

Persimmon Homes Ltd
Land North of Keresforth Road, Dodworth

Transport Assessment - Volume 2

10 April 2018
Version 1.0
Issue



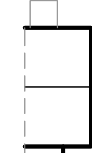
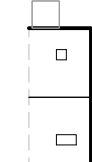
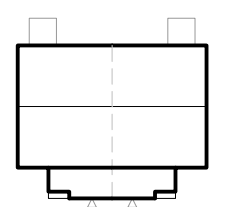
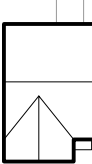
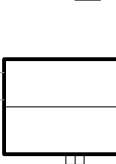
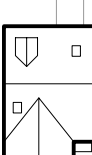
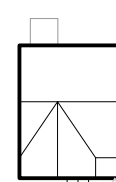
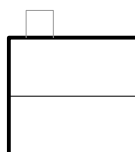
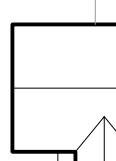


Appendix A

Planning Layout



SCHEDULE OF ACCOMMODATION PERSIMMON

	Alnwick 2 Storey 2 Bed Semi Detached / Terraced House	23		Rufford detached 2 Storey 3 Bed Detached House	12
	Bickleigh 2 1/2 Storey 3 Bed Terraced House	11		Rufford semi 2 Storey 3 Bed Semi Detached	12
	Hanbury 2 Storey 3 Bed Semi Detached / Terraced House	26		Souter 2 1/2 Storey 3 Bed Semi Detached / Terraced House	9
	Hatfield 2 Storey 3 Bed Detached House	12		Clayton Corner 2 Storey 3 Bed Detached House	7
	Lumley 2 1/2 Storey 4 Bed Detached House	4		Roseberry 2 Storey 4 Bed Detached House	11
	Chedworth 2 Storey 4 Bed Detached House	3		Winstar 2 Storey 4 Bed Detached House	9
				Kendal 2 Storey 4 Bed Detached House	7

KEY:

- DENOTES 2100 HIGH CLOSED BOARDED
- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH POST AND 2 RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 450 HIGH TIMBER KNEE RAIL
- DENOTES 1200 HIGH CLOSE BOARDED FENCE WITH 300 TRELLIS ATOP
- DENOTES AFFORDABLE HOUSING
- DENOTES BIN COLLECTION POINT
- DENOTES PROPOSED TREES
- EXISTING TREE (REMOVED)
- EXISTING TREE (RETAINED)
- BLOCK PAVING
- TURF PLANTING AREA
- EXISTING TREE BELT AREA

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
ALL DRIVEWAYS ARE A MIN OF 5.6m LONG
SINGLE DRIVES ARE 3m WIDE
DOUBLE DRIVEWAYS ARE 6m WIDE
6m x 3m GARAGES ARE INDICATED ON PLAN

Rev E - 10.04.18 - RLS
Proposed footpath through existing tree belt removed.
Rev D - 16.03.18 - CJB
Pump station, Carlow tank & dry pond added inline with engineering feasibility
Rev C - 13.03.18 - CJB
Mix & Layout amended following planning officer comments. Tree survey information added
Rev B - 14.11.17 - CJB
Layout drawn onto CAD
Rev A - 20.05.17 - SAC
Plans pulled back to allow for tank



Proposed Development
LAND NORTH OF
KERESFORTH ROAD
DODWORTH

PROPOSED PLANNING LAYOUT

Scale 1:500@A1

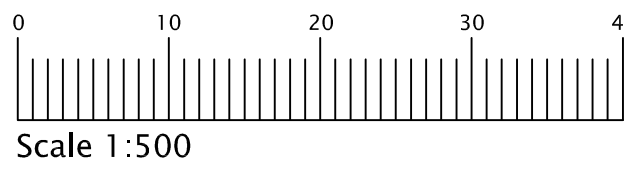
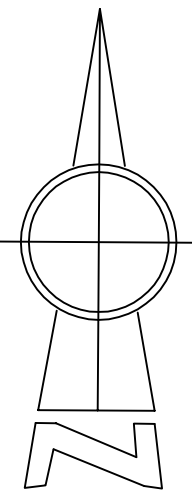
Drawn By SAC

Drawing Number

KRD-2017-001

Rev - E

SEPT 2017



Appendix B

NTM / TEMPRO Output

NTM / TEMPro Output

19 December 2017



NTM/TEMPro Traffic Growth Factors

This note demonstrates output from NTM/TEMPro (v7.2) for a future assessment year of 2023 from a base year of 2017.

1 2017 Base Year to 2023 Assessment Year

1.1 AM Peak Period

The screenshot shows the TEMPro main form with the NTM Traffic Growth Calculations window open. The window contains the following sections:

- 1: Select NTM Dataset:** A table with columns 'From' and 'To'.
- 2: Select Areas to make up the geographic region:** A list box containing 'Barnsley 019 (E02001527)'.
- 3: Select area type:** Radio buttons for Urban, Rural, and All (selected).
- 4: Select road type:** Radio buttons for Motorway, Trunk, Principal, Minor, and All (selected).
- 5: Select which area it serves:** Radio buttons for Region and England (selected).
- Calculate the adjusted local growth figure** button.
- Results:** A table showing the local growth figure for the selected area.

From	To
NTM AF15 Dataset	2010 2040
NTM AF09 Dataset	2003 2035
NTM AF08 Dataset	2003 2025

Level	Area	Local Growth Figure
E02001527	Barnsley 019	1.1154

1.2 PM Peak Period

TEMPPro main form

Data selections
Trip end selections
Trip end by time period selections

Select time period:
Weekday PM peak period (1600 - 1859)

Trip end type
☐ Production/Attraction
☒ Origin/Destination

Reset Selections

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:
☒ Barnsley 019 (E02001527)

3: Select area type:
☐ Urban
☐ Rural
☒ All

4: Select road type:
☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:
☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02001527	Barnsley 019	1.1123

Appendix C

TRICS Output

Calculation Reference: AUDIT-752701-160520-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	2 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	RO ROSCOMMON	2 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AR ARMAGH	1 days
	DO DOWN	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 7 to 432 (units:)
 Range Selected by User: 4 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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

Selected survey days:

Monday	3 days
Tuesday	6 days
Wednesday	6 days
Thursday	12 days
Friday	5 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	32
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	25
No Sub Category	7

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

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	31 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	6 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,000 or Less	3 days
5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	23 days

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

Travel Plan:

Yes	2 days
No	30 days

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

LIST OF SITES relevant to selection parameters

1	AR-03-A-01 MIXED HOUSES BIRCHDALE MANOR LURGAN Edge of Town Residential Zone Total Number of dwellings: 153 Survey date: TUESDAY 15/06/10	ARMAGH	Survey Type: MANUAL
2	CB-03-A-03 SEMI DETACHED HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 Survey date: THURSDAY 20/11/08	CUMBRIA	Survey Type: MANUAL
3	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
4	CH-03-A-05 DETACHED SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: TUESDAY 14/10/08	CHESHIRE	Survey Type: MANUAL
5	CV-03-A-01 DETACHED DUBLIN ROAD CAVAN Edge of Town No Sub Category Total Number of dwellings: 37 Survey date: TUESDAY 18/12/12	CAVAN	Survey Type: MANUAL
6	DC-03-A-08 BUNGALOWS HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	DORSET	Survey Type: MANUAL
7	DL-03-A-06 DETACHED UPPER KILMACUD ROAD DUNDRUM DUBLIN Edge of Town Residential Zone Total Number of dwellings: 147 Survey date: FRIDAY 30/04/10	DUBLIN	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DN-03-A-02 GLENFIN ROAD	DETACHED		DONEGAL
	BALLYBOFEY Edge of Town Residential Zone			
	Total Number of dwellings:	7		
	Survey date: THURSDAY	05/09/13		Survey Type: MANUAL
9	DN-03-A-03 THE GRANGE GLENCAR IRISH LETTERKENNY Edge of Town Residential Zone	DETACHED / SEMI-DETACHED		DONEGAL
	Total Number of dwellings:	50		
	Survey date: MONDAY	01/09/14		Survey Type: MANUAL
10	DN-03-A-04 GORTLEE ROAD GORTLEE LETTERKENNY Edge of Town Residential Zone	SEMI-DETACHED		DONEGAL
	Total Number of dwellings:	83		
	Survey date: FRIDAY	26/09/14		Survey Type: MANUAL
11	DO-03-A-03 OLD MILL HEIGHTS DUNDONALD BELFAST Edge of Town Residential Zone	DETACHED / SEMI DETACHED		DOWN
	Total Number of dwellings:	79		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
12	EA-03-A-01 TALISKER AVENUE	DETACHED		EAST AYRSHIRE
	KILMARNOCK Edge of Town Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
13	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING		EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
14	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone	SEMI-DET.		ESSEX
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	GM-03-A-10	DETACHED / SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
16	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
17	KK-03-A-03	MIXED HOUSING		KILKENNY
	FRESHFORD ROAD			
	FRIARSINCH			
	KILKENNY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
18	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL
19	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
20	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
21	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	RO-03-A-01 GALWAY ROAD	MIXED HOUSES		ROSCOMMON
	ROSCOMMON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: THURSDAY	07/05/09		Survey Type: MANUAL
23	RO-03-A-03 N61	DETACHED HOUSES		ROSCOMMON
	GREATMEADOW			
	BOYLE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: THURSDAY	25/09/14		Survey Type: MANUAL
24	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
25	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
26	SH-03-A-03 SOMERBY DRIVE	DETACHED		SHROPSHIRE
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
27	SH-03-A-05 SANDCROFT	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
28	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone Total Number of dwellings: Survey date: THURSDAY	DETACHED & SEMI 33 24/09/15	SOMERSET Survey Type: MANUAL
30	WA-03-A-04 MAYPARK LANE WATERFORD Edge of Town Residential Zone Total Number of dwellings: Survey date: TUESDAY	DETACHED 280 24/06/14	WATERFORD Survey Type: MANUAL
31	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: Survey date: THURSDAY	BUNGALOWS 17 17/10/13	WARWICKSHIRE Survey Type: MANUAL
32	WS-03-A-04 HILLS FARM LANE BROADBRIDGE HEATH HORSHAM Edge of Town Residential Zone Total Number of dwellings: Survey date: THURSDAY	MIXED HOUSES 151 11/12/14	WEST SUSSEX Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.068	32	76	0.255	32	76	0.323
08:00 - 09:00	32	76	0.147	32	76	0.440	32	76	0.587
09:00 - 10:00	32	76	0.164	32	76	0.226	32	76	0.390
10:00 - 11:00	32	76	0.137	32	76	0.168	32	76	0.305
11:00 - 12:00	32	76	0.160	32	76	0.182	32	76	0.342
12:00 - 13:00	32	76	0.211	32	76	0.191	32	76	0.402
13:00 - 14:00	32	76	0.213	32	76	0.198	32	76	0.411
14:00 - 15:00	32	76	0.231	32	76	0.240	32	76	0.471
15:00 - 16:00	32	76	0.319	32	76	0.242	32	76	0.561
16:00 - 17:00	32	76	0.346	32	76	0.205	32	76	0.551
17:00 - 18:00	32	76	0.399	32	76	0.219	32	76	0.618
18:00 - 19:00	32	76	0.302	32	76	0.221	32	76	0.523
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.697			2.787			5.484

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

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

Parameter summary

Trip rate parameter range selected:	7 - 432 (units:)
Survey date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.005	32	76	0.005	32	76	0.010
08:00 - 09:00	32	76	0.005	32	76	0.005	32	76	0.010
09:00 - 10:00	32	76	0.002	32	76	0.003	32	76	0.005
10:00 - 11:00	32	76	0.002	32	76	0.002	32	76	0.004
11:00 - 12:00	32	76	0.003	32	76	0.003	32	76	0.006
12:00 - 13:00	32	76	0.002	32	76	0.002	32	76	0.004
13:00 - 14:00	32	76	0.002	32	76	0.002	32	76	0.004
14:00 - 15:00	32	76	0.003	32	76	0.002	32	76	0.005
15:00 - 16:00	32	76	0.007	32	76	0.007	32	76	0.014
16:00 - 17:00	32	76	0.006	32	76	0.005	32	76	0.011
17:00 - 18:00	32	76	0.007	32	76	0.006	32	76	0.013
18:00 - 19:00	32	76	0.005	32	76	0.005	32	76	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.047			0.096

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.001	32	76	0.001	32	76	0.002
08:00 - 09:00	32	76	0.001	32	76	0.001	32	76	0.002
09:00 - 10:00	32	76	0.004	32	76	0.002	32	76	0.006
10:00 - 11:00	32	76	0.003	32	76	0.003	32	76	0.006
11:00 - 12:00	32	76	0.001	32	76	0.002	32	76	0.003
12:00 - 13:00	32	76	0.003	32	76	0.004	32	76	0.007
13:00 - 14:00	32	76	0.002	32	76	0.002	32	76	0.004
14:00 - 15:00	32	76	0.002	32	76	0.003	32	76	0.005
15:00 - 16:00	32	76	0.002	32	76	0.001	32	76	0.003
16:00 - 17:00	32	76	0.001	32	76	0.002	32	76	0.003
17:00 - 18:00	32	76	0.000	32	76	0.001	32	76	0.001
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.022			0.042

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.004	32	76	0.004	32	76	0.008
09:00 - 10:00	32	76	0.001	32	76	0.001	32	76	0.002
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.002	32	76	0.002	32	76	0.004
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.001	32	76	0.001	32	76	0.002
15:00 - 16:00	32	76	0.002	32	76	0.002	32	76	0.004
16:00 - 17:00	32	76	0.001	32	76	0.001	32	76	0.002
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.003	32	76	0.007	32	76	0.010
08:00 - 09:00	32	76	0.002	32	76	0.016	32	76	0.018
09:00 - 10:00	32	76	0.002	32	76	0.004	32	76	0.006
10:00 - 11:00	32	76	0.002	32	76	0.008	32	76	0.010
11:00 - 12:00	32	76	0.004	32	76	0.003	32	76	0.007
12:00 - 13:00	32	76	0.005	32	76	0.003	32	76	0.008
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.004	32	76	0.005	32	76	0.009
15:00 - 16:00	32	76	0.012	32	76	0.008	32	76	0.020
16:00 - 17:00	32	76	0.010	32	76	0.004	32	76	0.014
17:00 - 18:00	32	76	0.014	32	76	0.009	32	76	0.023
18:00 - 19:00	32	76	0.007	32	76	0.004	32	76	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.075			0.145

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.072	32	76	0.307	32	76	0.379
08:00 - 09:00	32	76	0.192	32	76	0.657	32	76	0.849
09:00 - 10:00	32	76	0.198	32	76	0.296	32	76	0.494
10:00 - 11:00	32	76	0.159	32	76	0.208	32	76	0.367
11:00 - 12:00	32	76	0.197	32	76	0.230	32	76	0.427
12:00 - 13:00	32	76	0.260	32	76	0.239	32	76	0.499
13:00 - 14:00	32	76	0.267	32	76	0.260	32	76	0.527
14:00 - 15:00	32	76	0.319	32	76	0.298	32	76	0.617
15:00 - 16:00	32	76	0.494	32	76	0.342	32	76	0.836
16:00 - 17:00	32	76	0.506	32	76	0.284	32	76	0.790
17:00 - 18:00	32	76	0.518	32	76	0.295	32	76	0.813
18:00 - 19:00	32	76	0.389	32	76	0.297	32	76	0.686
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.571			3.713			7.284

