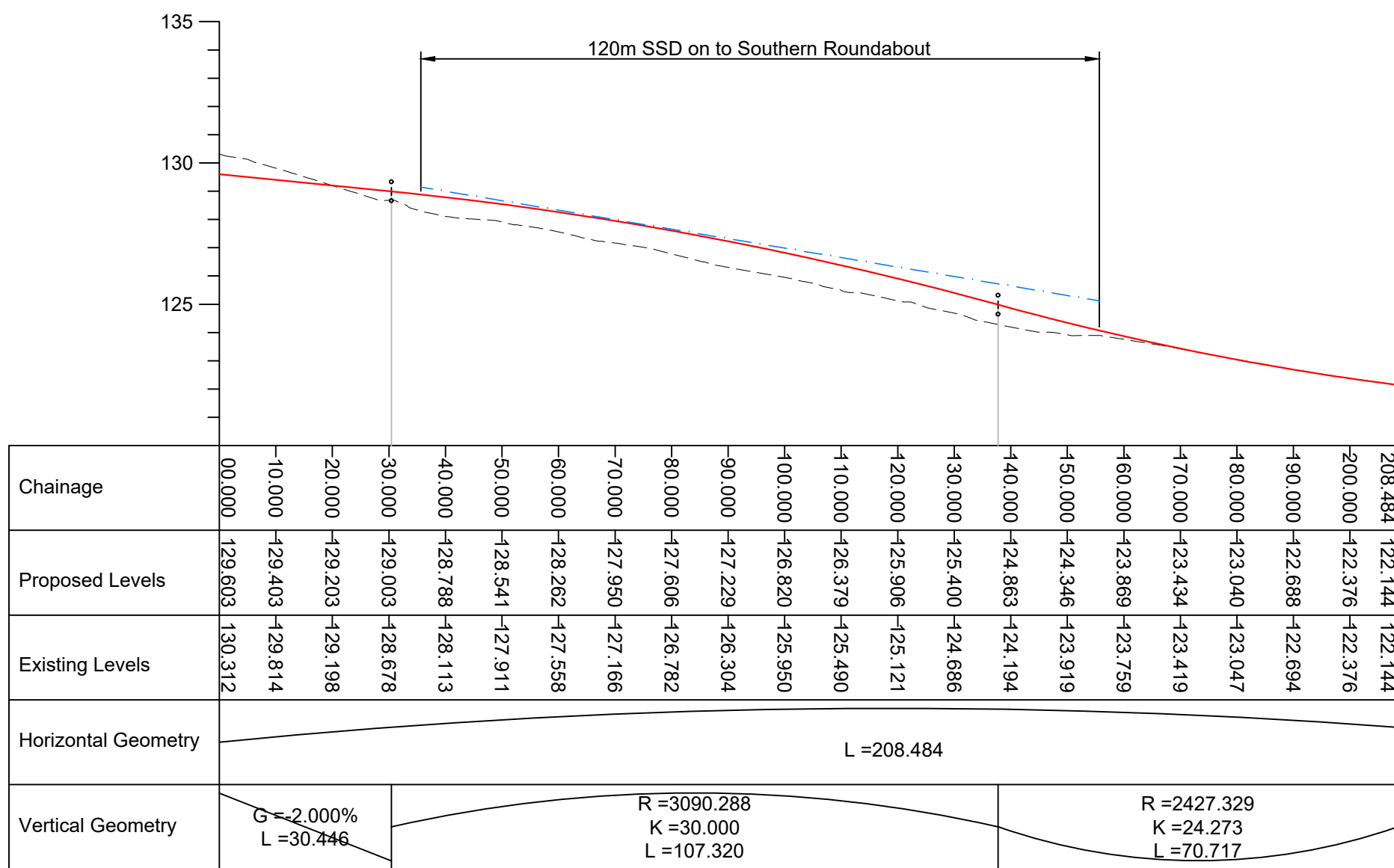
1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. All works to be carried out in accordance with the Specification for Highway Works, the South Yorkshire Residential Design Guide and the requirements of Barnsley Metropolitan Borough Council.



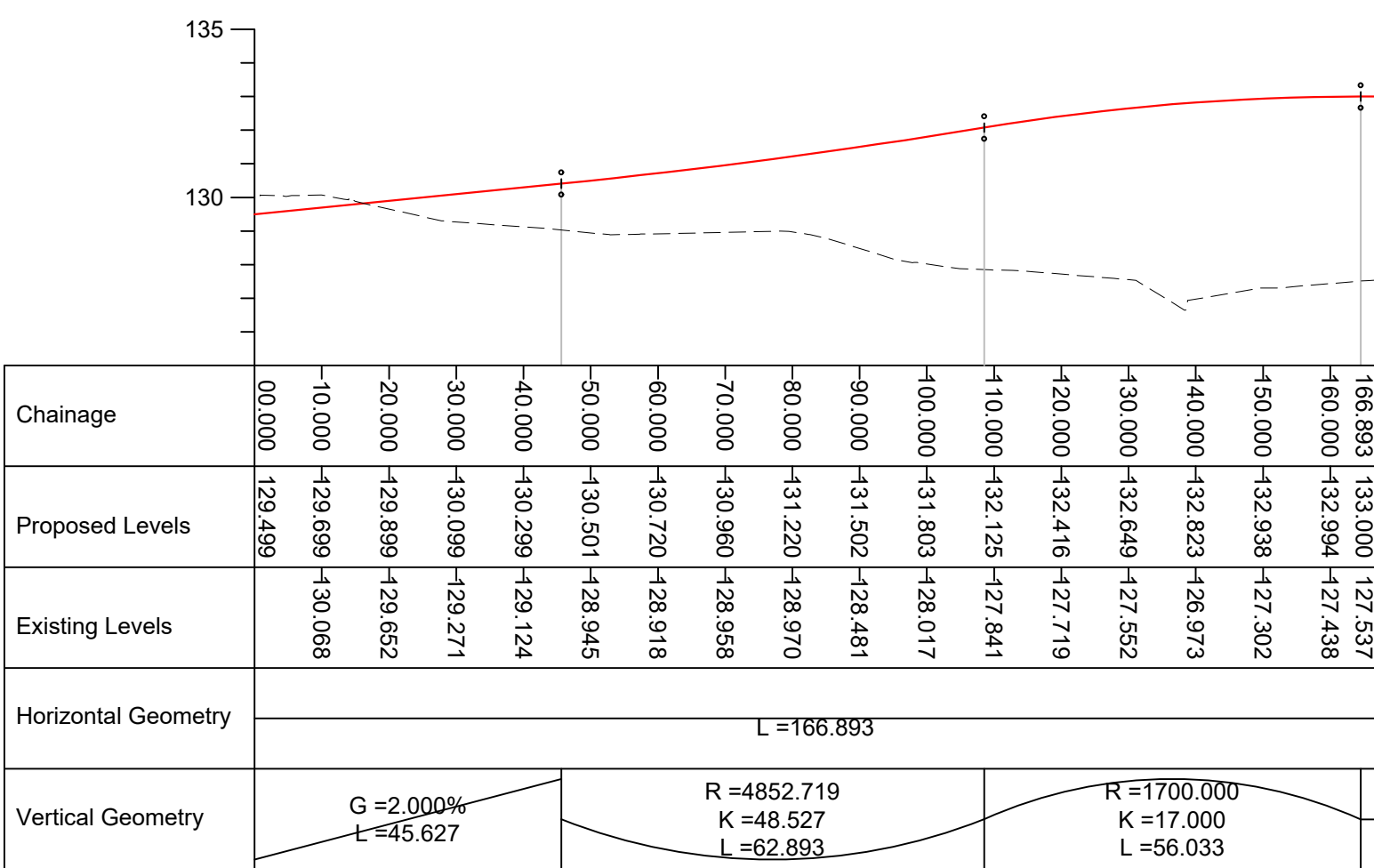
CL01 - LONGSECTION (Chainage 0 to 1000)
SCALE: H 1:1000,V 1:200, DATUM: 125.000

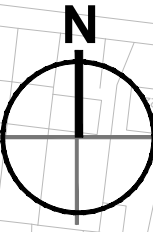


CL01 - LONGSECTION (Chainage 1000 to end)
SCALE: H 1:1000,V 1:200, DATUM: 125.000



CL04 - LONGSECTION
SCALE: H 1:1000,V 1:200, DATUM: 120.000





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Notes

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2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. For Pavement Type details, please refer to separate report.
5. For Typical Sections, please refer to drawing HOYLA-RPS-SI-XX-DR-CR-0880
6. Masterplan taken from PHP drawing 4400-001 Rev P25, received 15/06/2020.
7. All works to be carried out in accordance with the Specification for Highway Works, the South Yorkshire Roadside Design Guide and the requirements of Barnsley Metropolitan Borough Council.