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.017	32	76	0.041	32	76	0.058
08:00 - 09:00	32	76	0.040	32	76	0.116	32	76	0.156
09:00 - 10:00	32	76	0.032	32	76	0.051	32	76	0.083
10:00 - 11:00	32	76	0.032	32	76	0.039	32	76	0.071
11:00 - 12:00	32	76	0.028	32	76	0.029	32	76	0.057
12:00 - 13:00	32	76	0.028	32	76	0.025	32	76	0.053
13:00 - 14:00	32	76	0.040	32	76	0.034	32	76	0.074
14:00 - 15:00	32	76	0.050	32	76	0.039	32	76	0.089
15:00 - 16:00	32	76	0.105	32	76	0.050	32	76	0.155
16:00 - 17:00	32	76	0.065	32	76	0.036	32	76	0.101
17:00 - 18:00	32	76	0.055	32	76	0.034	32	76	0.089
18:00 - 19:00	32	76	0.049	32	76	0.041	32	76	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.541			0.535			1.076

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.009	32	76	0.009
08:00 - 09:00	32	76	0.005	32	76	0.029	32	76	0.034
09:00 - 10:00	32	76	0.002	32	76	0.009	32	76	0.011
10:00 - 11:00	32	76	0.002	32	76	0.005	32	76	0.007
11:00 - 12:00	32	76	0.005	32	76	0.005	32	76	0.010
12:00 - 13:00	32	76	0.006	32	76	0.004	32	76	0.010
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.004	32	76	0.004	32	76	0.008
15:00 - 16:00	32	76	0.014	32	76	0.003	32	76	0.017
16:00 - 17:00	32	76	0.008	32	76	0.002	32	76	0.010
17:00 - 18:00	32	76	0.012	32	76	0.005	32	76	0.017
18:00 - 19:00	32	76	0.018	32	76	0.004	32	76	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.083			0.164

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.000	32	76	0.000	32	76	0.000
09:00 - 10:00	32	76	0.000	32	76	0.000	32	76	0.000
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.000	32	76	0.000	32	76	0.000
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.000	32	76	0.000	32	76	0.000
15:00 - 16:00	32	76	0.000	32	76	0.000	32	76	0.000
16:00 - 17:00	32	76	0.000	32	76	0.000	32	76	0.000
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.000	32	76	0.000
08:00 - 09:00	32	76	0.000	32	76	0.004	32	76	0.004
09:00 - 10:00	32	76	0.000	32	76	0.001	32	76	0.001
10:00 - 11:00	32	76	0.000	32	76	0.000	32	76	0.000
11:00 - 12:00	32	76	0.000	32	76	0.000	32	76	0.000
12:00 - 13:00	32	76	0.000	32	76	0.000	32	76	0.000
13:00 - 14:00	32	76	0.000	32	76	0.000	32	76	0.000
14:00 - 15:00	32	76	0.002	32	76	0.000	32	76	0.002
15:00 - 16:00	32	76	0.003	32	76	0.000	32	76	0.003
16:00 - 17:00	32	76	0.000	32	76	0.000	32	76	0.000
17:00 - 18:00	32	76	0.000	32	76	0.000	32	76	0.000
18:00 - 19:00	32	76	0.000	32	76	0.000	32	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.000	32	76	0.009	32	76	0.009
08:00 - 09:00	32	76	0.005	32	76	0.033	32	76	0.038
09:00 - 10:00	32	76	0.002	32	76	0.010	32	76	0.012
10:00 - 11:00	32	76	0.002	32	76	0.005	32	76	0.007
11:00 - 12:00	32	76	0.005	32	76	0.005	32	76	0.010
12:00 - 13:00	32	76	0.006	32	76	0.005	32	76	0.011
13:00 - 14:00	32	76	0.005	32	76	0.004	32	76	0.009
14:00 - 15:00	32	76	0.005	32	76	0.004	32	76	0.009
15:00 - 16:00	32	76	0.016	32	76	0.003	32	76	0.019
16:00 - 17:00	32	76	0.008	32	76	0.002	32	76	0.010
17:00 - 18:00	32	76	0.012	32	76	0.005	32	76	0.017
18:00 - 19:00	32	76	0.018	32	76	0.004	32	76	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.089			0.173

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	76	0.093	32	76	0.364	32	76	0.457
08:00 - 09:00	32	76	0.239	32	76	0.823	32	76	1.062
09:00 - 10:00	32	76	0.234	32	76	0.361	32	76	0.595
10:00 - 11:00	32	76	0.195	32	76	0.261	32	76	0.456
11:00 - 12:00	32	76	0.234	32	76	0.266	32	76	0.500
12:00 - 13:00	32	76	0.298	32	76	0.273	32	76	0.571
13:00 - 14:00	32	76	0.317	32	76	0.301	32	76	0.618
14:00 - 15:00	32	76	0.378	32	76	0.346	32	76	0.724
15:00 - 16:00	32	76	0.627	32	76	0.403	32	76	1.030
16:00 - 17:00	32	76	0.589	32	76	0.326	32	76	0.915
17:00 - 18:00	32	76	0.599	32	76	0.343	32	76	0.942
18:00 - 19:00	32	76	0.463	32	76	0.345	32	76	0.808
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.266			4.412			8.678

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

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

Parameter summary

Trip rate parameter range selected: 7 - 432 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

Appendix D

Gravity Model

Land North of Keresforth Road, Dodworth

Trip Distribution

Origin Ward	Destination Ward	Car Driver	Trip Distribution								
			Route Assumptions				Car Driver Trips per Route				
			A	B	C	D	A	B	C	D	Total
E01007383 : Barnsley 019B	E02001509 : Barnsley 001	6	4	2			3	3			6
E01007383 : Barnsley 019B	E02001510 : Barnsley 002	48	7				48				48
E01007383 : Barnsley 019B	E02001511 : Barnsley 003	1	7				1				1
E01007383 : Barnsley 019B	E02001512 : Barnsley 004	15	4	2			8	8			15
E01007383 : Barnsley 019B	E02001513 : Barnsley 005	26	4	2			13	13			26
E01007383 : Barnsley 019B	E02001514 : Barnsley 006	7	7	8			4	4			7
E01007383 : Barnsley 019B	E02001515 : Barnsley 007	40	7				40				40
E01007383 : Barnsley 019B	E02001516 : Barnsley 008	10	7	8			5	5			10
E01007383 : Barnsley 019B	E02001517 : Barnsley 009	9	7				9				9
E01007383 : Barnsley 019B	E02001518 : Barnsley 010	38	5	7			19	19			38
E01007383 : Barnsley 019B	E02001519 : Barnsley 011	17	7				17				17
E01007383 : Barnsley 019B	E02001520 : Barnsley 012	157	2	4			79	79			157
E01007383 : Barnsley 019B	E02001521 : Barnsley 013	229	5	7			115	115			229
E01007383 : Barnsley 019B	E02001522 : Barnsley 014	3	8				3				3
E01007383 : Barnsley 019B	E02001523 : Barnsley 015	66	8				66				66
E01007383 : Barnsley 019B	E02001524 : Barnsley 016	37	1	11			19	19			37
E01007383 : Barnsley 019B	E02001525 : Barnsley 017	18	8				18				18
E01007383 : Barnsley 019B	E02001526 : Barnsley 018	11	8				11				11
E01007383 : Barnsley 019B	E02001527 : Barnsley 019	99	12				99				99
E01007383 : Barnsley 019B	E02001528 : Barnsley 020	9	8				9				9
E01007383 : Barnsley 019B	E02001529 : Barnsley 021	16	9	10			8	8			16
E01007383 : Barnsley 019B	E02001530 : Barnsley 022	10	8				10				10
E01007383 : Barnsley 019B	E02001531 : Barnsley 023	22	8	9			11	11			22
E01007383 : Barnsley 019B	E02001532 : Barnsley 024	15	1				15				15
E01007383 : Barnsley 019B	E02001533 : Barnsley 025	1	8				1				1
E01007383 : Barnsley 019B	E02001534 : Barnsley 026	12	8	9			6	6			12
E01007383 : Barnsley 019B	E02001535 : Barnsley 027	26	10	11	1		9	9	9		26
E01007383 : Barnsley 019B	E02001536 : Barnsley 028	37	10				37				37
E01007383 : Barnsley 019B	E02001537 : Barnsley 029	4	9				4				4
E01007383 : Barnsley 019B	E02001538 : Barnsley 030	20	9				20				20
E01007383 : Barnsley 019B	County Durham	3	3				3				3
E01007383 : Barnsley 019B	Halton	1	1				1				1
E01007383 : Barnsley 019B	Cheshire East	3	1				3				3
E01007383 : Barnsley 019B	Bury	2	1				2				2
E01007383 : Barnsley 019B	Manchester	3	1				3				3
E01007383 : Barnsley 019B	Rochdale	1	1				1				1
E01007383 : Barnsley 019B	Salford	2	1				2				2
E01007383 : Barnsley 019B	Stockport	6	1				6				6
E01007383 : Barnsley 019B	Trafford	2	1				2				2
E01007383 : Barnsley 019B	Wigan	1	1				1				1
E01007383 : Barnsley 019B	Liverpool	1	1				1				1
E01007383 : Barnsley 019B	East Riding of Yorkshire	1	3				1				1
E01007383 : Barnsley 019B	North East Lincolnshire	1	3				1				1
E01007383 : Barnsley 019B	North Lincolnshire	1	3				1				1
E01007383 : Barnsley 019B	York	1	3				1				1
E01007383 : Barnsley 019B	Craven	1	3				1				1
E01007383 : Barnsley 019B	Hambleton	1	3				1				1
E01007383 : Barnsley 019B	Harrogate	1	3				1				1
E01007383 : Barnsley 019B	Selby	7	3				7				7
E01007383 : Barnsley 019B	Doncaster	44	8				44				44
E01007383 : Barnsley 019B	Rotherham	110	6				110				110
E01007383 : Barnsley 019B	Sheffield	173	6				173				173
E01007383 : Barnsley 019B	Bradford	17	3				17				17
E01007383 : Barnsley 019B	Calderdale	2	1	3			1	1			2
E01007383 : Barnsley 019B	Kirklees	42	1				42				42
E01007383 : Barnsley 019B	Leeds	94	3				94				94
E01007383 : Barnsley 019B	Wakefield	119	3				119				119
E01007383 : Barnsley 019B	Derby	1	6				1				1
E01007383 : Barnsley 019B	Leicester	1	6				1				1
E01007383 : Barnsley 019B	Nottingham	3	6				3				3
E01007383 : Barnsley 019B	Amber Valley	1	6				1				1
E01007383 : Barnsley 019B	Bolsover	2	6				2				2
E01007383 : Barnsley 019B	Chesterfield	2	6				2				2
E01007383 : Barnsley 019B	North East Derbyshire	1	6				1				1
E01007383 : Barnsley 019B	Charnwood	1	6				1				1
E01007383 : Barnsley 019B	North West Leicestershire	2	6				2				2
E01007383 : Barnsley 019B	West Lindsey	1	6				1				1
E01007383 : Barnsley 019B	Northampton	1	6				1				1

Land North of Keresforth Road, Dodworth
Trip Distribution

Origin Ward	Destination Ward	Car Driver	Trip Distribution								
			Route Assumptions				Car Driver Trips per Route				
			A	B	C	D	A	B	C	D	Total
E01007383 : Barnsley 019B	Ashfield	2	6				2				2
E01007383 : Barnsley 019B	Bassetlaw	2	6				2				2
E01007383 : Barnsley 019B	Newark and Sherwood	1	6				1				1
E01007383 : Barnsley 019B	Stoke-on-Trent	1	6				1				1
E01007383 : Barnsley 019B	Shropshire	11	6				11				11
E01007383 : Barnsley 019B	East Staffordshire	1	6				1				1
E01007383 : Barnsley 019B	South Staffordshire	2	6				2				2
E01007383 : Barnsley 019B	Rugby	1	6				1				1
E01007383 : Barnsley 019B	Stratford-on-Avon	1	6				1				1
E01007383 : Barnsley 019B	Coventry	1	6				1				1
E01007383 : Barnsley 019B	Sandwell	1	6				1				1
E01007383 : Barnsley 019B	Walsall	2	6				2				2
E01007383 : Barnsley 019B	Uttlesford	1	6				1				1
E01007383 : Barnsley 019B	Broxbourne	1	6				1				1
E01007383 : Barnsley 019B	Islington	1	6				1				1
E01007383 : Barnsley 019B	Kingston upon Thames	1	6				1				1
E01007383 : Barnsley 019B	Sutton	1	6				1				1
E01007383 : Barnsley 019B	Bracknell Forest	1	6				1				1
E01007383 : Barnsley 019B	Windsor and Maidenhead	2	6				2				2
E01007383 : Barnsley 019B	Milton Keynes	1	6				1				1
E01007383 : Barnsley 019B	Test Valley	1	6				1				1
E01007383 : Barnsley 019B	Maidstone	1	6				1				1
E01007383 : Barnsley 019B	South Oxfordshire	2	6				2				2
E01007383 : Barnsley 019B	Horsham	1	6				1				1
E01007383 : Barnsley 019B	Cornwall,Isles of Scilly	1	6				1				1
E01007383 : Barnsley 019B	Wiltshire	1	6				1				1
E01007383 : Barnsley 019B	Plymouth	1	6				1				1
E01007383 : Barnsley 019B	East Dorset	2	6				2				2
Total		1710					1404	297	9	0	1710

Notes:

TRIP DISTRIBUTION SUMMARY

Route		Number of Trips				
		A	B	C	D	Total
1	A628 Whinby Road (West)	99	0	9	0	107
2	Higham Lane	79	24	0	0	102
3	M1 North	247	1	0	0	248
4	Pogmoor Road	24	79	0	0	102
5	A628 Dodworth Road (East)	134	0	0	0	134
6	M1 South	344	0	0	0	344
7	Racecommon Road	124	134	0	0	257
8	A6133 Park Road (East)	179	9	0	0	188
9	Keresforth Hall Road	32	17	0	0	49
10	Gilroyd Lane	46	8	0	0	54
11	Dodworth Green Road	0	27	0	0	27
12	Internal Network	99	0	0	0	99
TOTAL		1404	297	9	0	1710

Route		% of Trips				
		A	B	C	D	Total
1	A628 Whinby Road (West)	6%	0%	1%	0%	6%
2	Higham Lane	5%	1%	0%	0%	6%
3	M1 North	14%	0%	0%	0%	15%
4	Pogmoor Road	1%	5%	0%	0%	6%
5	A628 Dodworth Road (East)	8%	0%	0%	0%	8%
6	M1 South	20%	0%	0%	0%	20%
7	Racecommon Road	7%	8%	0%	0%	15%
8	A6133 Park Road (East)	10%	0%	0%	0%	11%
9	Keresforth Hall Road	2%	1%	0%	0%	3%
10	Gilroyd Lane	3%	0%	0%	0%	3%
11	Dodworth Green Road	0%	2%	0%	0%	2%
12	Internal Network	6%	0%	0%	0%	6%
TOTAL		82%	17%	1%	0%	100%

Appendix E

Junctions9 Output - B6099 High Street / B6449 Dodworth Green Road / Junction

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: High St_Dodworth Green Rd_Barnsley Rd_Station Rd.j9

Path: X:\Jobs\3143 Keresforth Hall Farm, Dodworth\Junction Modelling\Nov 2017

Report generation date: 23/11/2017 09:01:11

»Existing Layout - Existing 2016, AM

»Existing Layout - Existing 2016, PM

»Existing Layout - Base 2023, AM

»Existing Layout - Base 2023, PM

»Existing Layout - Total 2023, AM

»Existing Layout - Total 2023, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Layout - Existing 2016						
Stream B-CD	0.6	13.10	0.39	1.5	19.48	0.60
Stream B-AD	1.1	18.09	0.51	1.0	18.80	0.51
Stream A-BCD	0.0	5.49	0.03	0.2	4.60	0.08
Stream D-AB	0.3	13.07	0.22	0.2	10.92	0.18
Stream D-BC	0.3	13.41	0.21	0.2	11.41	0.16
Stream C-ABD	0.5	7.42	0.32	0.2	7.77	0.16
Existing Layout - Base 2023						
Stream B-CD	0.9	15.67	0.46	2.5	28.43	0.72
Stream B-AD	1.4	21.88	0.57	1.4	23.72	0.59
Stream A-BCD	0.1	5.48	0.04	0.2	4.54	0.10
Stream D-AB	0.4	14.26	0.25	0.2	11.81	0.20
Stream D-BC	0.3	14.47	0.24	0.2	12.21	0.18
Stream C-ABD	0.6	7.80	0.36	0.2	8.14	0.18
Existing Layout - Total 2023						
Stream B-CD	1.1	18.51	0.53	3.1	34.15	0.76
Stream B-AD	1.9	26.28	0.64	1.7	27.58	0.65
Stream A-BCD	0.1	5.44	0.04	0.2	4.45	0.10
Stream D-AB	0.4	14.53	0.26	0.3	12.59	0.23
Stream D-BC	0.4	14.71	0.24	0.3	12.84	0.20
Stream C-ABD	0.6	7.84	0.36	0.3	8.34	0.19

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	J2 B6099 High Street / B6449 Dodworth Green Road / B6449 Barnsley Road / B6099 Station Road Four-Arm Priority Junction
Location	Dodworth, Barnsley
Site number	J2
Date	30/01/2017
Version	Issue
Status	Existing Layout
Identifier	
Client	Strata Homes Ltd
Jobnumber	3143
Enumerator	Fore Consulting Ltd
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	perTimeSegment	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 period length (min)	Time segment length (min)	Run automatically
D1	Existing 2016	AM	DIRECT	07:45	09:15	90	15	✓
D2	Existing 2016	PM	DIRECT	16:45	18:15	90	15	✓
D3	Base 2023	AM	DIRECT	07:45	09:15	90	15	✓
D4	Base 2023	PM	DIRECT	16:45	18:15	90	15	✓
D5	Total 2023	AM	DIRECT	07:45	09:15	90	15	✓
D6	Total 2023	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

Existing Layout - Existing 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	7.66	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
D	(untitled)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.55			152.0	✓	0.00
C	6.55			250.0	✓	1.00

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	9.40	7.70	7.00	6.70		7.00	38	70
D	One lane plus flare	7.50	3.60	3.50	3.10	3.00		1.00	22	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	165.497	-	-	-	-	-	-	0.250	0.358	0.250	-	-	-
1	B-A	145.281	0.103	0.261	0.261	-	-	-	0.164	0.373	-	0.261	0.261	0.131
1	B-C	185.058	0.111	0.280	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	145.281	0.103	0.261	0.261	-	-	-	0.164	0.373	0.164	-	-	-
1	B-D, offside lane	145.281	0.103	0.261	0.261	-	-	-	0.164	0.373	0.164	-	-	-
1	C-B	179.685	0.272	0.272	0.388	-	-	-	-	-	-	-	-	-
1	D-A	170.235	-	-	-	-	-	-	0.258	-	0.102	-	-	-
1	D-B, nearside lane	132.268	0.150	0.150	0.340	-	-	-	0.238	0.238	0.094	-	-	-
1	D-B, offside lane	127.834	0.145	0.145	0.328	-	-	-	0.230	0.230	0.091	-	-	-
1	D-C	127.834	-	0.145	0.328	0.115	0.230	0.230	0.230	0.230	0.091	-	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	Existing 2016	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)						
07:45 - 08:00	From	To				
			A	B	C	D
		A	0.00	42.00	16.00	0.00
		B	34.00	0.00	14.00	42.00
		C	53.00	45.00	0.00	2.00
		D	4.00	20.00	2.00	0.00

Demand (PCU/TS)						
08:00 - 08:15	From	To				
			A	B	C	D
		A	0.00	35.00	19.00	3.00
		B	23.00	0.00	19.00	43.00
		C	53.00	40.00	0.00	5.00
		D	0.00	31.00	1.00	0.00

Demand (PCU/TS)						
08:15 - 08:30	From	To				
			A	B	C	D
		A	0.00	42.00	11.00	2.00
		B	20.00	0.00	8.00	39.00
		C	36.00	53.00	0.00	9.00
		D	4.00	37.00	0.00	0.00

Demand (PCU/TS)						
08:30 - 08:45	From	To				
			A	B	C	D
		A	0.00	37.00	22.00	1.00
		B	26.00	0.00	14.00	34.00
		C	38.00	47.00	0.00	6.00
		D	1.00	37.00	2.00	0.00

Demand (PCU/TS)						
08:45 - 09:00	From	To				
			A	B	C	D
		A	0.00	53.00	16.00	2.00
		B	45.00	0.00	21.00	34.00
		C	45.00	41.00	0.00	4.00
		D	2.00	14.00	0.00	0.00

Demand (PCU/TS)						
09:00 - 09:15	From	To				
			A	B	C	D
		A	0.00	57.00	14.00	4.00
		B	29.00	0.00	18.00	32.00
		C	45.00	44.00	0.00	7.00
		D	2.00	25.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To			
From		A	B	C	D
	A	0	4	46	0
	B	0	0	0	3
	C	4	0	0	0
	D	0	19	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
From		A	B	C	D
	A	0	11	17	0
	B	7	0	0	14
	C	0	0	0	0
	D	0	17	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
From		A	B	C	D
	A	0	13	0	0
	B	8	0	0	9
	C	4	0	0	0
	D	0	14	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
From		A	B	C	D
	A	0	11	27	0
	B	16	0	0	5
	C	0	0	0	0
	D	0	16	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
From		A	B	C	D
	A	0	4	0	0
	B	0	0	8	13
	C	3	0	0	0
	D	0	36	0	0

Heavy Vehicle Percentages

09:00 - 09:15

		To			
From		A	B	C	D
	A	0	5	0	0
	B	8	0	18	24
	C	7	7	0	0
	D	75	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.39	13.10	0.6	B	39.64	237.82
B-AD	0.51	18.09	1.1	C	42.86	257.18
A-BCD	0.03	5.49	0.0	A	3.07	18.41
A-B					43.53	261.20
A-C					16.07	96.39
D-AB	0.22	13.07	0.3	B	15.97	95.84
D-BC	0.21	13.41	0.3	B	14.36	86.16
C-ABD	0.32	7.42	0.5	A	48.84	293.04
C-D					5.06	30.33
C-A					41.61	249.63

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	41.82	41.82	112.24	0.373	41.22	0.0	0.6	12.859	B
B-AD	48.18	48.18	106.49	0.452	47.37	0.0	0.8	15.182	C
A-BCD	0.00	0.00	135.63	0.000	0.00	0.0	0.0	0.000	A
A-B	42.00	42.00			42.00				
A-C	16.00	16.00			16.00				
D-AB	14.23	14.23	107.59	0.132	14.06	0.0	0.2	10.879	B
D-BC	11.77	11.77	94.43	0.125	11.61	0.0	0.2	12.540	B
C-ABD	49.14	49.14	179.02	0.275	48.74	0.0	0.4	6.911	A
C-D	1.85	1.85			1.85				
C-A	49.01	49.01			49.01				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	45.38	45.38	119.03	0.381	45.34	0.6	0.6	12.636	B
B-AD	39.62	39.62	106.82	0.371	39.81	0.8	0.6	13.763	B
A-BCD	4.35	4.35	174.15	0.025	4.32	0.0	0.0	5.491	A
A-B	34.13	34.13			34.13				
A-C	18.53	18.53			18.53				
D-AB	15.69	15.69	95.59	0.164	15.64	0.2	0.2	12.929	B
D-BC	16.31	16.31	95.61	0.171	16.24	0.2	0.2	13.120	B
C-ABD	43.46	43.46	178.29	0.244	43.51	0.4	0.4	6.699	A
C-D	4.70	4.70			4.70				
C-A	49.84	49.84			49.84				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	31.43	31.43	111.61	0.282	31.64	0.6	0.4	12.122	B
B-AD	35.57	35.57	104.79	0.339	35.61	0.6	0.6	14.245	B
A-BCD	2.90	2.90	172.24	0.017	2.91	0.0	0.0	5.493	A
A-B	41.29	41.29			41.29				
A-C	10.81	10.81			10.81				
D-AB	22.50	22.50	102.24	0.220	22.41	0.2	0.3	12.879	B
D-BC	18.50	18.50	96.76	0.191	18.46	0.2	0.3	13.243	B
C-ABD	57.67	57.67	178.79	0.323	57.52	0.4	0.5	7.425	A
C-D	8.07	8.07			8.07				
C-A	32.26	32.26			32.26				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	35.42	35.42	117.05	0.303	35.40	0.4	0.5	11.619	B
B-AD	38.58	38.58	104.04	0.371	38.52	0.6	0.6	15.011	C
A-BCD	1.50	1.50	178.47	0.008	1.51	0.0	0.0	5.270	A
A-B	36.69	36.69			36.69				
A-C	21.81	21.81			21.81				
D-AB	19.91	19.91	97.50	0.204	19.94	0.3	0.3	13.067	B
D-BC	20.09	20.09	96.63	0.208	20.06	0.3	0.3	13.410	B
C-ABD	50.65	50.65	176.16	0.288	50.71	0.5	0.4	7.197	A
C-D	5.50	5.50			5.50				
C-A	34.85	34.85			34.85				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	45.15	45.15	116.83	0.387	44.96	0.5	0.6	13.104	B
B-AD	54.85	54.85	108.56	0.505	54.40	0.6	1.1	18.090	C
A-BCD	3.18	3.18	186.19	0.017	3.17	0.0	0.0	5.029	A
A-B	52.09	52.09			52.09				
A-C	15.73	15.73			15.73				
D-AB	9.00	9.00	106.84	0.084	9.19	0.3	0.1	10.839	B
D-BC	7.00	7.00	96.83	0.072	7.20	0.3	0.1	11.853	B
C-ABD	44.21	44.21	172.49	0.256	44.28	0.4	0.4	7.029	A
C-D	3.74	3.74			3.74				
C-A	42.05	42.05			42.05				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	38.61	38.61	119.58	0.323	38.71	0.6	0.5	12.560	B
B-AD	40.39	40.39	105.23	0.384	40.81	1.1	0.7	14.478	B
A-BCD	6.48	6.48	186.06	0.035	6.45	0.0	0.0	5.081	A
A-B	55.01	55.01			55.01				
A-C	13.51	13.51			13.51				
D-AB	14.50	14.50	99.97	0.145	14.41	0.1	0.2	12.395	B
D-BC	12.50	12.50	94.63	0.132	12.42	0.1	0.2	12.761	B
C-ABD	47.90	47.90	173.21	0.277	47.86	0.4	0.4	7.355	A
C-D	6.47	6.47			6.47				
C-A	41.62	41.62			41.62				

Existing Layout - Existing 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	8.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Existing 2016	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To				
		A	B	C	D
	A	0.00	81.00	51.00	9.00
	B	29.00	0.00	36.00	31.00
	C	29.00	18.00	0.00	4.00
	D	3.00	24.00	0.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To				
		A	B	C	D
	A	0.00	88.00	61.00	4.00
	B	42.00	0.00	51.00	30.00
	C	25.00	22.00	0.00	3.00
	D	3.00	29.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To				
		A	B	C	D
	A	0.00	61.00	69.00	2.00
	B	37.00	0.00	42.00	45.00
	C	16.00	8.00	0.00	6.00
	D	4.00	24.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	65.00	56.00	5.00
	B	33.00	0.00	40.00	31.00
	C	17.00	12.00	0.00	1.00
	D	9.00	22.00	4.00	0.00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	53.00	83.00	6.00
	B	35.00	0.00	48.00	29.00
	C	17.00	20.00	0.00	2.00
	D	5.00	25.00	1.00	0.00

17:45 - 18:00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	49.00	43.00	8.00
	B	34.00	0.00	31.00	33.00
	C	26.00	20.00	0.00	3.00
	D	8.00	24.00	1.00	0.00

18:00 - 18:15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	6	0
	B	0	0	0	12
	C	5	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	5	0
	B	5	0	0	10
	C	6	7	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	0	0
	B	0	0	10	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	2	0
	B	0	0	3	0
	C	9	0	0	0
	D	0	0	0	0

17:45 - 18:00

18:00 - 18:15

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
	A	0	4	3	0
	B	0	0	0	6
	C	0	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.60	19.48	1.5	C	63.63	381.81
B-AD	0.51	18.80	1.0	C	45.87	275.19
A-BCD	0.08	4.60	0.2	A	12.11	72.64
A-B					62.73	376.39
A-C					57.50	344.97
D-AB	0.18	10.92	0.2	B	17.82	106.92
D-BC	0.16	11.41	0.2	B	13.35	80.08
C-ABD	0.16	7.77	0.2	A	17.06	102.36
C-D					3.12	18.73
C-A					21.32	127.90