- Key:
- Pavement Type 1
 - Pavement Type 2
 - Pavement Type 3
 - Pavement Type 4
 - Pavement Type 5
 - Pavement Type 6
 - Pavement Type 7
 - Pavement Type 8

Proposed HGV movements provided by Fore Consulting (2025 with Dev Tot HGV 24 hrs)

P06	Plot 5 access incorporated as per Client's instruction.	LAM	SG	16.06.20
P04	Issued for Planning	LAM	SG	11.06.20
P03	Southern Roundabout relocated, footway added to west side of the link road, maintenance accesses added, drawing renamed.	LAM	SM	22.05.20
P02	Section Markers & Note 5 added.	LAM	SG	01.05.20
P01	First Issue	KA	LAM	24.04.20
Rev	Description	By	Ctd	Date



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Project Hoyland

Title Link Road
Carriageway Construction
Pavement Types

RPS Project Number NK020040	Scale (A0) 1:1250	Date Created 23/04/2020
Task Team Manager SG	Information Author KA	Task Information Manager LAM

Status S2	Revision P05
Document Number HOYLA-RPS-SI-XX-DR-CR-0809	
Project Code - Originator - Zone - Level - Type - Role - Drawing Number	
rpsgroup.com	

Appendix C

RPS Pavement Design Nomographs

FOUNDATION DESIGN

Figure 3.18 Restricted design options - class 2 subbase only

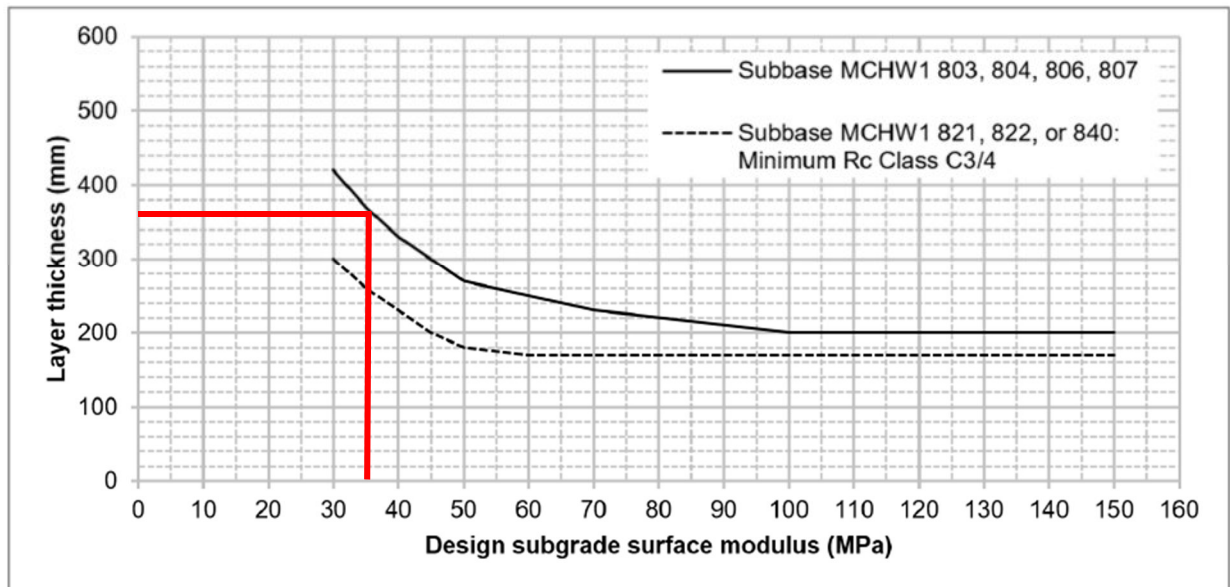


Figure 3.20 Restricted design options - class 2 subbase on capping

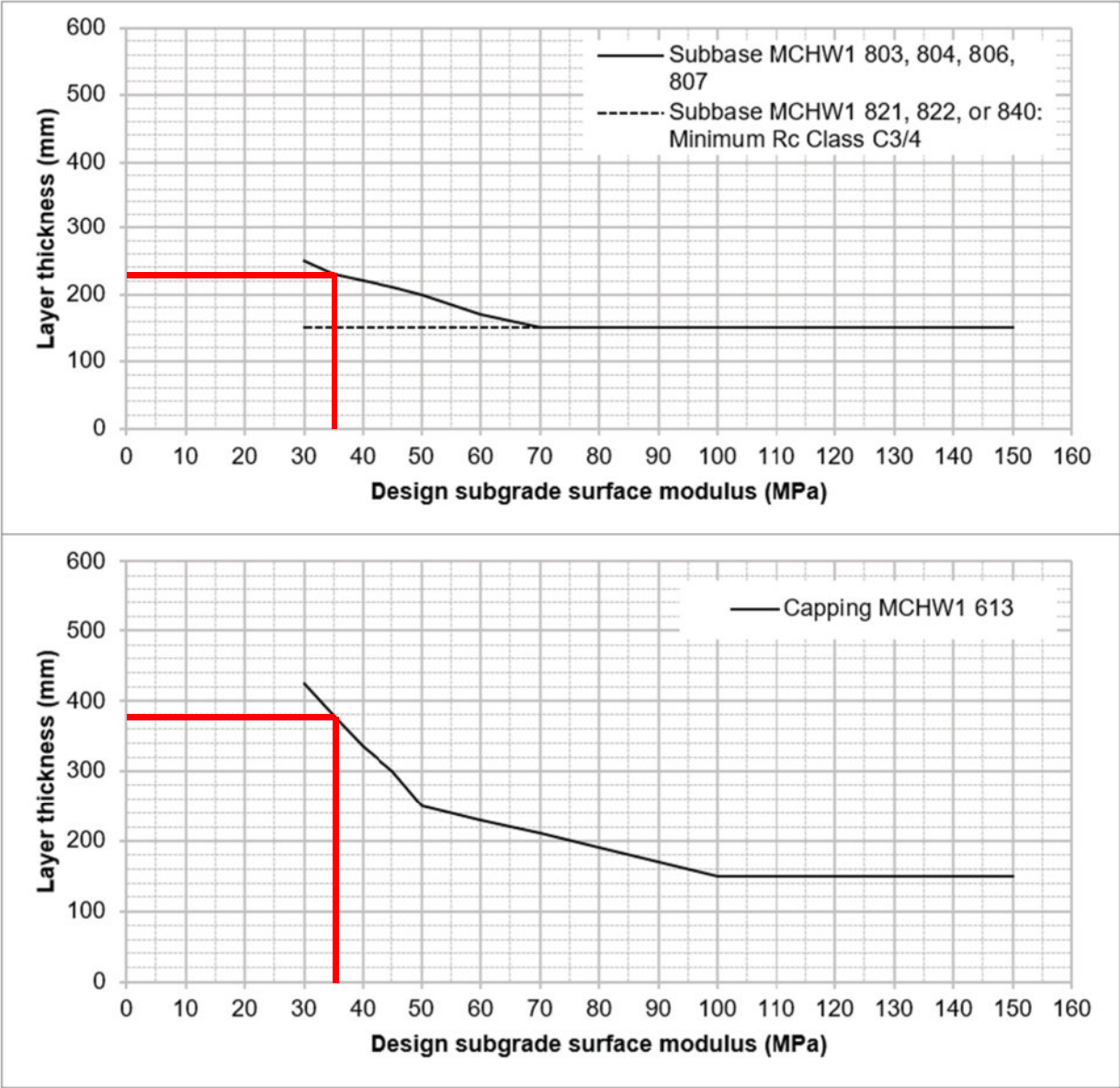


Figure 3.19 Restricted design options - class 3 subbase only

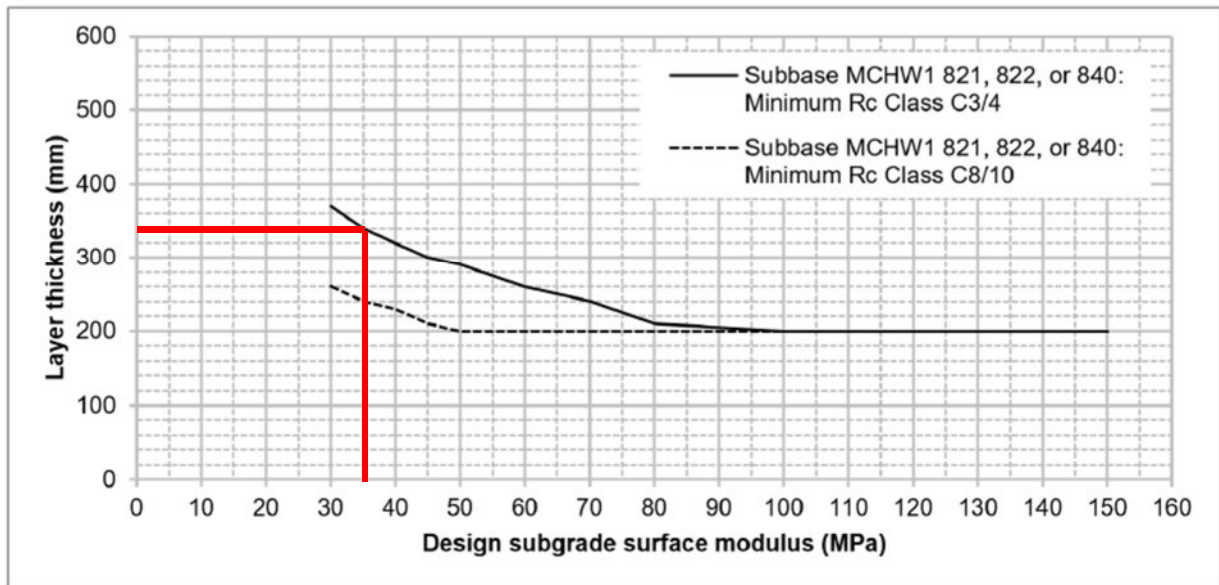
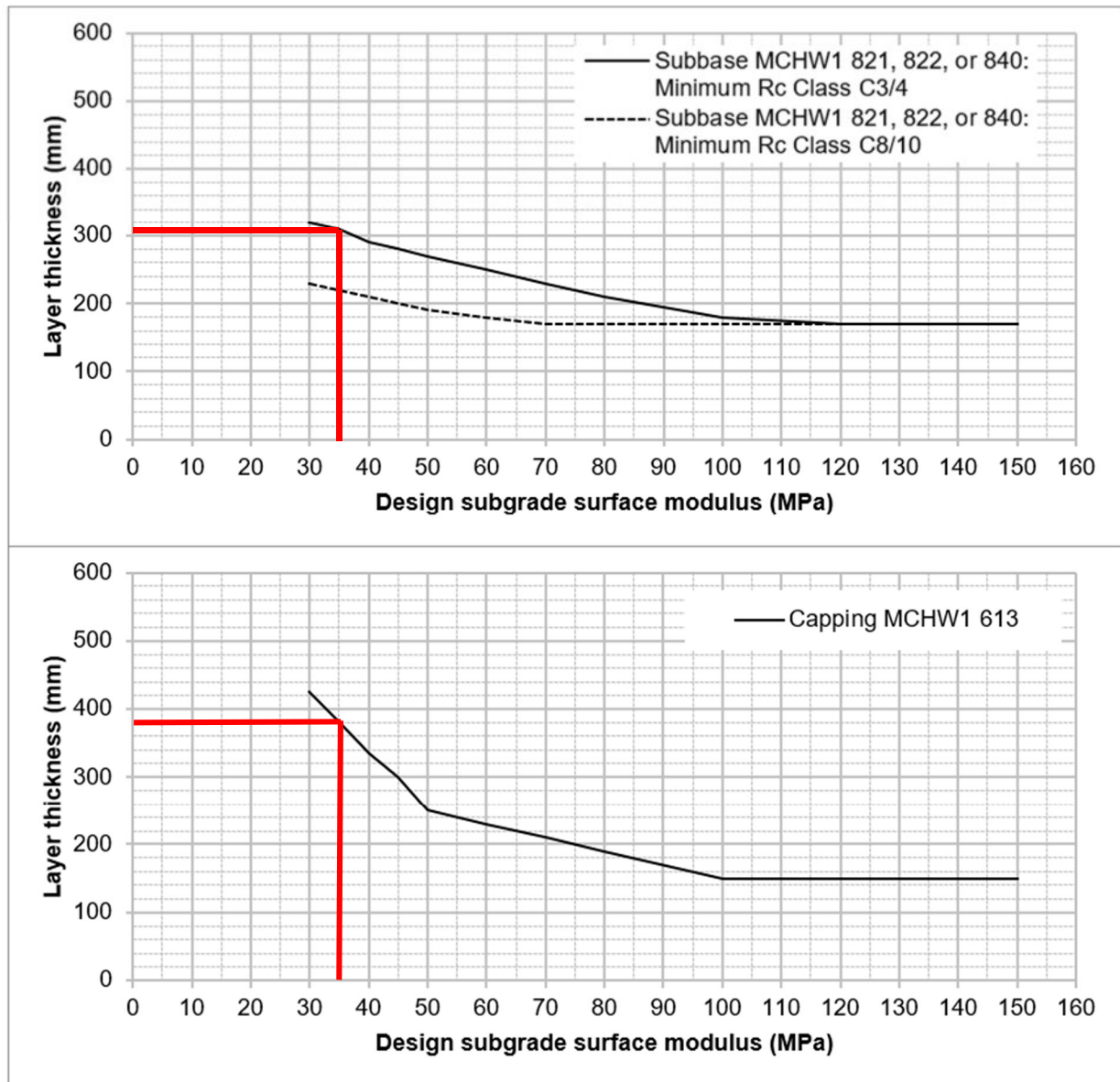
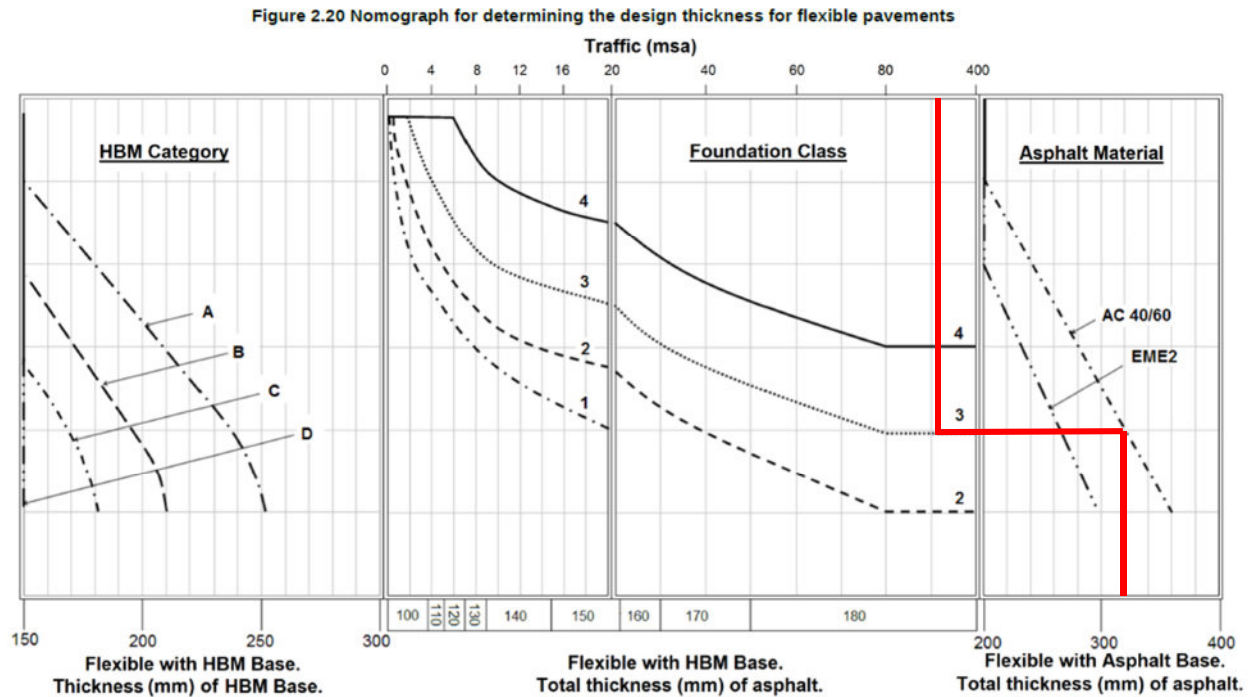