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	55.88	55.88	124.81	0.448	55.06	0.0	0.8	13.268	B
B-AD	40.12	40.12	104.38	0.384	39.50	0.0	0.6	14.168	B
A-BCD	20.15	20.15	238.56	0.084	19.98	0.0	0.2	4.253	A
A-B	74.16	74.16			74.16				
A-C	46.69	46.69			46.69				
D-AB	15.00	15.00	102.74	0.146	14.83	0.0	0.2	10.219	B
D-BC	12.00	12.00	94.33	0.127	11.86	0.0	0.1	10.895	B
C-ABD	18.54	18.54	144.54	0.128	18.39	0.0	0.2	7.137	A
C-D	3.93	3.93			3.93				
C-A	28.52	28.52			28.52				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	72.47	72.47	120.32	0.602	71.79	0.8	1.5	19.025	C
B-AD	50.53	50.53	99.22	0.509	50.12	0.6	1.0	18.801	C
A-BCD	10.03	10.03	249.77	0.040	10.14	0.2	0.1	3.874	A
A-B	84.44	84.44			84.44				
A-C	58.53	58.53			58.53				
D-AB	17.50	17.50	99.84	0.175	17.46	0.2	0.2	10.918	B
D-BC	14.50	14.50	93.29	0.155	14.46	0.1	0.2	11.410	B
C-ABD	22.72	22.72	142.20	0.160	22.67	0.2	0.2	7.774	A
C-D	2.92	2.92			2.92				
C-A	24.36	24.36			24.36				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	72.45	72.45	119.80	0.605	72.41	1.5	1.5	19.479	C
B-AD	51.55	51.55	108.43	0.475	51.60	1.0	1.0	16.771	C
A-BCD	4.36	4.36	241.71	0.018	4.39	0.1	0.0	3.873	A
A-B	59.89	59.89			59.89				
A-C	67.75	67.75			67.75				
D-AB	16.14	16.14	112.11	0.144	16.18	0.2	0.2	9.385	A
D-BC	12.86	12.86	100.51	0.128	12.89	0.2	0.1	10.277	B
C-ABD	8.09	8.09	145.10	0.056	8.22	0.2	0.1	6.941	A
C-D	5.98	5.98			5.98				
C-A	15.94	15.94			15.94				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	60.40	60.40	127.79	0.473	60.98	1.5	0.9	14.029	B
B-AD	43.60	43.60	108.54	0.402	43.86	1.0	0.7	14.620	B
A-BCD	10.29	10.29	235.56	0.044	10.25	0.0	0.1	4.047	A
A-B	62.16	62.16			62.16				
A-C	53.55	53.55			53.55				
D-AB	20.49	20.49	120.29	0.170	20.45	0.2	0.2	9.012	A
D-BC	14.51	14.51	98.08	0.148	14.49	0.1	0.2	10.765	B
C-ABD	12.12	12.12	146.34	0.083	12.10	0.1	0.1	6.702	A
C-D	0.99	0.99			0.99				
C-A	16.88	16.88			16.88				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	67.75	67.75	121.55	0.557	67.41	0.9	1.3	17.552	C
B-AD	44.25	44.25	99.50	0.445	44.19	0.7	0.8	16.246	C
A-BCD	13.66	13.66	243.17	0.056	13.63	0.1	0.1	3.960	A
A-B	50.02	50.02			50.02				
A-C	78.33	78.33			78.33				
D-AB	17.66	17.66	109.16	0.162	17.67	0.2	0.2	9.837	A
D-BC	13.34	13.34	95.76	0.139	13.35	0.2	0.2	10.924	B
C-ABD	20.39	20.39	143.00	0.143	20.31	0.1	0.2	7.336	A
C-D	1.96	1.96			1.96				
C-A	16.65	16.65			16.65				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	52.86	52.86	125.90	0.420	53.39	1.3	0.8	12.783	B
B-AD	45.14	45.14	108.37	0.417	45.19	0.8	0.7	14.298	B
A-BCD	14.16	14.16	212.18	0.067	14.13	0.1	0.1	4.597	A
A-B	45.72	45.72			45.72				
A-C	40.12	40.12			40.12				
D-AB	20.14	20.14	117.57	0.171	20.13	0.2	0.2	9.235	A
D-BC	12.86	12.86	99.46	0.129	12.88	0.2	0.2	10.396	B
C-ABD	20.50	20.50	155.65	0.132	20.51	0.2	0.2	6.875	A
C-D	2.95	2.95			2.95				
C-A	25.55	25.55			25.55				

Existing Layout - Base 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	8.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Base 2023	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

	To				
From		A	B	C	D
	A	0.00	47.00	18.00	0.00
	B	38.00	0.00	16.00	47.00
	C	59.00	50.00	0.00	2.00
	D	4.00	22.00	2.00	0.00

Demand (PCU/TS)

08:00 - 08:15

	To				
From		A	B	C	D
	A	0.00	39.00	21.00	3.00
	B	26.00	0.00	21.00	48.00
	C	59.00	44.00	0.00	6.00
	D	0.00	34.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To				
From		A	B	C	D
	A	0.00	47.00	12.00	2.00
	B	22.00	0.00	9.00	43.00
	C	40.00	59.00	0.00	10.00
	D	4.00	41.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	41.00	24.00	1.00
	B	29.00	0.00	16.00	38.00
	C	42.00	52.00	0.00	7.00
	D	1.00	41.00	2.00	0.00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	59.00	18.00	2.00
	B	50.00	0.00	23.00	38.00
	C	50.00	46.00	0.00	4.00
	D	2.00	16.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	63.00	16.00	4.00
	B	32.00	0.00	20.00	36.00
	C	50.00	49.00	0.00	8.00
	D	2.00	28.00	0.00	0.00

09:00 - 09:15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	46	0
	B	0	0	0	3
	C	4	0	0	0
	D	0	19	0	0

07:45 - 08:00

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	11	17	0
	B	7	0	0	14
	C	0	0	0	0
	D	0	17	0	0

08:00 - 08:15

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	13	0	0
	B	8	0	0	9
	C	4	0	0	0
	D	0	14	0	0

08:15 - 08:30

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	11	27	0
	B	16	0	0	5
	C	0	0	0	0
	D	0	16	0	0

08:30 - 08:45

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	0	0
	B	0	0	8	13
	C	3	0	0	0
	D	0	36	0	0

08:45 - 09:00

09:00 - 09:15

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
	A	0	5	0	0
	B	8	0	18	24
	C	7	7	0	0
	D	75	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.46	15.67	0.9	C	45.24	271.46
B-AD	0.57	21.88	1.4	C	46.76	280.54
A-BCD	0.04	5.48	0.1	A	3.24	19.44
A-B					48.41	290.44
A-C					17.85	107.12
D-AB	0.25	14.26	0.4	B	17.50	104.97
D-BC	0.24	14.47	0.3	B	15.84	95.03
C-ABD	0.36	7.80	0.6	A	55.39	332.33
C-D					5.54	33.23
C-A					45.24	271.44

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	48.40	48.40	106.88	0.453	47.58	0.0	0.8	15.329	C
B-AD	52.60	52.60	102.08	0.515	51.57	0.0	1.0	17.653	C
A-BCD	0.00	0.00	132.34	0.000	0.00	0.0	0.0	0.000	A
A-B	47.00	47.00			47.00				
A-C	18.00	18.00			18.00				
D-AB	15.27	15.27	102.84	0.148	15.08	0.0	0.2	11.629	B
D-BC	12.73	12.73	90.66	0.140	12.54	0.0	0.2	13.333	B
C-ABD	55.81	55.81	180.84	0.309	55.32	0.0	0.5	7.176	A
C-D	1.81	1.81			1.81				
C-A	53.38	53.38			53.38				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	51.44	51.44	113.79	0.452	51.41	0.8	0.9	14.861	B
B-AD	43.56	43.56	102.66	0.424	43.82	1.0	0.8	15.604	C
A-BCD	4.56	4.56	175.54	0.026	4.52	0.0	0.0	5.473	A
A-B	37.99	37.99			37.99				
A-C	20.45	20.45			20.45				
D-AB	17.22	17.22	91.53	0.188	17.15	0.2	0.3	13.920	B
D-BC	17.78	17.78	92.02	0.193	17.70	0.2	0.3	14.030	B
C-ABD	48.78	48.78	180.20	0.271	48.85	0.5	0.4	6.880	A
C-D	5.56	5.56			5.56				
C-A	54.66	54.66			54.66				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	35.52	35.52	106.88	0.332	35.83	0.9	0.5	13.690	B
B-AD	38.48	38.48	100.27	0.384	38.55	0.8	0.7	15.968	C
A-BCD	3.04	3.04	173.47	0.018	3.05	0.0	0.0	5.477	A
A-B	46.17	46.17			46.17				
A-C	11.79	11.79			11.79				
D-AB	24.50	24.50	97.32	0.252	24.39	0.3	0.4	14.124	B
D-BC	20.50	20.50	92.91	0.221	20.45	0.3	0.3	14.327	B
C-ABD	65.56	65.56	180.74	0.363	65.36	0.4	0.6	7.802	A
C-D	8.69	8.69			8.69				
C-A	34.75	34.75			34.75				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	40.78	40.78	112.19	0.364	40.74	0.5	0.6	13.300	B
B-AD	42.22	42.22	99.59	0.424	42.13	0.7	0.8	17.074	C
A-BCD	1.57	1.57	180.01	0.009	1.58	0.0	0.0	5.246	A
A-B	40.64	40.64			40.64				
A-C	23.79	23.79			23.79				
D-AB	21.98	21.98	93.16	0.236	22.00	0.4	0.4	14.258	B
D-BC	22.02	22.02	93.00	0.237	21.99	0.3	0.3	14.470	B
C-ABD	57.07	57.07	177.67	0.321	57.16	0.6	0.5	7.496	A
C-D	6.28	6.28			6.28				
C-A	37.65	37.65			37.65				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	51.28	51.28	110.56	0.464	50.99	0.6	0.9	15.668	C
B-AD	59.72	59.72	104.13	0.574	59.09	0.8	1.4	21.884	C
A-BCD	3.38	3.38	189.19	0.018	3.37	0.0	0.0	4.960	A
A-B	57.94	57.94			57.94				
A-C	17.68	17.68			17.68				
D-AB	10.00	10.00	102.08	0.098	10.23	0.4	0.1	11.546	B
D-BC	8.00	8.00	93.29	0.086	8.23	0.3	0.1	12.504	B
C-ABD	50.58	50.58	173.44	0.292	50.65	0.5	0.5	7.345	A
C-D	3.66	3.66			3.66				
C-A	45.76	45.76			45.76				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	44.03	44.03	113.89	0.387	44.19	0.9	0.7	14.505	B
B-AD	43.97	43.97	100.66	0.437	44.57	1.4	0.8	16.538	C
A-BCD	6.88	6.88	188.90	0.036	6.86	0.0	0.1	5.018	A
A-B	60.70	60.70			60.70				
A-C	15.42	15.42			15.42				
D-AB	16.00	16.00	95.21	0.168	15.89	0.1	0.2	13.387	B
D-BC	14.00	14.00	90.86	0.154	13.90	0.1	0.2	13.678	B
C-ABD	54.53	54.53	174.70	0.312	54.48	0.5	0.5	7.656	A
C-D	7.24	7.24			7.24				
C-A	45.23	45.23			45.23				

Existing Layout - Base 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	11.05	B

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 period length (min)	Time segment length (min)	Run automatically
D4	Base 2023	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To				
From		A	B	C	D
	A	0.00	90.00	57.00	10.00
	B	32.00	0.00	40.00	34.00
	C	32.00	20.00	0.00	4.00
	D	3.00	27.00	0.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To				
From		A	B	C	D
	A	0.00	97.00	68.00	4.00
	B	47.00	0.00	57.00	33.00
	C	28.00	24.00	0.00	3.00
	D	3.00	32.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
From		A	B	C	D
	A	0.00	68.00	76.00	2.00
	B	41.00	0.00	47.00	50.00
	C	18.00	9.00	0.00	7.00
	D	4.00	27.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	72.00	62.00	6.00
	B	37.00	0.00	44.00	34.00
	C	19.00	13.00	0.00	1.00
	D	10.00	24.00	4.00	0.00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	59.00	92.00	7.00
	B	39.00	0.00	53.00	32.00
	C	19.00	22.00	0.00	2.00
	D	6.00	28.00	1.00	0.00

17:45 - 18:00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	54.00	48.00	9.00
	B	38.00	0.00	34.00	37.00
	C	29.00	22.00	0.00	3.00
	D	9.00	27.00	1.00	0.00

18:00 - 18:15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	6	0
	B	0	0	0	12
	C	5	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	5	0
	B	5	0	0	10
	C	6	7	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	0	0
	B	0	0	10	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	2	0
	B	0	0	3	0
	C	9	0	0	0
	D	0	0	0	0

17:45 - 18:00

18:00 - 18:15

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
	A	0	4	3	0
	B	0	0	0	6
	C	0	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.72	28.43	2.5	D	71.56	429.35
B-AD	0.59	23.72	1.4	C	49.94	299.65
A-BCD	0.10	4.54	0.2	A	14.73	88.36
A-B					68.88	413.27
A-C					63.23	379.38
D-AB	0.20	11.81	0.2	B	19.76	118.57
D-BC	0.18	12.21	0.2	B	14.74	88.43
C-ABD	0.18	8.14	0.2	A	18.89	113.34
C-D					3.28	19.65
C-A					23.67	142.01

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	62.55	62.55	119.60	0.523	61.46	0.0	1.1	15.825	C
B-AD	43.45	43.45	99.61	0.436	42.67	0.0	0.8	16.064	C
A-BCD	24.62	24.62	247.55	0.099	24.41	0.0	0.2	4.177	A
A-B	81.05	81.05			81.05				
A-C	51.33	51.33			51.33				
D-AB	16.50	16.50	97.71	0.169	16.30	0.0	0.2	11.029	B
D-BC	13.50	13.50	90.53	0.149	13.33	0.0	0.2	11.632	B
C-ABD	20.78	20.78	141.15	0.147	20.60	0.0	0.2	7.468	A
C-D	3.91	3.91			3.91				
C-A	31.31	31.31			31.31				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	81.89	81.89	113.88	0.719	80.56	1.1	2.4	27.183	D
B-AD	55.11	55.11	92.86	0.593	54.47	0.8	1.4	23.717	C
A-BCD	11.14	11.14	259.51	0.043	11.29	0.2	0.1	3.749	A
A-B	92.80	92.80			92.80				
A-C	65.06	65.06			65.06				
D-AB	19.00	19.00	95.10	0.200	18.95	0.2	0.2	11.812	B
D-BC	16.00	16.00	89.58	0.179	15.96	0.2	0.2	12.214	B
C-ABD	25.01	25.01	138.95	0.180	24.95	0.2	0.2	8.141	A
C-D	2.90	2.90			2.90				
C-A	27.09	27.09			27.09				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	82.23	82.23	114.41	0.719	82.15	2.4	2.5	28.432	D
B-AD	55.77	55.77	102.33	0.545	55.87	1.4	1.3	20.544	C
A-BCD	4.75	4.75	250.06	0.019	4.79	0.1	0.0	3.753	A
A-B	66.70	66.70			66.70				
A-C	74.55	74.55			74.55				
D-AB	17.67	17.67	107.84	0.164	17.71	0.2	0.2	9.991	A
D-BC	14.33	14.33	97.50	0.147	14.37	0.2	0.2	10.833	B
C-ABD	9.13	9.13	141.77	0.064	9.29	0.2	0.1	7.171	A
C-D	6.96	6.96			6.96				
C-A	17.91	17.91			17.91				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	67.29	67.29	122.64	0.549	68.50	2.5	1.3	17.453	C
B-AD	47.71	47.71	104.29	0.457	48.10	1.3	0.9	16.937	C
A-BCD	13.36	13.36	243.42	0.055	13.30	0.0	0.1	3.967	A
A-B	68.05	68.05			68.05				
A-C	58.59	58.59			58.59				
D-AB	22.56	22.56	117.44	0.192	22.52	0.2	0.2	9.477	A
D-BC	15.44	15.44	94.76	0.163	15.43	0.2	0.2	11.341	B
C-ABD	13.17	13.17	142.77	0.092	13.14	0.1	0.1	6.940	A
C-D	0.99	0.99			0.99				
C-A	18.84	18.84			18.84				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	75.84	75.84	115.21	0.658	75.21	1.3	1.9	23.726	C
B-AD	48.16	48.16	93.42	0.515	48.04	0.9	1.0	19.762	C
A-BCD	17.50	17.50	252.25	0.069	17.47	0.1	0.1	3.877	A
A-B	54.90	54.90			54.90				
A-C	85.60	85.60			85.60				
D-AB	20.19	20.19	105.90	0.191	20.19	0.2	0.2	10.499	B
D-BC	14.81	14.81	92.06	0.161	14.81	0.2	0.2	11.652	B
C-ABD	22.55	22.55	139.20	0.162	22.46	0.1	0.2	7.712	A
C-D	1.95	1.95			1.95				
C-A	18.50	18.50			18.50				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	59.54	59.54	120.45	0.494	60.44	1.9	1.0	15.545	C
B-AD	49.46	49.46	104.00	0.476	49.56	1.0	0.9	16.593	C
A-BCD	16.98	16.98	217.70	0.078	16.96	0.1	0.1	4.538	A
A-B	49.77	49.77			49.77				
A-C	44.24	44.24			44.24				
D-AB	22.66	22.66	114.22	0.198	22.65	0.2	0.2	9.827	A
D-BC	14.34	14.34	96.23	0.149	14.35	0.2	0.2	10.996	B
C-ABD	22.70	22.70	153.50	0.148	22.71	0.2	0.2	7.102	A
C-D	2.93	2.93			2.93				
C-A	28.37	28.37			28.37				

Existing Layout - Total 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	10.41	B

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 period length (min)	Time segment length (min)	Run automatically
D5	Total 2023	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

	To				
From		A	B	C	D
	A	0.00	49.00	18.00	0.00
	B	45.00	0.00	16.00	51.00
	C	59.00	50.00	0.00	2.00
	D	4.00	23.00	2.00	0.00

Demand (PCU/TS)

08:00 - 08:15

		To			
From		A	B	C	D
	A	0.00	41.00	21.00	3.00
	B	33.00	0.00	21.00	52.00
	C	59.00	44.00	0.00	6.00
	D	0.00	36.00	1.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To				
From		A	B	C	D
	A	0.00	49.00	12.00	2.00
	B	30.00	0.00	9.00	47.00
	C	40.00	59.00	0.00	10.00
	D	4.00	42.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	44.00	24.00	1.00
	B	36.00	0.00	16.00	42.00
	C	42.00	52.00	0.00	7.00
	D	1.00	42.00	2.00	0.00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	61.00	18.00	2.00
	B	57.00	0.00	24.00	42.00
	C	50.00	46.00	0.00	4.00
	D	2.00	17.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	66.00	16.00	4.00
	B	40.00	0.00	20.00	40.00
	C	50.00	49.00	0.00	8.00
	D	2.00	29.00	0.00	0.00

09:00 - 09:15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	46	0
	B	0	0	0	3
	C	4	0	0	0
	D	0	19	0	0

07:45 - 08:00

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	11	17	0
	B	7	0	0	14
	C	0	0	0	0
	D	0	17	0	0

08:00 - 08:15

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	13	0	0
	B	8	0	0	9
	C	4	0	0	0
	D	0	14	0	0

08:15 - 08:30

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	11	27	0
	B	16	0	0	5
	C	0	0	0	0
	D	0	16	0	0

08:30 - 08:45

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	0	0
	B	0	0	8	13
	C	3	0	0	0
	D	0	36	0	0

08:45 - 09:00

09:00 - 09:15

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
	A	0	5	0	0
	B	8	0	18	24
	C	7	7	0	0
	D	75	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.53	18.51	1.1	C	49.87	299.21
B-AD	0.64	26.28	1.9	D	53.63	321.79
A-BCD	0.04	5.44	0.1	A	3.29	19.74
A-B					50.69	304.14
A-C					17.85	107.11
D-AB	0.26	14.53	0.4	B	18.09	108.53
D-BC	0.24	14.71	0.4	B	16.41	98.47
C-ABD	0.36	7.84	0.6	A	55.43	332.59
C-D					5.53	33.20
C-A					45.20	271.21

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	52.99	52.99	103.15	0.514	51.95	0.0	1.0	17.671	C
B-AD	59.01	59.01	101.34	0.582	57.68	0.0	1.3	20.222	C
A-BCD	0.00	0.00	132.34	0.000	0.00	0.0	0.0	0.000	A
A-B	49.00	49.00			49.00				
A-C	18.00	18.00			18.00				
D-AB	15.79	15.79	101.99	0.155	15.58	0.0	0.2	11.839	B
D-BC	13.21	13.21	90.11	0.147	13.01	0.0	0.2	13.511	B
C-ABD	55.85	55.85	180.36	0.310	55.36	0.0	0.5	7.207	A
C-D	1.81	1.81			1.81				
C-A	53.34	53.34			53.34				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	55.95	55.95	109.59	0.511	55.90	1.0	1.1	17.203	C
B-AD	50.05	50.05	101.51	0.493	50.38	1.3	1.0	17.816	C
A-BCD	4.62	4.62	176.95	0.026	4.58	0.0	0.0	5.434	A
A-B	39.93	39.93			39.93				
A-C	20.45	20.45			20.45				
D-AB	18.24	18.24	90.79	0.201	18.16	0.2	0.3	14.265	B
D-BC	18.76	18.76	91.48	0.205	18.67	0.2	0.3	14.333	B
C-ABD	48.81	48.81	179.72	0.272	48.89	0.5	0.4	6.905	A
C-D	5.56	5.56			5.56				
C-A	54.63	54.63			54.63				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	40.03	40.03	102.90	0.389	40.41	1.1	0.7	15.661	C
B-AD	45.97	45.97	99.06	0.464	46.01	1.0	1.0	18.528	C
A-BCD	3.08	3.08	174.88	0.018	3.10	0.0	0.0	5.441	A
A-B	48.13	48.13			48.13				
A-C	11.79	11.79			11.79				
D-AB	25.00	25.00	96.63	0.259	24.90	0.3	0.4	14.373	B
D-BC	21.00	21.00	92.47	0.227	20.96	0.3	0.3	14.517	B
C-ABD	65.61	65.61	180.24	0.364	65.40	0.4	0.6	7.839	A
C-D	8.68	8.68			8.68				
C-A	34.72	34.72			34.72				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	45.01	45.01	107.64	0.418	44.97	0.7	0.7	15.241	C
B-AD	48.99	48.99	98.58	0.497	48.91	1.0	1.0	19.655	C
A-BCD	1.60	1.60	182.11	0.009	1.62	0.0	0.0	5.192	A
A-B	43.61	43.61			43.61				
A-C	23.79	23.79			23.79				
D-AB	22.50	22.50	92.40	0.244	22.52	0.4	0.4	14.526	B
D-BC	22.50	22.50	92.29	0.244	22.47	0.3	0.4	14.715	B
C-ABD	57.12	57.12	176.96	0.323	57.21	0.6	0.5	7.546	A
C-D	6.27	6.27			6.27				
C-A	37.61	37.61			37.61				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	56.77	56.77	106.34	0.534	56.38	0.7	1.1	18.507	C
B-AD	66.23	66.23	103.45	0.640	65.39	1.0	1.9	26.279	D
A-BCD	3.42	3.42	190.58	0.018	3.41	0.0	0.0	4.930	A
A-B	59.90	59.90			59.90				
A-C	17.68	17.68			17.68				
D-AB	10.50	10.50	101.24	0.104	10.73	0.4	0.1	11.731	B
D-BC	8.50	8.50	92.97	0.091	8.74	0.4	0.1	12.642	B
C-ABD	50.61	50.61	172.95	0.293	50.68	0.5	0.5	7.377	A
C-D	3.66	3.66			3.66				
C-A	45.73	45.73			45.73				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	48.46	48.46	108.57	0.446	48.67	1.1	0.9	16.801	C
B-AD	51.54	51.54	99.78	0.517	52.31	1.9	1.1	19.368	C
A-BCD	7.02	7.02	191.01	0.037	6.99	0.0	0.1	4.968	A
A-B	63.57	63.57			63.57				
A-C	15.41	15.41			15.41				
D-AB	16.50	16.50	94.42	0.175	16.39	0.1	0.2	13.629	B
D-BC	14.50	14.50	90.36	0.160	14.40	0.1	0.2	13.892	B
C-ABD	54.58	54.58	173.97	0.314	54.53	0.5	0.5	7.703	A
C-D	7.23	7.23			7.23				
C-A	45.19	45.19			45.19				

Existing Layout - Total 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	12.91	B

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 period length (min)	Time segment length (min)	Run automatically
D6	Total 2023	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To				
From		A	B	C	D
	A	0.00	96.00	57.00	10.00
	B	36.00	0.00	40.00	36.00
	C	32.00	20.00	0.00	4.00
	D	3.00	30.00	0.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To				
From		A	B	C	D
	A	0.00	104.00	68.00	4.00
	B	50.00	0.00	57.00	35.00
	C	28.00	25.00	0.00	3.00
	D	3.00	36.00	0.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To				
From		A	B	C	D
	A	0.00	74.00	76.00	2.00
	B	45.00	0.00	47.00	52.00
	C	18.00	9.00	0.00	7.00
	D	4.00	30.00	1.00	0.00

17:30 - 17:45

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	79.00	62.00	6.00
	B	40.00	0.00	45.00	36.00
	C	19.00	14.00	0.00	1.00
	D	10.00	28.00	4.00	0.00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	65.00	92.00	7.00
	B	43.00	0.00	53.00	34.00
	C	19.00	22.00	0.00	2.00
	D	6.00	31.00	1.00	0.00

17:45 - 18:00

Demand (PCU/TS)

	To				
From		A	B	C	D
	A	0.00	61.00	48.00	9.00
	B	41.00	0.00	35.00	39.00
	C	29.00	22.00	0.00	3.00
	D	9.00	30.00	1.00	0.00

18:00 - 18:15

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	6	0
	B	0	0	0	12
	C	5	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	4	5	0
	B	5	0	0	10
	C	6	7	0	0
	D	0	0	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	6	0	0
	B	0	0	10	0
	C	0	0	0	0
	D	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	2	0
	B	0	0	3	0
	C	9	0	0	0
	D	0	0	0	0

17:45 - 18:00

18:00 - 18:15

Heavy Vehicle Percentages

From	To				
	A	B	C	D	
	A	0	4	3	0
	B	0	0	0	6
	C	0	8	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-CD	0.76	34.15	3.1	D	74.17	445.00
B-AD	0.65	27.58	1.7	D	53.17	319.00
A-BCD	0.10	4.45	0.2	A	15.31	91.88
A-B					74.88	449.26
A-C					63.14	378.86
D-AB	0.23	12.59	0.3	B	21.46	128.74
D-BC	0.20	12.84	0.3	B	16.38	98.26
C-ABD	0.19	8.34	0.3	A	19.26	115.54
C-D					3.27	19.63
C-A					23.64	141.83

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	64.71	64.71	116.37	0.556	63.46	0.0	1.3	17.362	C
B-AD	47.29	47.29	98.13	0.482	46.37	0.0	0.9	17.556	C
A-BCD	25.52	25.52	251.56	0.101	25.30	0.0	0.2	4.123	A
A-B	86.26	86.26			86.26				
A-C	51.22	51.22			51.22				
D-AB	18.00	18.00	95.61	0.188	17.77	0.0	0.2	11.529	B
D-BC	15.00	15.00	89.49	0.168	14.80	0.0	0.2	12.019	B
C-ABD	20.80	20.80	139.58	0.149	20.62	0.0	0.2	7.568	A
C-D	3.91	3.91			3.91				
C-A	31.29	31.29			31.29				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	84.21	84.21	110.24	0.764	82.49	1.3	3.0	32.215	D
B-AD	57.79	57.79	89.53	0.646	56.99	0.9	1.7	27.584	D
A-BCD	11.65	11.65	263.97	0.044	11.81	0.2	0.1	3.693	A
A-B	99.37	99.37			99.37				
A-C	64.97	64.97			64.97				
D-AB	21.00	21.00	92.34	0.227	20.94	0.2	0.3	12.592	B
D-BC	18.00	18.00	88.00	0.205	17.95	0.2	0.3	12.837	B
C-ABD	26.12	26.12	137.37	0.190	26.05	0.2	0.3	8.340	A
C-D	2.89	2.89			2.89				
C-A	26.98	26.98			26.98				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	84.88	84.88	111.50	0.761	84.76	3.0	3.1	34.151	D
B-AD	59.12	59.12	99.16	0.596	59.21	1.7	1.6	23.917	C
A-BCD	4.92	4.92	253.98	0.019	4.96	0.1	0.0	3.701	A
A-B	72.56	72.56			72.56				
A-C	74.52	74.52			74.52				
D-AB	19.19	19.19	105.62	0.182	19.25	0.3	0.2	10.429	B
D-BC	15.81	15.81	96.58	0.164	15.87	0.3	0.2	11.160	B
C-ABD	9.13	9.13	140.16	0.065	9.31	0.3	0.1	7.268	A
C-D	6.96	6.96			6.96				
C-A	17.90	17.90			17.90				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	70.39	70.39	119.61	0.589	71.94	3.1	1.5	19.977	C
B-AD	50.61	50.61	101.97	0.496	51.15	1.6	1.1	18.842	C
A-BCD	13.94	13.94	247.76	0.056	13.87	0.0	0.1	3.907	A
A-B	74.55	74.55			74.55				
A-C	58.51	58.51			58.51				
D-AB	24.66	24.66	113.49	0.217	24.61	0.2	0.3	10.120	B
D-BC	17.34	17.34	93.53	0.185	17.31	0.2	0.2	11.804	B
C-ABD	14.20	14.20	141.04	0.101	14.17	0.1	0.1	7.092	A
C-D	0.99	0.99			0.99				
C-A	18.81	18.81			18.81				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	78.16	78.16	111.79	0.699	77.39	1.5	2.3	27.515	D
B-AD	51.84	51.84	91.33	0.568	51.67	1.1	1.3	22.552	C
A-BCD	18.14	18.14	256.22	0.071	18.11	0.1	0.1	3.822	A
A-B	60.39	60.39			60.39				
A-C	85.47	85.47			85.47				
D-AB	21.71	21.71	103.40	0.210	21.72	0.3	0.3	11.020	B
D-BC	16.29	16.29	91.07	0.179	16.29	0.2	0.2	12.036	B
C-ABD	22.56	22.56	137.60	0.164	22.48	0.1	0.2	7.820	A
C-D	1.95	1.95			1.95				
C-A	18.49	18.49			18.49				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-CD	62.65	62.65	117.84	0.532	63.75	2.3	1.2	17.307	C
B-AD	52.35	52.35	102.41	0.511	52.52	1.3	1.1	18.126	C
A-BCD	17.71	17.71	222.37	0.080	17.68	0.1	0.1	4.452	A
A-B	56.13	56.13			56.13				
A-C	44.17	44.17			44.17				
D-AB	24.18	24.18	111.44	0.217	24.18	0.3	0.3	10.313	B
D-BC	15.82	15.82	95.07	0.166	15.84	0.2	0.2	11.361	B
C-ABD	22.72	22.72	151.66	0.150	22.73	0.2	0.2	7.201	A
C-D	2.93	2.93			2.93				
C-A	28.35	28.35			28.35				