Figure 3.21 Restricted design options - class 3 subbase on capping

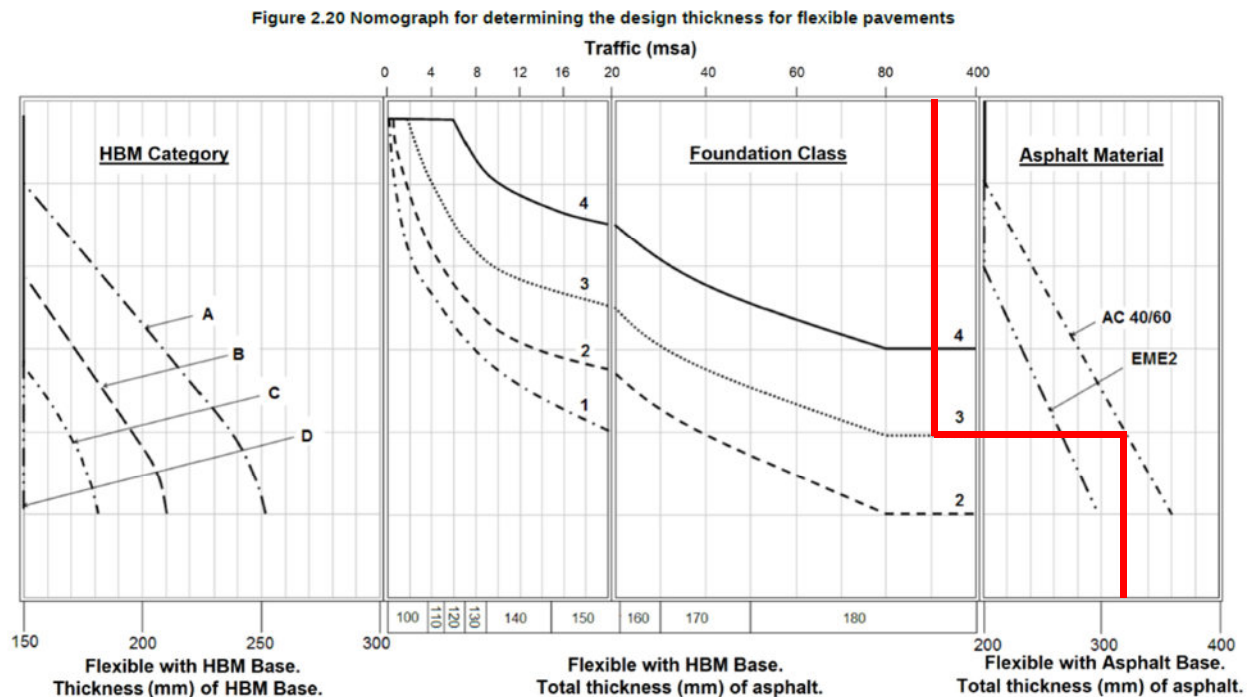


FLEXIBLE PAVEMENT THICKNESS

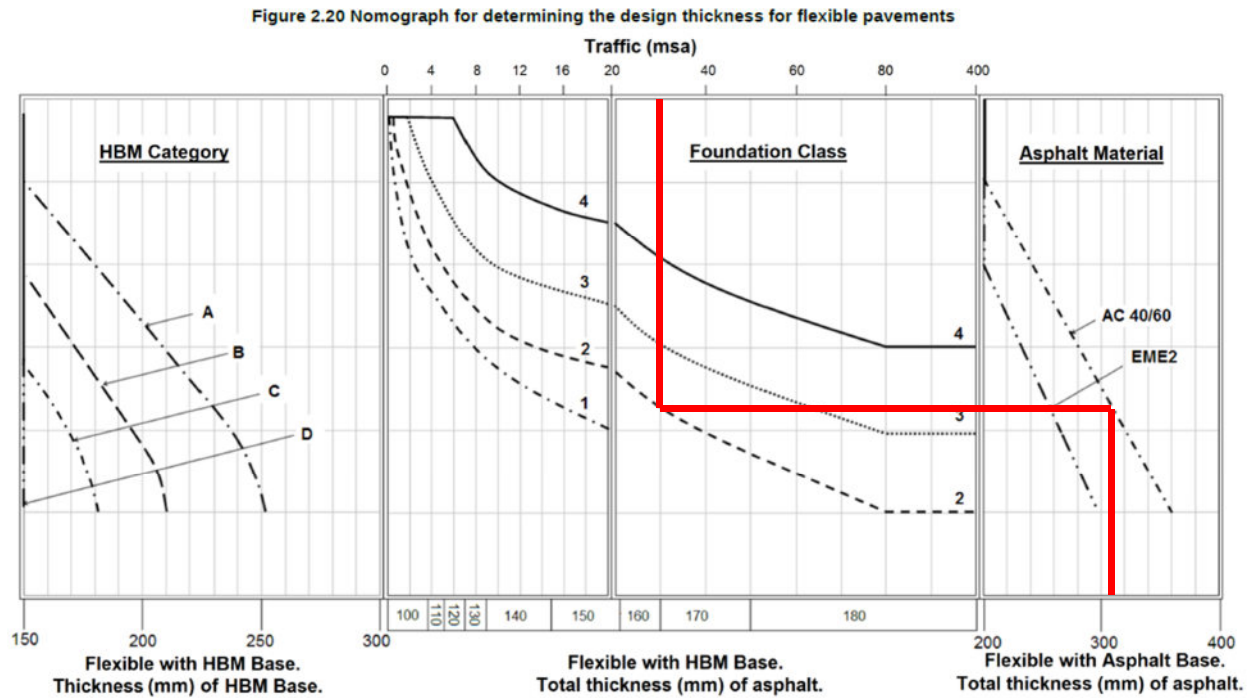
Pavement Type 1 – 120.6 msa



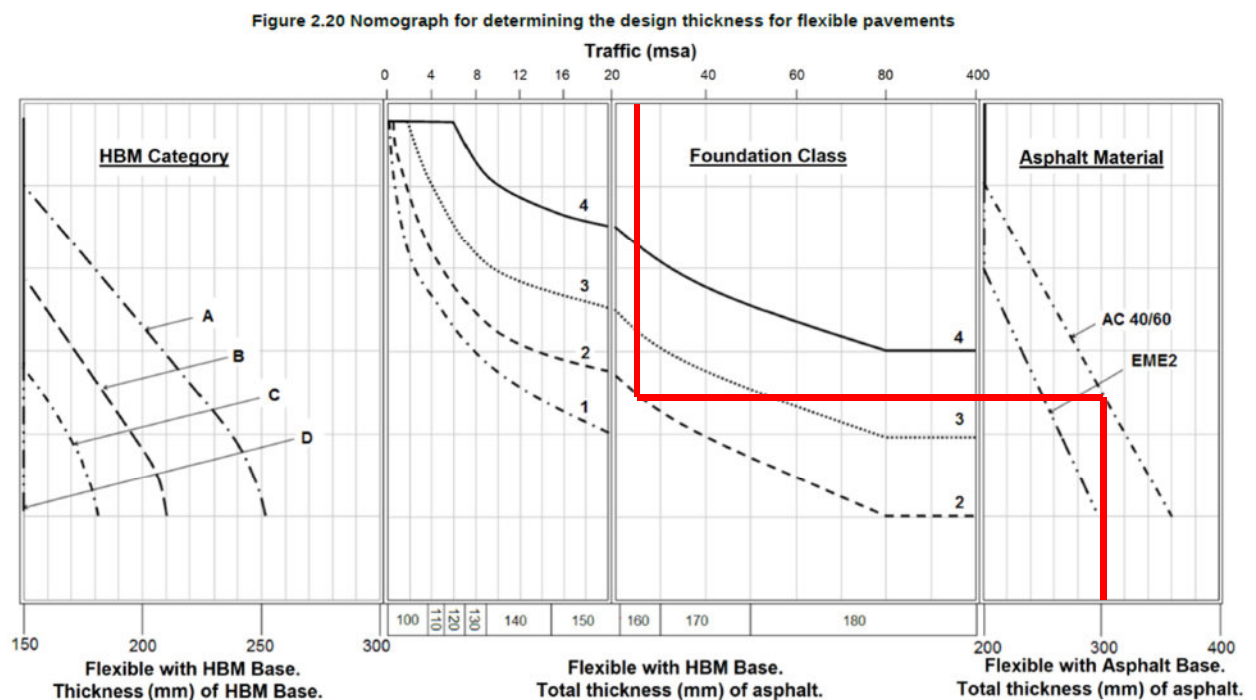
Pavement Type 2 – 110.6 msa



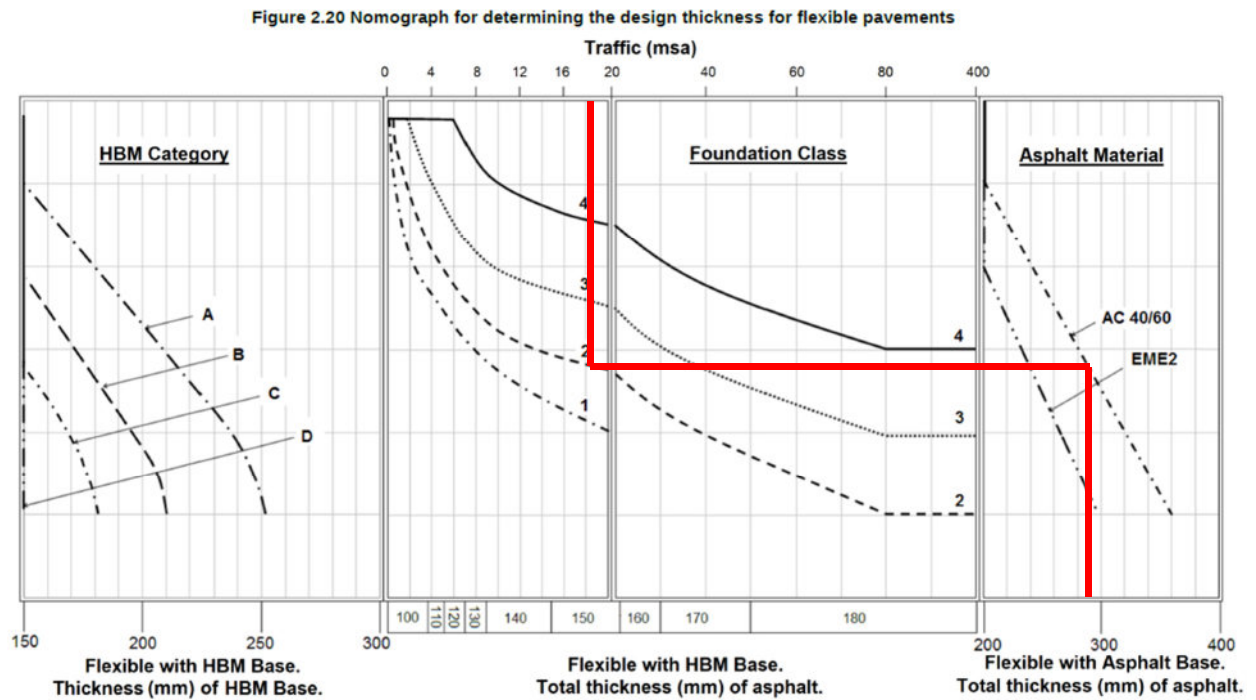
Pavement Type 3 – 30.74 msa



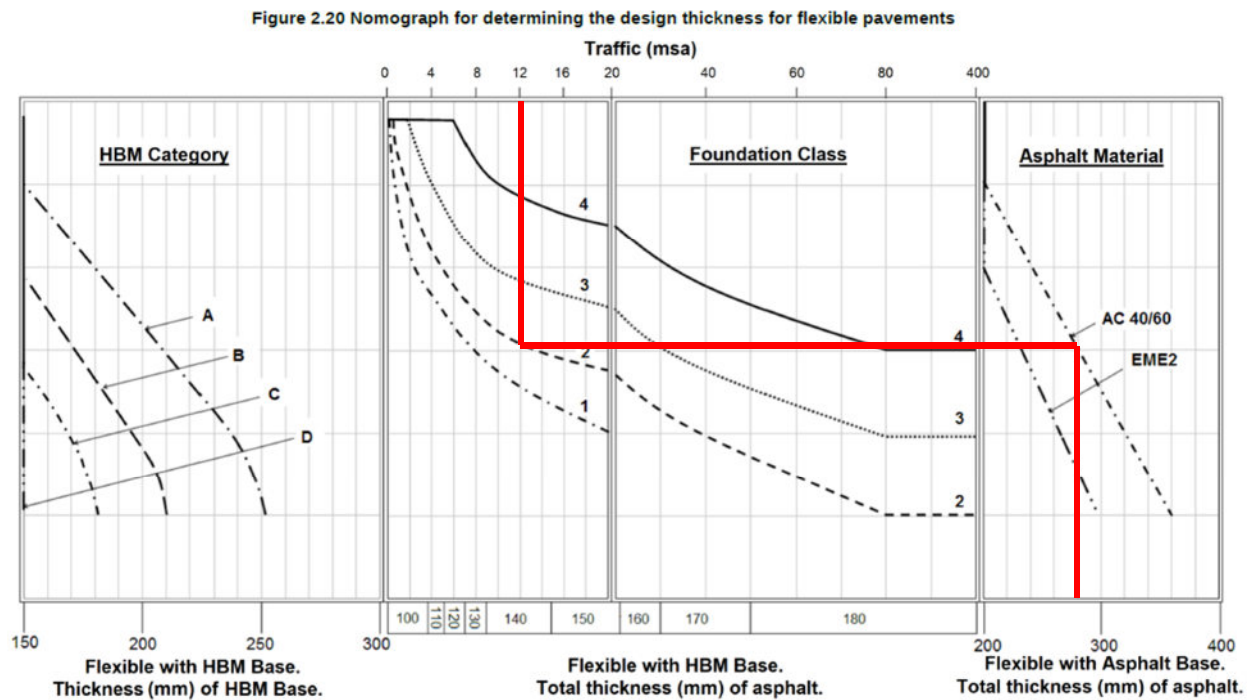
Pavement Type 4 – 24.04 msa



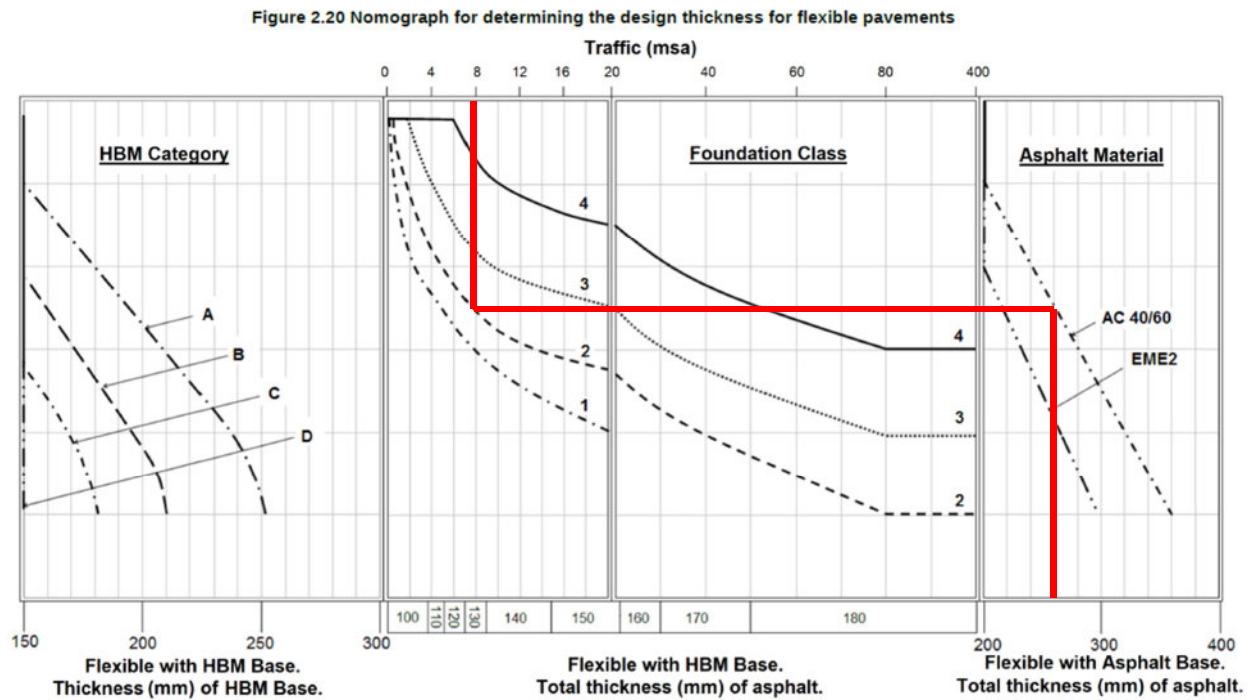
Pavement Type 5 – 18.64 msa



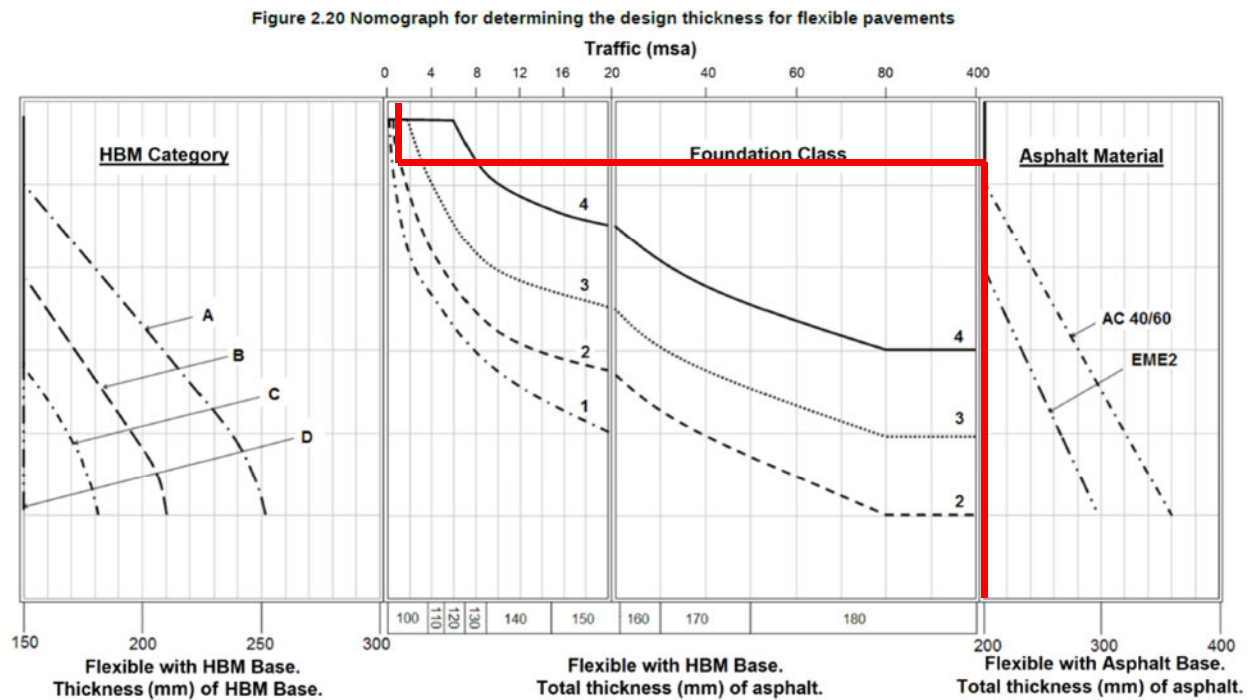
Pavement Type 6 – 12.12 msa



Pavement Type 7 – 7.8 msa



Pavement Type 8 – 2.46 msa



Appendix C

Hermes Traffic Survey Data

From	To	Inbound			Outbound			Total In + Out
		Artics	Vans	Inbound Total	Artics	Vans	Outbound Total	
13:00	14:00	20		20	20		20	40
14:00	15:00	16		16	28		28	44
15:00	16:00	21		21	36		36	57
16:00	17:00	17		17	35		35	52
17:00	18:00	22		22	22		22	44
18:00	19:00	41		41	30		30	71
19:00	20:00	24		24	35		35	59
20:00	21:00	45		45	27		27	72
21:00	22:00	32		32	17		17	49
22:00	23:00	43		43	23		23	66
23:00	00:00	48		48	21	34	55	103
00:00	01:00	39		39	18	39	57	96
01:00	02:00	39		39	28	38	66	105
02:00	03:00	33		33	23	45	68	101
03:00	04:00	36		36	27		27	63
04:00	05:00	29		29	23		23	52
05:00	06:00	45		45	23		23	68
06:00	07:00	28	34	62	24		24	86
07:00	08:00	29	39	68	33		33	101
08:00	09:00	23	38	61	18		18	79
09:00	10:00	14	45	59	31		31	90
10:00	11:00	24		24	30		30	54
11:00	12:00	24		24	15		15	39
12:00	13:00	22		22	37		37	59
Total		714	156	870	623	156	779	1,649

Appendix D

HGV Trip Distribution Gravity Model

Hayland
 HOV Trip Distribution - Gravity Model

Population data derived from 2011 Census data
 A Distance coefficient
 A 400

Origin-Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Origin-Destination	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Population data derived from 2011 Census data

Hayland
HGV Trip Distribution - Gravity Model

Population data derived from 2011 Census data
 1. Distance coefficient
 2. 400

Origin Zone	Destination Zone	Population A	Population B	Distance C	Travel Time D	F / C ⁴⁰⁰	F x D	F x D / Total	Trips to Destination				Trips from Destination				Total
									A	B	C	D	E	F	G	H	
1	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
2	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