Appendix F

Junctions9 Output - B6099 High Street / Rose Hill Drive Junction

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: High St_Rose Hill Dr.j9

Path: X:\Jobs\3143 Keresforth Hall Farm, Dodworth\Junction Modelling\Nov 2017

Report generation date: 23/11/2017 09:04:37

»Existing Layout - Existing 2016, AM

»Existing Layout - Existing 2016, PM

»Existing Layout - Base 2023, AM

»Existing Layout - Base 2023, PM

»Existing Layout - Total 2023, AM

»Existing Layout - Total 2023, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Layout - Existing 2016						
Stream B-C	0.1	5.62	0.06	0.0	5.34	0.03
Stream B-A	0.3	10.14	0.21	0.1	10.23	0.11
Stream C-B	0.0	6.97	0.03	0.1	7.16	0.06
Existing Layout - Base 2023						
Stream B-C	0.1	5.87	0.07	0.0	5.49	0.03
Stream B-A	0.3	10.98	0.24	0.2	10.92	0.13
Stream C-B	0.0	7.15	0.03	0.1	7.42	0.07
Existing Layout - Total 2023						
Stream B-C	0.1	5.93	0.07	0.0	5.61	0.03
Stream B-A	0.3	11.41	0.25	0.2	11.43	0.13
Stream C-B	0.0	7.20	0.03	0.1	7.59	0.07

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	B6099 High Street / Rose Hill Drive Three-Arm Priority Junction
Location	Dodworth, Barnsley
Site number	J3
Date	30/01/2017
Version	Issue
Status	Existing Layout
Identifier	
Client	Strata Homes Ltd
Jobnumber	3143
Enumerator	Fore Consulting Ltd
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	perTimeSegment	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 period length (min)	Time segment length (min)	Run automatically
D1	Existing 2016	AM	DIRECT	07:45	09:15	90	15	✓
D2	Existing 2016	PM	DIRECT	16:45	18:15	90	15	✓
D3	Base 2023	AM	DIRECT	07:45	09:15	90	15	✓
D4	Base 2023	PM	DIRECT	16:45	18:15	90	15	✓
D5	Total 2023	AM	DIRECT	07:45	09:15	90	15	✓
D6	Total 2023	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

Existing Layout - Existing 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.22	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	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.70			130.0		-

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	4.11	3.00	3.00	3.00		1.00	60	130

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	149.226	0.105	0.266	0.168	0.381
1	B-C	211.774	0.126	0.318	-	-
1	C-B	162.312	0.244	0.244	-	-

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 period length (min)	Time segment length (min)	Run automatically
D1	Existing 2016	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00	To			
		A	B	C
	From	A	0.00	5.00
		B	23.00	0.00
		C	64.00	2.00

Demand (PCU/TS)

08:00 - 08:15	To			
		A	B	C
	From	A	0.00	4.00
		B	20.00	0.00
		C	61.00	2.00

Demand (PCU/TS)

08:15 - 08:30	To			
		A	B	C
	From	A	0.00	12.00
		B	12.00	0.00
		C	47.00	2.00

Demand (PCU/TS)

08:30 - 08:45	To			
		A	B	C
	From	A	0.00	5.00
		B	22.00	0.00
		C	60.00	1.00

Demand (PCU/TS)

08:45 - 09:00	To			
		A	B	C
	From	A	0.00	10.00
		B	22.00	0.00
		C	74.00	4.00

Demand (PCU/TS)

09:00 - 09:15	To			
		A	B	C
	From	A	0.00	11.00
		B	11.00	0.00
		C	75.00	4.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00	To			
		A	B	C
	From	A	0	38
		B	0	0
		C	2	0

Heavy Vehicle Percentages

08:00 - 08:15	To			
		A	B	C
	From	A	0	0
		B	16	0
		C	7	0

08:15 - 08:30

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	11	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A	B	C
	A	0	0	6
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.06	5.62	0.1	A	6.67	40.00
B-A	0.21	10.14	0.3	B	18.33	110.00
C-A					63.50	381.00
C-B	0.03	6.97	0.0	A	2.50	15.00
A-B					7.83	47.00
A-C					99.17	595.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	10.00	10.00	169.98	0.059	9.94	0.0	0.1	5.624	A
B-A	23.00	23.00	111.56	0.206	22.74	0.0	0.3	10.104	B
C-A	64.00	64.00			64.00				
C-B	2.00	2.00	137.68	0.015	1.99	0.0	0.0	6.632	A
A-B	5.00	5.00			5.00				
A-C	96.00	96.00			96.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	172.96	0.023	4.04	0.1	0.0	5.330	A
B-A	20.00	20.00	113.29	0.177	20.03	0.3	0.2	10.144	B
C-A	61.00	61.00			61.00				
C-B	2.00	2.00	138.90	0.014	2.00	0.0	0.0	6.573	A
A-B	4.00	4.00			4.00				
A-C	92.00	92.00			92.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	170.83	0.035	5.99	0.0	0.0	5.459	A
B-A	12.00	12.00	110.53	0.109	12.09	0.2	0.1	10.113	B
C-A	47.00	47.00			47.00				
C-B	2.00	2.00	133.04	0.015	2.00	0.0	0.0	6.867	A
A-B	12.00	12.00			12.00				
A-C	108.00	108.00			108.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	168.59	0.042	6.99	0.0	0.0	5.569	A
B-A	22.00	22.00	111.05	0.198	21.89	0.1	0.2	10.082	B
C-A	60.00	60.00			60.00				
C-B	1.00	1.00	136.22	0.007	1.01	0.0	0.0	6.656	A
A-B	5.00	5.00			5.00				
A-C	102.00	102.00			102.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	172.10	0.041	7.00	0.0	0.0	5.450	A
B-A	22.00	22.00	110.77	0.199	22.00	0.2	0.2	10.138	B
C-A	74.00	74.00			74.00				
C-B	4.00	4.00	138.41	0.029	3.98	0.0	0.0	6.695	A
A-B	10.00	10.00			10.00				
A-C	88.00	88.00			88.00				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	170.81	0.035	6.01	0.0	0.0	5.462	A
B-A	11.00	11.00	104.91	0.105	11.13	0.2	0.1	9.609	A
C-A	75.00	75.00			75.00				
C-B	4.00	4.00	133.04	0.030	4.00	0.0	0.0	6.973	A
A-B	11.00	11.00			11.00				
A-C	109.00	109.00			109.00				

Existing Layout - Existing 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Existing 2016	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To			
From		A	B	C
	A	0.00	22.00	84.00
	B	4.00	0.00	3.00
	C	85.00	3.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To			
From		A	B	C
	A	0.00	18.00	112.00
	B	9.00	0.00	1.00
	C	104.00	5.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To			
From		A	B	C
	A	0.00	23.00	68.00
	B	6.00	0.00	4.00
	C	106.00	5.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	19.00	86.00
	B	12.00	0.00	2.00
	C	83.00	6.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	23.00	68.00
	B	11.00	0.00	5.00
	C	93.00	5.00	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	18.00	68.00
	B	8.00	0.00	5.00
	C	81.00	9.00	0.00

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	30	0	0
	C	3	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	8	2
	B	0	0	0
	C	5	0	0

17:45 - 18:00

Heavy Vehicle Percentages

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

18:00 - 18:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	5.34	0.0	A	3.33	20.00
B-A	0.11	10.23	0.1	B	8.33	50.00
C-A					92.00	552.00
C-B	0.06	7.16	0.1	A	5.50	33.00
A-B					20.50	123.00
A-C					81.00	486.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3.00	3.00	180.60	0.017	2.98	0.0	0.0	5.067	A
B-A	4.00	4.00	109.14	0.037	3.96	0.0	0.0	8.554	A
C-A	85.00	85.00			85.00				
C-B	3.00	3.00	136.46	0.022	2.98	0.0	0.0	6.742	A
A-B	22.00	22.00			22.00				
A-C	84.00	84.00			84.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1.00	1.00	169.74	0.006	1.01	0.0	0.0	5.335	A
B-A	9.00	9.00	98.15	0.092	8.94	0.0	0.1	10.081	B
C-A	104.00	104.00			104.00				
C-B	5.00	5.00	130.61	0.038	4.98	0.0	0.0	7.164	A
A-B	18.00	18.00			18.00				
A-C	112.00	112.00			112.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	184.59	0.022	3.98	0.0	0.0	4.983	A
B-A	6.00	6.00	109.00	0.055	6.04	0.1	0.1	9.553	A
C-A	106.00	106.00			106.00				
C-B	5.00	5.00	140.12	0.036	5.00	0.0	0.0	6.662	A
A-B	23.00	23.00			23.00				
A-C	68.00	68.00			68.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2.00	2.00	176.71	0.011	2.01	0.0	0.0	5.153	A
B-A	12.00	12.00	108.10	0.111	11.93	0.1	0.1	10.234	B
C-A	83.00	83.00			83.00				
C-B	6.00	6.00	136.70	0.044	5.99	0.0	0.0	6.884	A
A-B	19.00	19.00			19.00				
A-C	86.00	86.00			86.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5.00	5.00	182.39	0.027	4.98	0.0	0.0	5.073	A
B-A	11.00	11.00	111.17	0.099	11.02	0.1	0.1	8.990	A
C-A	93.00	93.00			93.00				
C-B	5.00	5.00	140.12	0.036	5.01	0.0	0.0	6.660	A
A-B	23.00	23.00			23.00				
A-C	68.00	68.00			68.00				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5.00	5.00	184.41	0.027	5.00	0.0	0.0	5.015	A
B-A	8.00	8.00	112.19	0.071	8.03	0.1	0.1	8.644	A
C-A	81.00	81.00			81.00				
C-B	9.00	9.00	141.34	0.064	8.97	0.0	0.1	6.797	A
A-B	18.00	18.00			18.00				
A-C	68.00	68.00			68.00				

Existing Layout - Base 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.29	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 period length (min)	Time segment length (min)	Run automatically
D3	Base 2023	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	6.00	107.00
	B	26.00	0.00	11.00
	C	71.00	2.00	0.00

Demand (PCU/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	4.00	102.00
	B	22.00	0.00	4.00
	C	68.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	13.00	120.00
	B	13.00	0.00	7.00
	C	52.00	2.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To			
From		A	B	C
	A	0.00	6.00	113.00
	B	24.00	0.00	8.00
	C	67.00	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	11.00	98.00
	B	24.00	0.00	8.00
	C	82.00	4.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	12.00	121.00
	B	12.00	0.00	7.00
	C	83.00	4.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	38	4
	B	0	0	0
	C	2	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	10
	B	16	0	0
	C	7	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	5
	B	0	0	0
	C	11	0	0

08:30 - 08:45

Heavy Vehicle Percentages

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

08:45 - 09:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.07	5.87	0.1	A	7.50	45.00
B-A	0.24	10.98	0.3	B	20.17	121.00
C-A					70.50	423.00
C-B	0.03	7.15	0.0	A	2.50	15.00
A-B					8.67	52.00
A-C					110.17	661.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11.00	11.00	164.19	0.067	10.93	0.0	0.1	5.869	A
B-A	26.00	26.00	107.32	0.242	25.69	0.0	0.3	10.984	B
C-A	71.00	71.00			71.00				
C-B	2.00	2.00	134.75	0.015	1.99	0.0	0.0	6.778	A
A-B	6.00	6.00			6.00				
A-C	107.00	107.00			107.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	168.38	0.024	4.05	0.1	0.0	5.479	A
B-A	22.00	22.00	109.45	0.201	22.05	0.3	0.3	10.785	B
C-A	68.00	68.00			68.00				
C-B	2.00	2.00	136.46	0.015	2.00	0.0	0.0	6.692	A
A-B	4.00	4.00			4.00				
A-C	102.00	102.00			102.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	166.31	0.042	6.98	0.0	0.0	5.648	A
B-A	13.00	13.00	106.38	0.122	13.11	0.3	0.2	10.701	B
C-A	52.00	52.00			52.00				
C-B	2.00	2.00	129.87	0.015	2.00	0.0	0.0	7.037	A
A-B	13.00	13.00			13.00				
A-C	120.00	120.00			120.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8.00	8.00	163.48	0.049	7.99	0.0	0.1	5.788	A
B-A	24.00	24.00	106.82	0.225	23.87	0.2	0.3	10.850	B
C-A	67.00	67.00			67.00				
C-B	1.00	1.00	133.29	0.008	1.01	0.0	0.0	6.803	A
A-B	6.00	6.00			6.00				
A-C	113.00	113.00			113.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8.00	8.00	167.24	0.048	8.00	0.1	0.1	5.653	A
B-A	24.00	24.00	106.64	0.225	24.00	0.3	0.3	10.890	B
C-A	82.00	82.00			82.00				
C-B	4.00	4.00	135.73	0.029	3.98	0.0	0.0	6.831	A
A-B	11.00	11.00			11.00				
A-C	98.00	98.00			98.00				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	166.23	0.042	7.01	0.1	0.0	5.654	A
B-A	12.00	12.00	100.26	0.120	12.15	0.3	0.1	10.231	B
C-A	83.00	83.00			83.00				
C-B	4.00	4.00	129.87	0.031	4.00	0.0	0.0	7.149	A
A-B	12.00	12.00			12.00				
A-C	121.00	121.00			121.00				

Existing Layout - Base 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.72	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 period length (min)	Time segment length (min)	Run automatically
D4	Base 2023	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To			
From		A	B	C
	A	0.00	24.00	93.00
	B	4.00	0.00	3.00
	C	94.00	3.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To			
From		A	B	C
	A	0.00	20.00	124.00
	B	10.00	0.00	1.00
	C	115.00	6.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To			
From		A	B	C
	A	0.00	25.00	75.00
	B	7.00	0.00	4.00
	C	117.00	6.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	21.00	95.00
	B	13.00	0.00	2.00
	C	92.00	7.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	25.00	75.00
	B	12.00	0.00	6.00
	C	103.00	6.00	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	20.00	75.00
	B	9.00	0.00	6.00
	C	90.00	10.00	0.00

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	30	0	0
	C	3	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	8	2
	B	0	0	0
	C	5	0	0

17:45 - 18:00

Heavy Vehicle Percentages

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

18:00 - 18:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	5.49	0.0	A	3.67	22.00
B-A	0.13	10.92	0.2	B	9.17	55.00
C-A					101.83	611.00
C-B	0.07	7.42	0.1	A	6.33	38.00
A-B					22.50	135.00
A-C					89.50	537.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3.00	3.00	177.44	0.017	2.98	0.0	0.0	5.158	A
B-A	4.00	4.00	105.02	0.038	3.96	0.0	0.0	8.906	A
C-A	94.00	94.00			94.00				
C-B	3.00	3.00	133.78	0.022	2.98	0.0	0.0	6.881	A
A-B	24.00	24.00			24.00				
A-C	93.00	93.00			93.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1.00	1.00	164.99	0.006	1.01	0.0	0.0	5.490	A
B-A	10.00	10.00	92.51	0.108	9.92	0.0	0.1	10.887	B
C-A	115.00	115.00			115.00				
C-B	6.00	6.00	127.19	0.047	5.97	0.0	0.0	7.422	A
A-B	20.00	20.00			20.00				
A-C	124.00	124.00			124.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	181.57	0.022	3.98	0.0	0.0	5.067	A
B-A	7.00	7.00	104.69	0.067	7.04	0.1	0.1	10.086	B
C-A	117.00	117.00			117.00				
C-B	6.00	6.00	137.92	0.044	6.00	0.0	0.0	6.824	A
A-B	25.00	25.00			25.00				
A-C	75.00	75.00			75.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2.00	2.00	172.93	0.012	2.01	0.0	0.0	5.265	A
B-A	13.00	13.00	103.60	0.125	12.92	0.1	0.2	10.920	B
C-A	92.00	92.00			92.00				
C-B	7.00	7.00	134.02	0.052	6.99	0.0	0.1	7.084	A
A-B	21.00	21.00			21.00				
A-C	95.00	95.00			95.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	179.28	0.033	5.98	0.0	0.0	5.193	A
B-A	12.00	12.00	107.03	0.112	12.03	0.2	0.1	9.476	A
C-A	103.00	103.00			103.00				
C-B	6.00	6.00	137.92	0.044	6.01	0.1	0.0	6.824	A
A-B	25.00	25.00			25.00				
A-C	75.00	75.00			75.00				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	181.38	0.033	6.00	0.0	0.0	5.131	A
B-A	9.00	9.00	108.22	0.083	9.04	0.1	0.1	9.078	A
C-A	90.00	90.00			90.00				
C-B	10.00	10.00	139.14	0.072	9.97	0.0	0.1	6.965	A
A-B	20.00	20.00			20.00				
A-C	75.00	75.00			75.00				

Existing Layout - Total 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.24	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 period length (min)	Time segment length (min)	Run automatically
D5	Total 2023	AM	DIRECT	07:45	09:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	6.00	111.00
	B	26.00	0.00	11.00
	C	83.00	2.00	0.00

Demand (PCU/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	4.00	106.00
	B	22.00	0.00	4.00
	C	80.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	13.00	124.00
	B	13.00	0.00	7.00
	C	64.00	2.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To			
From		A	B	C
	A	0.00	6.00	117.00
	B	24.00	0.00	8.00
	C	79.00	1.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	11.00	102.00
	B	24.00	0.00	8.00
	C	94.00	4.00	0.00

09:00 - 09:15

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	12.00	125.00
	B	12.00	0.00	7.00
	C	95.00	4.00	0.00

Vehicle Mix

07:45 - 08:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	38	4
	B	0	0	0
	C	2	0	0

08:00 - 08:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	10
	B	16	0	0
	C	7	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	5
	B	0	0	0
	C	11	0	0

08:30 - 08:45

Heavy Vehicle Percentages

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

08:45 - 09:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	7
	B	0	0	0
	C	6	0	0

09:00 - 09:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	15	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.07	5.93	0.1	A	7.50	45.00
B-A	0.25	11.41	0.3	B	20.17	121.00
C-A					82.50	495.00
C-B	0.03	7.20	0.0	A	2.50	15.00
A-B					8.67	52.00
A-C					114.17	685.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11.00	11.00	162.51	0.068	10.93	0.0	0.1	5.934	A
B-A	26.00	26.00	104.24	0.249	25.67	0.0	0.3	11.409	B
C-A	83.00	83.00			83.00				
C-B	2.00	2.00	133.78	0.015	1.98	0.0	0.0	6.828	A
A-B	6.00	6.00			6.00				
A-C	111.00	111.00			111.00				

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	166.80	0.024	4.05	0.1	0.0	5.533	A
B-A	22.00	22.00	106.38	0.207	22.05	0.3	0.3	11.174	B
C-A	80.00	80.00			80.00				
C-B	2.00	2.00	135.48	0.015	2.00	0.0	0.0	6.744	A
A-B	4.00	4.00			4.00				
A-C	106.00	106.00			106.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	164.89	0.042	6.98	0.0	0.0	5.699	A
B-A	13.00	13.00	103.30	0.126	13.11	0.3	0.2	11.070	B
C-A	64.00	64.00			64.00				
C-B	2.00	2.00	128.90	0.016	2.00	0.0	0.0	7.091	A
A-B	13.00	13.00			13.00				
A-C	124.00	124.00			124.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8.00	8.00	161.84	0.049	7.99	0.0	0.1	5.849	A
B-A	24.00	24.00	103.74	0.231	23.87	0.2	0.3	11.248	B
C-A	79.00	79.00			79.00				
C-B	1.00	1.00	132.31	0.008	1.01	0.0	0.0	6.856	A
A-B	6.00	6.00			6.00				
A-C	117.00	117.00			117.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8.00	8.00	165.58	0.048	8.00	0.1	0.1	5.710	A
B-A	24.00	24.00	103.56	0.232	24.00	0.3	0.3	11.311	B
C-A	94.00	94.00			94.00				
C-B	4.00	4.00	134.75	0.030	3.98	0.0	0.0	6.882	A
A-B	11.00	11.00			11.00				
A-C	102.00	102.00			102.00				

09:00 - 09:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7.00	7.00	164.80	0.042	7.01	0.1	0.0	5.705	A
B-A	12.00	12.00	97.18	0.123	12.16	0.3	0.1	10.605	B
C-A	95.00	95.00			95.00				
C-B	4.00	4.00	128.90	0.031	4.00	0.0	0.0	7.204	A
A-B	12.00	12.00			12.00				
A-C	125.00	125.00			125.00				

Existing Layout - Total 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Total 2023	PM	DIRECT	16:45	18:15	90	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	✓

Demand overview (Traffic)

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

Origin-Destination Data

Demand (PCU/TS)

16:45 - 17:00

	To			
From		A	B	C
	A	0.00	24.00	104.00
	B	4.00	0.00	3.00
	C	100.00	3.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To			
From		A	B	C
	A	0.00	20.00	135.00
	B	10.00	0.00	1.00
	C	121.00	6.00	0.00

Demand (PCU/TS)

17:15 - 17:30

	To			
From		A	B	C
	A	0.00	25.00	86.00
	B	7.00	0.00	4.00
	C	123.00	6.00	0.00

Demand (PCU/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	21.00	106.00
	B	13.00	0.00	2.00
	C	98.00	7.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	25.00	86.00
	B	12.00	0.00	6.00
	C	109.00	6.00	0.00

18:00 - 18:15

Demand (PCU/TS)

		To		
From		A	B	C
	A	0.00	20.00	86.00
	B	9.00	0.00	6.00
	C	96.00	10.00	0.00

Vehicle Mix

16:45 - 17:00

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

17:00 - 17:15

Heavy Vehicle Percentages

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

17:15 - 17:30

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	0
	B	30	0	0
	C	3	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	8	2
	B	0	0	0
	C	5	0	0

17:45 - 18:00

Heavy Vehicle Percentages

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

18:00 - 18:15

Heavy Vehicle Percentages

		To		
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.03	5.61	0.0	A	3.67	22.00
B-A	0.13	11.43	0.2	B	9.17	55.00
C-A					107.83	647.00
C-B	0.07	7.59	0.1	A	6.33	38.00
A-B					22.50	135.00
A-C					100.50	603.00

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	3.00	3.00	173.91	0.017	2.98	0.0	0.0	5.265	A
B-A	4.00	4.00	101.08	0.040	3.96	0.0	0.0	9.262	A
C-A	100.00	100.00			100.00				
C-B	3.00	3.00	131.09	0.023	2.98	0.0	0.0	7.025	A
A-B	24.00	24.00			24.00				
A-C	104.00	104.00			104.00				

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	1.00	1.00	161.36	0.006	1.01	0.0	0.0	5.614	A
B-A	10.00	10.00	88.58	0.113	9.92	0.0	0.1	11.430	B
C-A	121.00	121.00			121.00				
C-B	6.00	6.00	124.51	0.048	5.97	0.0	0.1	7.590	A
A-B	20.00	20.00			20.00				
A-C	135.00	135.00			135.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4.00	4.00	178.00	0.022	3.98	0.0	0.0	5.171	A
B-A	7.00	7.00	100.76	0.069	7.04	0.1	0.1	10.504	B
C-A	123.00	123.00			123.00				
C-B	6.00	6.00	135.24	0.044	6.00	0.1	0.0	6.966	A
A-B	25.00	25.00			25.00				
A-C	86.00	86.00			86.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	2.00	2.00	169.29	0.012	2.01	0.0	0.0	5.382	A
B-A	13.00	13.00	99.66	0.130	12.92	0.1	0.2	11.421	B
C-A	98.00	98.00			98.00				
C-B	7.00	7.00	131.34	0.053	6.99	0.0	0.1	7.237	A
A-B	21.00	21.00			21.00				
A-C	106.00	106.00			106.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	175.66	0.034	5.98	0.0	0.0	5.304	A
B-A	12.00	12.00	103.09	0.116	12.03	0.2	0.1	9.886	A
C-A	109.00	109.00			109.00				
C-B	6.00	6.00	135.24	0.044	6.01	0.1	0.0	6.966	A
A-B	25.00	25.00			25.00				
A-C	86.00	86.00			86.00				

18:00 - 18:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6.00	6.00	177.80	0.034	6.00	0.0	0.0	5.238	A
B-A	9.00	9.00	104.28	0.086	9.04	0.1	0.1	9.452	A
C-A	96.00	96.00			96.00				
C-B	10.00	10.00	136.46	0.073	9.97	0.0	0.1	7.113	A
A-B	20.00	20.00			20.00				
A-C	86.00	86.00			86.00				

Appendix G

Junctions9 Output - B6099 Keresforth Road / Water Royd Drive Junction

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Keresforth Rd_Water Royd Dr.j9

Path: X:\Jobs\3143 Keresforth Hall Farm, Dodworth\Junction Modelling\Nov 2017

Report generation date: 23/11/2017 09:33:20

»Existing Layout - Existing 2016, AM

»Existing Layout - Existing 2016, PM

»Existing Layout - Base 2023, AM

»Existing Layout - Base 2023, PM

»Existing Layout - Total 2023, AM

»Existing Layout - Total 2023, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Layout - Existing 2016						
Stream B-C	0.1	7.20	0.10	0.0	6.82	0.01
Stream B-A	0.0	10.34	0.03	0.0	9.97	0.05
Stream C-B	0.0	6.75	0.03	0.1	6.37	0.08
Existing Layout - Base 2023						
Stream B-C	0.1	7.49	0.12	0.0	6.87	0.01
Stream B-A	0.0	10.84	0.04	0.1	10.49	0.05
Stream C-B	0.0	6.89	0.04	0.1	6.54	0.09
Existing Layout - Total 2023						
Stream B-C	0.2	8.21	0.20	0.0	6.52	0.04
Stream B-A	0.0	11.24	0.04	0.1	10.72	0.06
Stream C-B	0.1	7.02	0.06	0.2	6.95	0.14

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

File summary

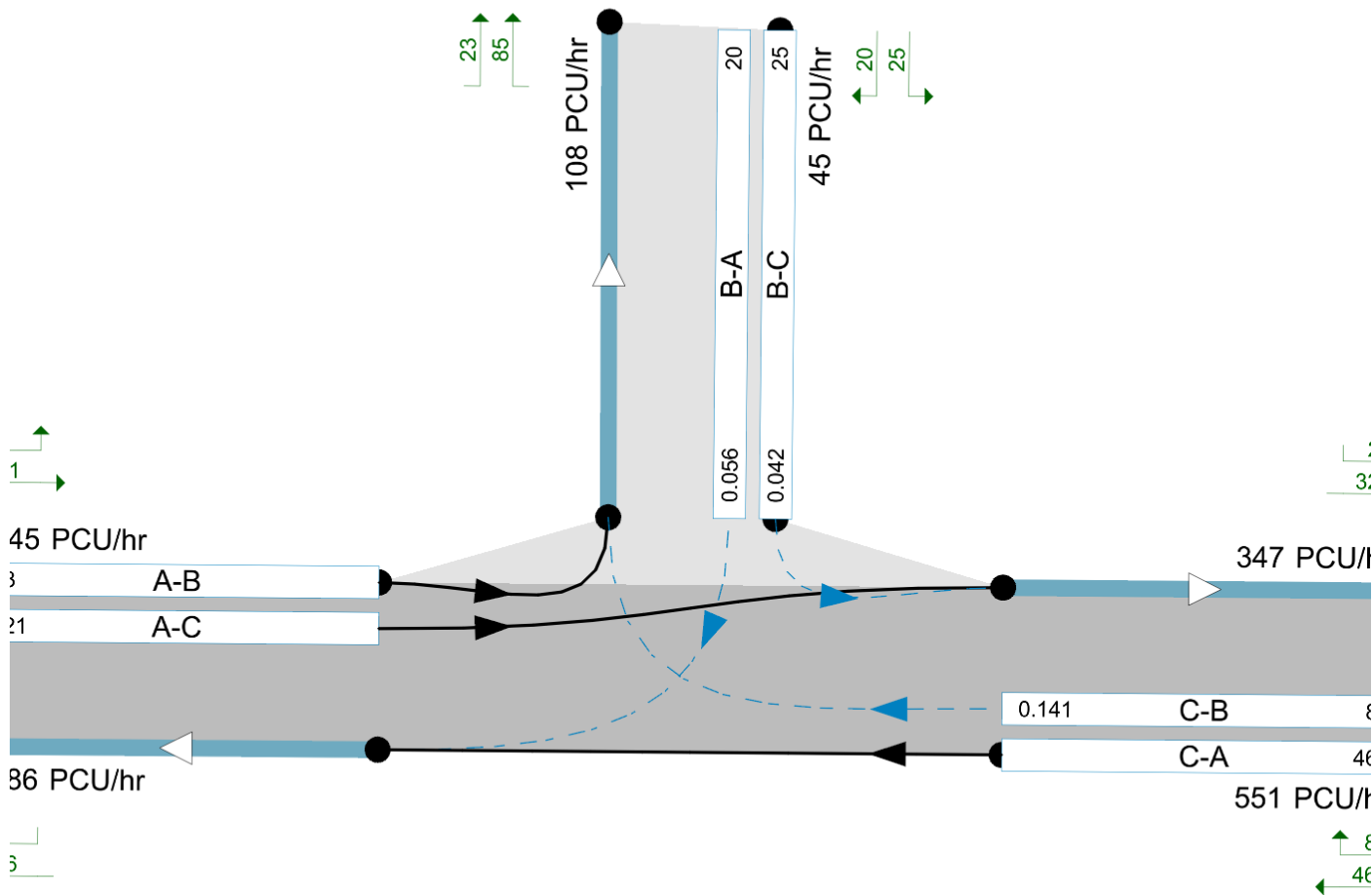
File Description

Title	B6099 Keresforth Road / Water Royd Drive Three-Arm Priority Junction
Location	Dodworth, Barnsley
Site number	J4
Date	30/01/2017
Version	Issue
Status	Existing Layout
Identifier	
Client	Strata Homes Ltd
Jobnumber	3143
Enumerator	Fore Consulting Ltd
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

Arm B



Flows show modelled flow through junction (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()
Time Segment: 17:15-17:30
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	Existing 2016	AM	ONE HOUR	07:30	09:00	15	✓
D2	Existing 2016	PM	ONE HOUR	16:30	18:00	15	✓
D3	Base 2023	AM	ONE HOUR	07:30	09:00	15	✓
D4	Base 2023	PM	ONE HOUR	16:30	18:00	15	✓
D5	Total 2023	AM	ONE HOUR	07:30	09:00	15	✓
D6	Total 2023	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing Layout - Existing 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.85	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	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.20			200.0		-