3	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
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	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
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	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
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	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
6	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
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	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
7	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
8	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90	0.0001	0.009	0.0009	0	0	0	0	0	0	0	0.0009	
	10	10,000	100,000	1,000	100	0.0001	0.010	0.0010	0	0	0	0	0	0	0	0.0010	
9	1	10,000	10,000	100	10	0.0001	0.001	0.0001	0	0	0	0	0	0	0	0.0001	
	2	10,000	20,000	200	20	0.0001	0.002	0.0002	0	0	0	0	0	0	0	0.0002	
	3	10,000	30,000	300	30	0.0001	0.003	0.0003	0	0	0	0	0	0	0	0.0003	
	4	10,000	40,000	400	40	0.0001	0.004	0.0004	0	0	0	0	0	0	0	0.0004	
	5	10,000	50,000	500	50	0.0001	0.005	0.0005	0	0	0	0	0	0	0	0.0005	
	6	10,000	60,000	600	60	0.0001	0.006	0.0006	0	0	0	0	0	0	0	0.0006	
	7	10,000	70,000	700	70	0.0001	0.007	0.0007	0	0	0	0	0	0	0	0.0007	
	8	10,000	80,000	800	80	0.0001	0.008	0.0008	0	0	0	0	0	0	0	0.0008	
	9	10,000	90,000	900	90												

Appendix E

Site Access Junctions Modelling Results

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896							
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Filename: Plot 3 Link Road Access.j9

Path: X:\Jobs\3560 Hoyland Commercial Land\Junction Modelling\Plot 3 Access

Report generation date: 28/08/2020 09:26:10

»2029 With Dev, AM

»2029 With Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 With Dev								
Stream B-C	0.1	9.21	0.04	A	0.1	7.60	0.09	A
Stream B-A	0.0	14.78	0.02	B	0.1	15.88	0.11	C
Stream C-AB	0.1	7.41	0.10	A	0.0	6.87	0.02	A

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

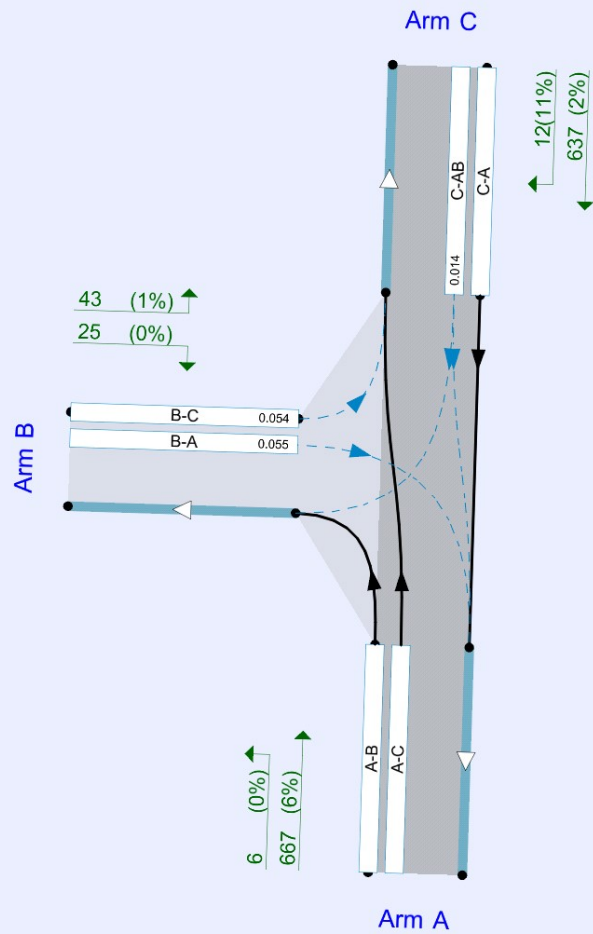
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WEEZY\Modelling
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2029 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	250.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	10.00	8.40	4.70	3.60	3.60	✓	1.00	44	54

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523	0.091	0.230	0.145	0.329
1	B-C	738	0.108	0.273	-	-
1	C-B	820	0.304	0.304	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	677	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	25	652
	B	4	0	18
	C	548	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	0	0	32
	C	4	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	9.21	0.1	A	17	25
B-A	0.02	14.78	0.0	B	4	6
C-AB	0.10	7.41	0.1	A	50	74
C-A					503	754
A-B					23	34
A-C					598	897

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	600	0.023	13	0.0	0.0	8.098	A
B-A	3	0.75	335	0.009	3	0.0	0.0	10.840	B
C-AB	41	10	665	0.061	40	0.0	0.1	6.332	A
C-A	413	103			413				
A-B	19	5			19				
A-C	491	123			491				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	573	0.028	16	0.0	0.0	8.531	A
B-A	4	0.90	298	0.012	4	0.0	0.0	12.207	B
C-AB	49	12	635	0.076	48	0.1	0.1	6.747	A
C-A	493	123			493				
A-B	22	6			22				
A-C	586	147			586				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	536	0.037	20	0.0	0.1	9.207	A
B-A	4	1	248	0.018	4	0.0	0.0	14.776	B
C-AB	59	15	594	0.100	59	0.1	0.1	7.407	A
C-A	603	151			603				
A-B	28	7			28				
A-C	718	179			718				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	536	0.037	20	0.1	0.1	9.207	A
B-A	4	1	248	0.018	4	0.0	0.0	14.777	B
C-AB	59	15	594	0.100	59	0.1	0.1	7.410	A
C-A	603	151			603				
A-B	28	7			28				
A-C	718	179			718				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	573	0.028	16	0.1	0.0	8.533	A
B-A	4	0.90	298	0.012	4	0.0	0.0	12.213	B
C-AB	49	12	635	0.076	49	0.1	0.1	6.749	A
C-A	493	123			493				
A-B	22	6			22				
A-C	586	147			586				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	600	0.023	14	0.0	0.0	8.105	A
B-A	3	0.75	335	0.009	3	0.0	0.0	10.845	B
C-AB	41	10	665	0.061	41	0.1	0.1	6.341	A
C-A	413	103			413				
A-B	19	5			19				
A-C	491	123			491				

2029 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	673	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	649	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	6	667
	B	25	0	43
	C	637	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	1
	C	2	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	7.60	0.1	A	39	59
B-A	0.11	15.88	0.1	C	23	34
C-AB	0.02	6.87	0.0	A	11	17
C-A					585	877
A-B					6	8
A-C					612	918

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	598	0.054	32	0.0	0.1	6.427	A
B-A	19	5	344	0.055	19	0.0	0.1	11.054	B
C-AB	9	2	666	0.014	9	0.0	0.0	6.078	A
C-A	480	120			480				
A-B	5	1			5				
A-C	502	126			502				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	568	0.068	39	0.1	0.1	6.869	A
B-A	22	6	306	0.073	22	0.1	0.1	12.672	B
C-AB	11	3	636	0.017	11	0.0	0.0	6.385	A
C-A	573	143			573				
A-B	5	1			5				
A-C	600	150			600				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	526	0.090	47	0.1	0.1	7.592	A
B-A	28	7	254	0.108	27	0.1	0.1	15.858	C
C-AB	13	3	595	0.022	13	0.0	0.0	6.866	A
C-A	701	175			701				
A-B	7	2			7				
A-C	734	184			734				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	526	0.090	47	0.1	0.1	7.597	A
B-A	28	7	254	0.108	28	0.1	0.1	15.880	C
C-AB	13	3	595	0.022	13	0.0	0.0	6.866	A
C-A	701	175			701				
A-B	7	2			7				
A-C	734	184			734				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	568	0.068	39	0.1	0.1	6.874	A
B-A	22	6	306	0.073	23	0.1	0.1	12.694	B
C-AB	11	3	636	0.017	11	0.0	0.0	6.388	A
C-A	573	143			573				
A-B	5	1			5				
A-C	600	150			600				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	597	0.054	32	0.1	0.1	6.439	A
B-A	19	5	344	0.055	19	0.1	0.1	11.075	B
C-AB	9	2	666	0.014	9	0.0	0.0	6.078	A
C-A	480	120			480				
A-B	5	1			5				
A-C	502	126			502				

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.0.6896							
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Filename: Hermes Access.j9

Path: X:\Jobs\3560 Hoyland Commercial Land\Junction Modelling\Hermes Access

Report generation date: 27/08/2020 09:48:41

»2029 With Dev, AM

»2029 With Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 With Dev								
Arm 1	0.5	3.23	0.33	A	0.5	3.00	0.31	A
Arm 2	0.1	6.16	0.06	A	0.1	6.39	0.07	A
Arm 3	0.5	2.98	0.31	A	0.5	2.93	0.32	A

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

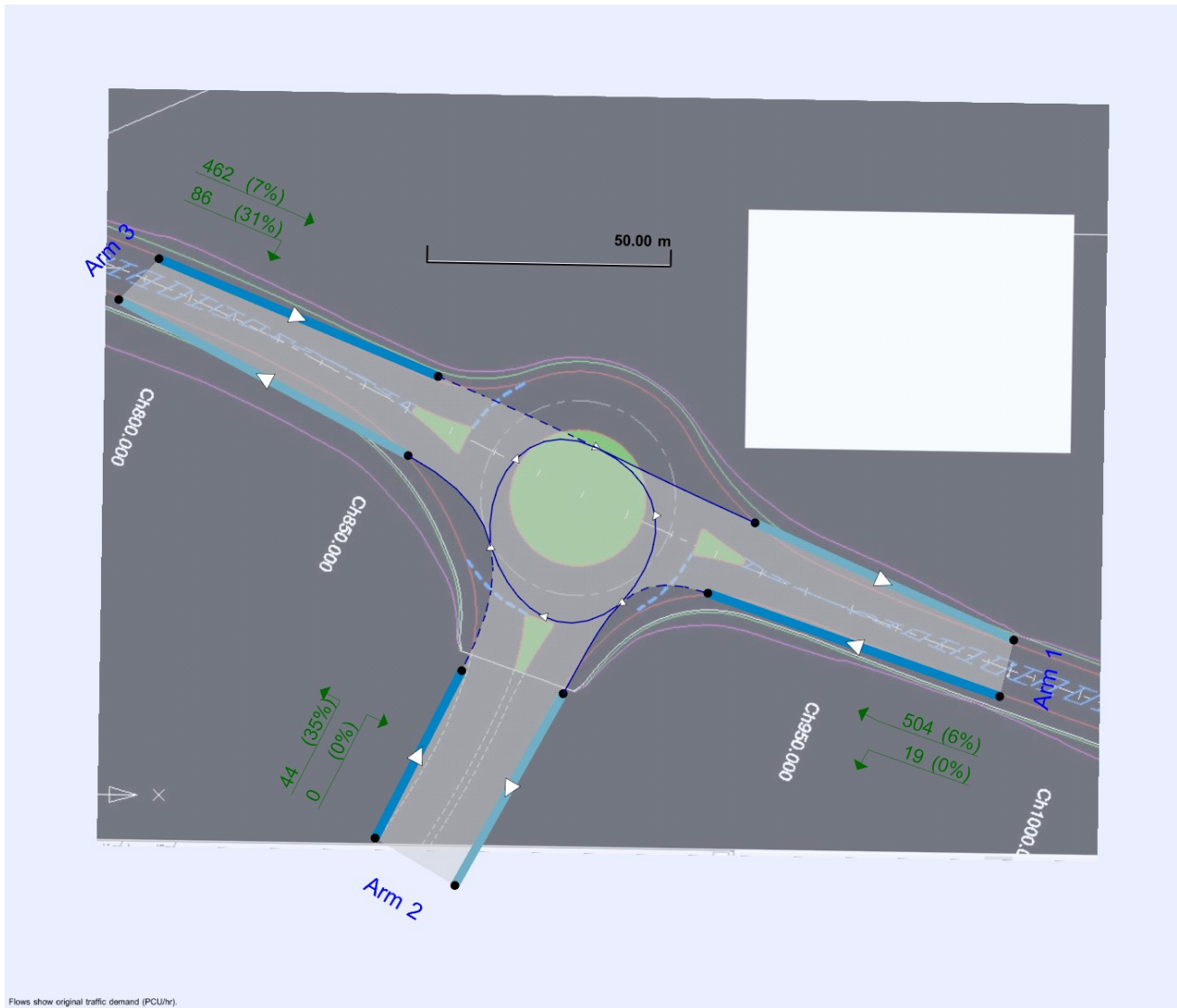
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WEEZYModelling
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2029 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.36	8.41	14.2	30.7	51.7	21.3	
2	3.50	3.50	0.0	41.7	51.7	21.4	
3	4.19	8.15	11.6	34.1	52.0	21.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.636	1816
2	0.508	1119
3	0.657	1935

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	523	100.000
2		ONE HOUR	✓	44	100.000
3		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	19	504
	2	0	0	44
	3	462	86	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	6
	2	0	0	35
	3	7	31	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	3.23	0.5	A	480	720
2	0.06	6.16	0.1	A	40	61
3	0.31	2.98	0.5	A	503	754

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	65	1775	0.222	393	347	0.0	0.3	2.752	A
2	33	8	378	927	0.036	33	79	0.0	0.0	5.434	A
3	413	103	0	1935	0.213	411	411	0.0	0.3	2.602	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	77	1767	0.266	470	415	0.3	0.4	2.936	A
2	40	10	453	889	0.044	40	94	0.0	0.1	5.720	A
3	493	123	0	1935	0.255	492	492	0.3	0.4	2.748	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	95	1756	0.328	575	508	0.4	0.5	3.223	A
2	48	12	554	837	0.058	48	116	0.1	0.1	6.158	A
3	603	151	0	1935	0.312	603	603	0.4	0.5	2.976	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	576	144	95	1756	0.328	576	509	0.5	0.5	3.226	A
2	48	12	555	837	0.058	48	116	0.1	0.1	6.160	A
3	603	151	0	1935	0.312	603	603	0.5	0.5	2.976	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	470	118	77	1767	0.266	471	416	0.5	0.4	2.938	A
2	40	10	454	889	0.045	40	94	0.1	0.1	5.723	A
3	493	123	0	1935	0.255	493	493	0.5	0.4	2.752	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	394	98	65	1775	0.222	394	348	0.4	0.3	2.758	A
2	33	8	380	926	0.036	33	79	0.1	0.1	5.442	A
3	413	103	0	1935	0.213	413	413	0.4	0.3	2.604	A

2029 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	504	100.000
2		ONE HOUR	✓	54	100.000
3		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	0	504
	2	0	0	54
	3	516	55	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	2
	2	0	0	38
	3	3	56	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.31	3.00	0.5	A	462	694
2	0.07	6.39	0.1	A	50	74
3	0.32	2.93	0.5	A	524	786

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	41	1790	0.212	378	387	0.0	0.3	2.601	A
2	41	10	378	927	0.044	40	41	0.0	0.1	5.602	A
3	430	107	0	1935	0.222	429	419	0.0	0.3	2.541	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	49	1784	0.254	453	464	0.3	0.3	2.757	A
2	49	12	453	889	0.055	48	49	0.1	0.1	5.909	A
3	513	128	0	1935	0.265	513	501	0.3	0.4	2.695	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	555	139	61	1777	0.312	554	568	0.3	0.5	3.003	A
2	59	15	554	837	0.071	59	61	0.1	0.1	6.385	A
3	629	157	0	1935	0.325	628	614	0.4	0.5	2.930	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	555	139	61	1777	0.312	555	568	0.5	0.5	3.003	A
2	59	15	555	837	0.071	59	61	0.1	0.1	6.387	A
3	629	157	0	1935	0.325	629	614	0.5	0.5	2.933	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	113	49	1784	0.254	454	464	0.5	0.3	2.761	A
2	49	12	454	889	0.055	49	49	0.1	0.1	5.913	A
3	513	128	0	1935	0.265	514	502	0.5	0.4	2.699	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	379	95	41	1790	0.212	380	389	0.3	0.3	2.604	A
2	41	10	380	926	0.044	41	41	0.1	0.1	5.610	A
3	430	107	0	1935	0.222	430	420	0.4	0.3	2.548	A

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896							
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Report generation date: 28/08/2020 08:57:24

»2029 With Dev, AM

»2029 With Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 With Dev								
Stream B-C	0.2	7.68	0.19	A	0.2	7.45	0.17	A
Stream B-A	0.1	13.52	0.05	B	0.0	14.24	0.00	B
Stream C-AB	0.2	7.33	0.14	A	0.3	7.89	0.20	A

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

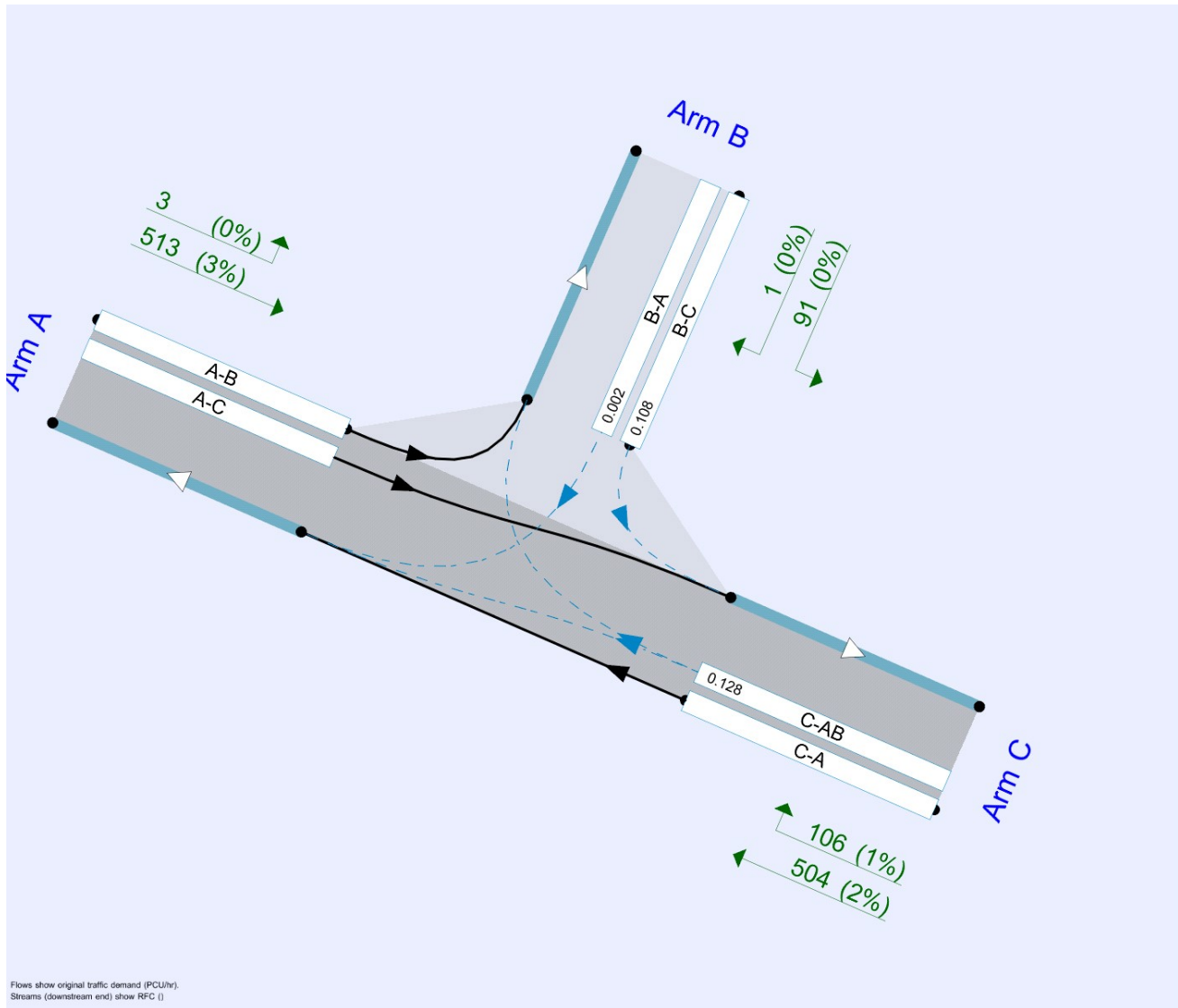
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WEEZY\Modelling
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2029 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.50	115.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	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)
B	One lane plus flare	10.00	7.80	4.90	3.80	3.80	✓	2.00	38	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	495	0.086	0.218	0.137	0.311
1	B-C	733	0.107	0.272	-	-
1	C-B	731	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	462	100.000
B		ONE HOUR	✓	112	100.000
C		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	462
	B	13	0	99
	C	511	75	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	7
	B	0	0	2
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	7.68	0.2	A	91	136
B-A	0.05	13.52	0.1	B	12	18
C-AB	0.14	7.33	0.2	A	69	103
C-A					469	703
A-B					0	0
A-C					424	636

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	634	0.118	74	0.0	0.1	6.554	A
B-A	10	2	348	0.028	10	0.0	0.0	10.623	B
C-AB	56	14	637	0.089	56	0.0	0.1	6.441	A
C-A	385	96			385				
A-B	0	0			0				
A-C	348	87			348				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	614	0.145	89	0.1	0.2	6.987	A
B-A	12	3	320	0.037	12	0.0	0.0	11.676	B
C-AB	67	17	619	0.109	67	0.1	0.1	6.791	A
C-A	459	115			459				
A-B	0	0			0				
A-C	415	104			415				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	587	0.186	109	0.2	0.2	7.675	A
B-A	14	4	281	0.051	14	0.0	0.1	13.515	B
C-AB	83	21	593	0.139	82	0.1	0.2	7.326	A
C-A	563	141			563				
A-B	0	0			0				
A-C	509	127			509				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	27	587	0.186	109	0.2	0.2	7.683	A
B-A	14	4	281	0.051	14	0.1	0.1	13.522	B
C-AB	83	21	593	0.139	83	0.2	0.2	7.329	A
C-A	563	141			563				
A-B	0	0			0				
A-C	509	127			509				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	89	22	614	0.145	89	0.2	0.2	6.997	A
B-A	12	3	320	0.037	12	0.1	0.0	11.685	B
C-AB	67	17	619	0.109	68	0.2	0.1	6.797	A
C-A	459	115			459				
A-B	0	0			0				
A-C	415	104			415				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	634	0.118	75	0.2	0.1	6.569	A
B-A	10	2	348	0.028	10	0.0	0.0	10.638	B
C-AB	56	14	637	0.089	57	0.1	0.1	6.454	A
C-A	385	96			385				
A-B	0	0			0				
A-C	348	87			348				

2029 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	516	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	513
	B	1	0	91
	C	504	106	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	7.45	0.2	A	84	125
B-A	0.00	14.24	0.0	B	0.92	1
C-AB	0.20	7.89	0.3	A	97	146
C-A					462	694
A-B					3	4
A-C					471	706

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	633	0.108	68	0.0	0.1	6.367	A
B-A	0.75	0.19	328	0.002	0.74	0.0	0.0	11.016	B
C-AB	80	20	626	0.128	79	0.0	0.1	6.644	A
C-A	379	95			379				
A-B	2	0.56			2				
A-C	386	97			386				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	20	612	0.134	82	0.1	0.2	6.783	A
B-A	0.90	0.22	297	0.003	0.90	0.0	0.0	12.175	B
C-AB	95	24	605	0.157	95	0.1	0.2	7.122	A
C-A	453	113			453				
A-B	3	0.67			3				
A-C	461	115			461				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	584	0.172	100	0.2	0.2	7.439	A
B-A	1	0.28	254	0.004	1	0.0	0.0	14.239	B
C-AB	117	29	577	0.202	116	0.2	0.3	7.884	A
C-A	555	139			555				
A-B	3	0.83			3				
A-C	565	141			565				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	584	0.172	100	0.2	0.2	7.445	A
B-A	1	0.28	254	0.004	1	0.0	0.0	14.243	B
C-AB	117	29	577	0.202	117	0.3	0.3	7.894	A
C-A	555	139			555				
A-B	3	0.83			3				
A-C	565	141			565				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	82	20	612	0.134	82	0.2	0.2	6.793	A
B-A	0.90	0.22	296	0.003	0.90	0.0	0.0	12.183	B
C-AB	95	24	605	0.157	96	0.3	0.2	7.132	A
C-A	453	113			453				
A-B	3	0.67			3				
A-C	461	115			461				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	633	0.108	69	0.2	0.1	6.380	A
B-A	0.75	0.19	327	0.002	0.76	0.0	0.0	11.024	B
C-AB	80	20	626	0.128	80	0.2	0.1	6.661	A
C-A	379	95			379				
A-B	2	0.56			2				
A-C	386	97			386				

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.0.6896							
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Report generation date: 27/08/2020 13:45:53

»2029 With Dev, AM

»2029 With Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 With Dev								
Arm 1	0.7	4.05	0.42	A	0.7	3.56	0.40	A
Arm 2	0.1	4.82	0.04	A	0.1	3.73	0.10	A
Arm 3	0.6	2.94	0.36	A	0.9	3.45	0.46	A
Arm 4	0.4	4.32	0.30	A	0.1	3.59	0.13	A

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

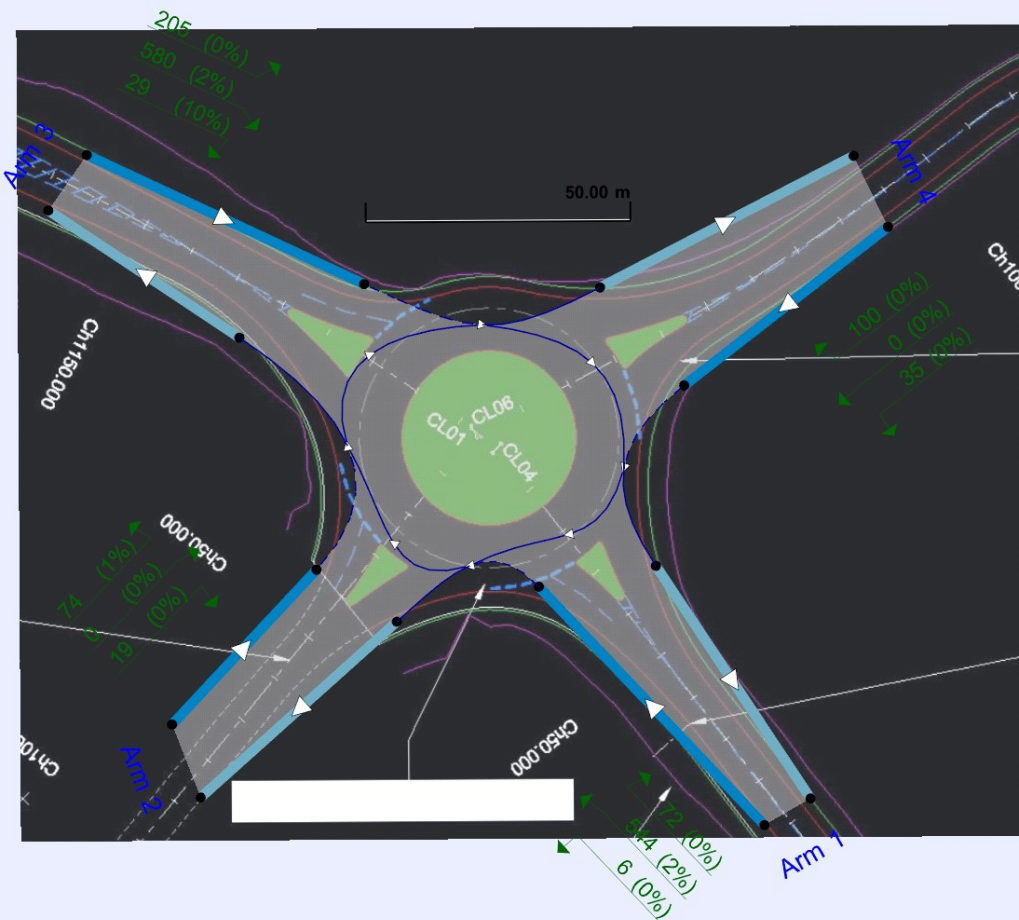
File summary

File Description

Title	
Location	
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WEEZYModelling
Description	

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2029 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.69	8.54	11.8	31.8	56.7	28.0	
2	3.45	8.35	5.7	40.2	56.5	22.3	
3	4.81	6.90	23.4	36.2	56.7	25.4	
4	3.95	6.79	5.0	33.5	56.6	29.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.600	1798
2	0.557	1514
3	0.643	2023
4	0.552	1533

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029 With Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	599	100.000
2		ONE HOUR	✓	40	100.000
3		ONE HOUR	✓	653	100.000
4		ONE HOUR	✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	18	552	29
	2	3	0	37	0
	3	476	94	0	83
	4	83	0	236	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	4	0
	2	0	0	33	0
	3	4	13	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.42	4.05	0.7	A	550	824
2	0.04	4.82	0.1	A	37	55
3	0.36	2.94	0.6	A	599	899
4	0.30	4.32	0.4	A	293	439

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	248	1650	0.273	449	422	0.0	0.4	3.105	A
2	30	8	613	1172	0.026	30	84	0.0	0.0	4.090	A
3	492	123	24	2008	0.245	490	619	0.0	0.3	2.480	A
4	240	60	430	1296	0.185	239	84	0.0	0.2	3.404	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	296	1620	0.332	538	505	0.4	0.5	3.446	A
2	36	9	734	1105	0.033	36	101	0.0	0.0	4.370	A
3	587	147	29	2005	0.293	587	741	0.3	0.4	2.657	A
4	287	72	515	1249	0.230	286	101	0.2	0.3	3.739	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	363	1580	0.417	659	618	0.5	0.7	4.044	A
2	44	11	898	1013	0.043	44	123	0.0	0.1	4.820	A
3	719	180	35	2001	0.359	718	907	0.4	0.6	2.936	A
4	351	88	630	1185	0.296	351	123	0.3	0.4	4.310	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	660	165	363	1580	0.417	659	619	0.7	0.7	4.053	A
2	44	11	900	1013	0.043	44	123	0.1	0.1	4.823	A
3	719	180	35	2001	0.359	719	908	0.6	0.6	2.939	A
4	351	88	631	1185	0.296	351	123	0.4	0.4	4.317	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	297	1620	0.332	539	506	0.7	0.5	3.458	A
2	36	9	736	1104	0.033	36	101	0.1	0.0	4.375	A
3	587	147	29	2005	0.293	588	743	0.6	0.4	2.659	A
4	287	72	516	1249	0.230	287	101	0.4	0.3	3.745	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	249	1649	0.273	451	423	0.5	0.4	3.119	A
2	30	8	616	1171	0.026	30	84	0.0	0.0	4.096	A
3	492	123	24	2008	0.245	492	622	0.4	0.3	2.487	A
4	240	60	432	1295	0.185	240	84	0.3	0.2	3.416	A

2029 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	622	100.000
2		ONE HOUR	✓	93	100.000
3		ONE HOUR	✓	814	100.000
4		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	6	544	72
	2	19	0	74	0
	3	580	29	0	205
	4	35	0	100	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	2	0
	2	0	0	1	0
	3	2	10	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.40	3.56	0.7	A	571	856
2	0.10	3.73	0.1	A	85	128
3	0.46	3.45	0.9	A	747	1120
4	0.13	3.59	0.1	A	124	186

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	97	1740	0.269	467	476	0.0	0.4	2.875	A
2	70	18	537	1214	0.058	70	26	0.0	0.1	3.170	A
3	613	153	68	1979	0.310	611	539	0.0	0.5	2.673	A
4	102	25	471	1273	0.080	101	208	0.0	0.1	3.072	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	559	140	116	1729	0.323	559	570	0.4	0.5	3.131	A
2	84	21	643	1155	0.072	84	31	0.1	0.1	3.384	A
3	732	183	82	1971	0.371	731	645	0.5	0.6	2.953	A
4	121	30	564	1222	0.099	121	249	0.1	0.1	3.270	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	685	171	142	1713	0.400	684	697	0.5	0.7	3.558	A
2	102	26	787	1075	0.095	102	38	0.1	0.1	3.729	A
3	896	224	100	1959	0.458	895	790	0.6	0.9	3.440	A
4	149	37	691	1152	0.129	148	305	0.1	0.1	3.586	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	685	171	142	1713	0.400	685	698	0.7	0.7	3.561	A
2	102	26	788	1075	0.095	102	39	0.1	0.1	3.731	A
3	896	224	100	1959	0.458	896	791	0.9	0.9	3.446	A
4	149	37	691	1152	0.129	149	305	0.1	0.1	3.588	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	559	140	116	1728	0.324	560	571	0.7	0.5	3.135	A
2	84	21	645	1155	0.072	84	32	0.1	0.1	3.390	A
3	732	183	82	1971	0.371	733	646	0.9	0.6	2.960	A
4	121	30	565	1221	0.099	122	249	0.1	0.1	3.275	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	468	117	97	1740	0.269	469	478	0.5	0.4	2.884	A
2	70	18	540	1213	0.058	70	26	0.1	0.1	3.174	A
3	613	153	69	1979	0.310	613	541	0.6	0.5	2.684	A
4	102	25	473	1272	0.080	102	209	0.1	0.1	3.075	A

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896							
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Filename: Link Road_Tankersley Lane.j9

Path: X:\Jobs\3560 Hoyland Commercial Land\Junction Modelling\Link Road_Tankersley Lane

Report generation date: 28/08/2020 09:17:16

»2029 With Dev, AM

»2029 With Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 With Dev								
Stream B-C	0.7	12.75	0.42	B	0.9	13.65	0.47	B
Stream B-A	0.7	26.21	0.42	D	0.8	30.83	0.46	D
Stream C-AB	0.5	9.69	0.34	A	0.9	11.68	0.46	B

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

File summary

File Description

Title	
Location	
Site number	
Date	23/04/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WEEZYModelling
Description	

Units

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