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	4.70	3.00	2.80	2.80		1.00	25	30

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	496	0.086	0.217	0.136	0.309
1	B-C	675	0.098	0.248	-	-
1	C-B	690	0.253	0.253	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Existing 2016	AM	ONE HOUR	07:30	09:00	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)
✓	✓	✓	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	✓	423	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	11	412
	B	11	0	51
	C	202	18	0

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

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

Heavy Vehicle Percentages

07:45 - 08:00

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

Heavy Vehicle Percentages

08:00 - 08:15

	To			
From		A	B	C
	A	0	50	0
	B	0	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:15 - 08:30

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

Heavy Vehicle Percentages

08:30 - 08:45

	To			
From		A	B	C
	A	0	0	1
	B	0	0	0
	C	8	21	0

Heavy Vehicle Percentages

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.20	0.1	A	47	70
B-A	0.03	10.34	0.0	B	10	15
C-A					185	278
C-B	0.03	6.75	0.0	A	17	25
A-B					10	15
A-C					378	567

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	38	10	594	0.065	38	0.0	0.1	6.475	A
B-A	8	2	403	0.021	8	0.0	0.0	9.107	A
C-A	152	38			152				
C-B	14	3	609	0.022	13	0.0	0.0	6.043	A
A-B	8	2			8				
A-C	310	78			310				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	46	11	578	0.079	46	0.1	0.1	6.763	A
B-A	10	2	385	0.026	10	0.0	0.0	9.588	A
C-A	182	45			182				
C-B	16	4	593	0.027	16	0.0	0.0	6.235	A
A-B	10	2			10				
A-C	370	93			370				

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)	LOS
B-C	56	14	556	0.101	56	0.1	0.1	7.195	A
B-A	12	3	360	0.034	12	0.0	0.0	10.338	B
C-A	222	56			222				
C-B	20	5	572	0.035	20	0.0	0.0	6.521	A
A-B	12	3			12				
A-C	454	113			454				

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)	LOS
B-C	56	14	556	0.101	56	0.1	0.1	7.198	A
B-A	12	3	360	0.034	12	0.0	0.0	10.340	B
C-A	222	56			222				
C-B	20	5	572	0.035	20	0.0	0.0	6.521	A
A-B	12	3			12				
A-C	454	113			454				

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)	LOS
B-C	46	11	578	0.079	46	0.1	0.1	6.766	A
B-A	10	2	385	0.026	10	0.0	0.0	9.592	A
C-A	182	45			182				
C-B	16	4	593	0.027	16	0.0	0.0	6.753	A
A-B	10	2			10				
A-C	370	93			370				

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)	LOS
B-C	38	10	594	0.065	38	0.1	0.1	6.739	A
B-A	8	2	403	0.021	8	0.0	0.0	9.113	A
C-A	152	38			152				
C-B	14	3	609	0.022	14	0.0	0.0	6.702	A
A-B	8	2			8				
A-C	310	78			310				

Existing Layout - Existing 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.63	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	Existing 2016	PM	ONE HOUR	16:30	18:00	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)
✓	✓	✓	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	✓	283	100.000
B		ONE HOUR	✓	21	100.000
C		ONE HOUR	✓	424	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	19	264
	B	16	0	5
	C	382	42	0

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

	To			
	A	B	C	
From	A	0	0	8
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

16:45 - 17:00

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

17:00 - 17:15

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:30 - 17:45

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

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
	A	0	0	0
	B	0	0	30
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.82	0.0	A	5	7
B-A	0.05	9.97	0.0	A	15	22
C-A					351	526
C-B	0.08	6.37	0.1	A	39	58
A-B					17	26
A-C					242	363

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	0.94	594	0.006	4	0.0	0.0	6.100	A
B-A	12	3	424	0.028	12	0.0	0.0	8.731	A
C-A	288	72			288				
C-B	32	8	636	0.050	31	0.0	0.1	5.955	A
A-B	14	4			14				
A-C	199	50			199				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	4	1	583	0.008	4	0.0	0.0	6.218	A
B-A	14	4	405	0.036	14	0.0	0.0	9.213	A
C-A	343	86			343				
C-B	38	9	625	0.060	38	0.1	0.1	6.126	A
A-B	17	4			17				
A-C	237	59			237				

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)	LOS
B-C	6	1	569	0.010	5	0.0	0.0	6.390	A
B-A	18	4	379	0.047	18	0.0	0.0	9.966	A
C-A	421	105			421				
C-B	46	12	611	0.076	46	0.1	0.1	6.375	A
A-B	21	5			21				
A-C	291	73			291				

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)	LOS
B-C	6	1	569	0.010	6	0.0	0.0	6.390	A
B-A	18	4	379	0.047	18	0.0	0.0	9.968	A
C-A	421	105			421				
C-B	46	12	611	0.076	46	0.1	0.1	6.375	A
A-B	21	5			21				
A-C	291	73			291				

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)	LOS
B-C	4	1	583	0.008	5	0.0	0.0	6.222	A
B-A	14	4	405	0.036	14	0.0	0.0	9.218	A
C-A	343	86			343				
C-B	38	9	625	0.060	38	0.1	0.1	6.127	A
A-B	17	4			17				
A-C	237	59			237				

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)	LOS
B-C	4	0.94	594	0.006	4	0.0	0.0	6.815	A
B-A	12	3	424	0.028	12	0.0	0.0	8.737	A
C-A	288	72			288				
C-B	32	8	636	0.050	32	0.1	0.1	5.960	A
A-B	14	4			14				
A-C	199	50			199				

Existing Layout - Base 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base 2023	AM	ONE HOUR	07:30	09:00	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)
✓	✓	✓	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	✓	469	100.000
B		ONE HOUR	✓	69	100.000
C		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	12	457
	B	12	0	57
	C	225	19	0

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

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

Heavy Vehicle Percentages

07:45 - 08:00

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

08:00 - 08:15

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	50	0
	B	0	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	8	21	0

Heavy Vehicle Percentages

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	7.49	0.1	A	52	78
B-A	0.04	10.84	0.0	B	11	17
C-A					206	310
C-B	0.04	6.89	0.0	A	17	26
A-B					11	17
A-C					419	629

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	585	0.073	43	0.0	0.1	6.632	A
B-A	9	2	393	0.023	9	0.0	0.0	9.371	A
C-A	169	42			169				
C-B	14	4	600	0.024	14	0.0	0.0	6.142	A
A-B	9	2			9				
A-C	344	86			344				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	51	13	568	0.090	51	0.1	0.1	6.969	A
B-A	11	3	373	0.029	11	0.0	0.0	9.938	A
C-A	202	51			202				
C-B	17	4	583	0.029	17	0.0	0.0	6.360	A
A-B	11	3			11				
A-C	411	103			411				

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)	LOS
B-C	63	16	543	0.115	63	0.1	0.1	7.485	A
B-A	13	3	345	0.038	13	0.0	0.0	10.841	B
C-A	248	62			248				
C-B	21	5	559	0.037	21	0.0	0.0	6.689	A
A-B	13	3			13				
A-C	503	126			503				

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)	LOS
B-C	63	16	543	0.115	63	0.1	0.1	7.489	A
B-A	13	3	345	0.038	13	0.0	0.0	10.843	B
C-A	248	62			248				
C-B	21	5	559	0.037	21	0.0	0.0	6.689	A
A-B	13	3			13				
A-C	503	126			503				

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)	LOS
B-C	51	13	568	0.090	51	0.1	0.1	6.973	A
B-A	11	3	373	0.029	11	0.0	0.0	9.940	A
C-A	202	51			202				
C-B	17	4	583	0.029	17	0.0	0.0	6.888	A
A-B	11	3			11				
A-C	411	103			411				

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)	LOS
B-C	43	11	585	0.073	43	0.1	0.1	6.902	A
B-A	9	2	393	0.023	9	0.0	0.0	9.376	A
C-A	169	42			169				
C-B	14	4	600	0.024	14	0.0	0.0	6.812	A
A-B	9	2			9				
A-C	344	86			344				

Existing Layout - Base 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Base 2023	PM	ONE HOUR	16:30	18:00	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)
✓	✓	✓	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	✓	313	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	470	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	292
	B	18	0	6
	C	423	47	0

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

16:45 - 17:00

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

17:00 - 17:15

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages**17:15 - 17:30**

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages**17:30 - 17:45**

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

Heavy Vehicle Percentages**17:45 - 18:00**

	To			
		A	B	C
	A	0	0	0
	B	0	0	30
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.87	0.0	A	6	8
B-A	0.05	10.49	0.1	B	17	25
C-A					388	582
C-B	0.09	6.54	0.1	A	43	65
A-B					19	29
A-C					268	402

Main Results for each time segment**16:30 - 16:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	590	0.008	4	0.0	0.0	6.150	A
B-A	14	3	413	0.033	13	0.0	0.0	9.003	A
C-A	318	80			318				
C-B	35	9	630	0.056	35	0.0	0.1	6.046	A
A-B	16	4			16				
A-C	220	55			220				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	578	0.009	5	0.0	0.0	6.286	A
B-A	16	4	392	0.041	16	0.0	0.0	9.576	A
C-A	380	95			380				
C-B	42	11	619	0.068	42	0.1	0.1	6.246	A
A-B	19	5			19				
A-C	263	66			263				

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)	LOS
B-C	7	2	562	0.012	7	0.0	0.0	6.484	A
B-A	20	5	363	0.055	20	0.0	0.1	10.492	B
C-A	466	116			466				
C-B	52	13	602	0.086	52	0.1	0.1	6.535	A
A-B	23	6			23				
A-C	321	80			321				

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)	LOS
B-C	7	2	562	0.012	7	0.0	0.0	6.485	A
B-A	20	5	363	0.055	20	0.1	0.1	10.494	B
C-A	466	116			466				
C-B	52	13	602	0.086	52	0.1	0.1	6.535	A
A-B	23	6			23				
A-C	321	80			321				

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)	LOS
B-C	5	1	578	0.009	5	0.0	0.0	6.290	A
B-A	16	4	392	0.041	16	0.1	0.0	9.582	A
C-A	380	95			380				
C-B	42	11	619	0.068	42	0.1	0.1	6.248	A
A-B	19	5			19				
A-C	263	66			263				

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)	LOS
B-C	5	1	590	0.008	5	0.0	0.0	6.868	A
B-A	14	3	413	0.033	14	0.0	0.0	9.012	A
C-A	318	80			318				
C-B	35	9	630	0.056	35	0.1	0.1	6.053	A
A-B	16	4			16				
A-C	220	55			220				

Existing Layout - Total 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Total 2023	AM	ONE HOUR	07:30	09:00	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)
✓	✓	✓	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	✓	469	100.000
B		ONE HOUR	✓	110	100.000
C		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	12	457
	B	12	0	98
	C	225	32	0

Vehicle Mix

Heavy Vehicle Percentages

07:30 - 07:45

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

Heavy Vehicle Percentages

07:45 - 08:00

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

08:00 - 08:15

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	50	0
	B	0	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	8	21	0

Heavy Vehicle Percentages

08:45 - 09:00

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.20	8.21	0.2	A	90	135
B-A	0.04	11.24	0.0	B	11	17
C-A					206	310
C-B	0.06	7.02	0.1	A	29	44
A-B					11	17
A-C					419	629

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	74	18	589	0.125	73	0.0	0.1	6.979	A
B-A	9	2	383	0.024	9	0.0	0.0	9.610	A
C-A	169	42			169				
C-B	24	6	600	0.040	24	0.0	0.0	6.244	A
A-B	9	2			9				
A-C	344	86			344				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	88	22	571	0.154	88	0.1	0.2	7.453	A
B-A	11	3	363	0.030	11	0.0	0.0	10.229	B
C-A	202	51			202				
C-B	29	7	583	0.049	29	0.0	0.1	6.494	A
A-B	11	3			11				
A-C	411	103			411				

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)	LOS
B-C	108	27	546	0.197	108	0.2	0.2	8.203	A
B-A	13	3	334	0.040	13	0.0	0.0	11.233	B
C-A	248	62			248				
C-B	35	9	559	0.063	35	0.1	0.1	6.872	A
A-B	13	3			13				
A-C	503	126			503				

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)	LOS
B-C	108	27	546	0.198	108	0.2	0.2	8.210	A
B-A	13	3	334	0.040	13	0.0	0.0	11.236	B
C-A	248	62			248				
C-B	35	9	559	0.063	35	0.1	0.1	6.872	A
A-B	13	3			13				
A-C	503	126			503				

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)	LOS
B-C	88	22	571	0.154	88	0.2	0.2	7.464	A
B-A	11	3	363	0.030	11	0.0	0.0	10.235	B
C-A	202	51			202				
C-B	29	7	583	0.049	29	0.1	0.1	7.020	A
A-B	11	3			11				
A-C	411	103			411				

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)	LOS
B-C	74	18	588	0.125	74	0.2	0.1	7.250	A
B-A	9	2	383	0.024	9	0.0	0.0	9.620	A
C-A	169	42			169				
C-B	24	6	600	0.040	24	0.1	0.0	6.941	A
A-B	9	2			9				
A-C	344	86			344				

Existing Layout - Total 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Total 2023	PM	ONE HOUR	16:30	18:00	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)
✓	✓	✓	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	✓	313	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	21	292
	B	18	0	23
	C	423	77	0

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

	To			
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	6	0	0

Heavy Vehicle Percentages

16:45 - 17:00

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

17:00 - 17:15

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages**17:15 - 17:30**

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages**17:30 - 17:45**

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

Heavy Vehicle Percentages**17:45 - 18:00**

	To			
		A	B	C
	A	0	0	0
	B	0	0	30
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	6.52	0.0	A	21	32
B-A	0.06	10.72	0.1	B	17	25
C-A					388	582
C-B	0.14	6.95	0.2	A	71	106
A-B					19	29
A-C					268	402

Main Results for each time segment**16:30 - 16:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	17	4	632	0.027	17	0.0	0.0	5.851	A
B-A	14	3	410	0.033	13	0.0	0.0	9.076	A
C-A	318	80			318				
C-B	58	14	630	0.092	58	0.0	0.1	6.284	A
A-B	16	4			16				
A-C	220	55			220				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	620	0.033	21	0.0	0.0	6.008	A
B-A	16	4	387	0.042	16	0.0	0.0	9.702	A
C-A	380	95			380				
C-B	69	17	619	0.112	69	0.1	0.1	6.553	A
A-B	19	5			19				
A-C	263	66			263				

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)	LOS
B-C	25	6	602	0.042	25	0.0	0.0	6.239	A
B-A	20	5	356	0.056	20	0.0	0.1	10.716	B
C-A	466	116			466				
C-B	85	21	602	0.141	85	0.1	0.2	6.950	A
A-B	23	6			23				
A-C	321	80			321				

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)	LOS
B-C	25	6	602	0.042	25	0.0	0.0	6.240	A
B-A	20	5	356	0.056	20	0.1	0.1	10.719	B
C-A	466	116			466				
C-B	85	21	602	0.141	85	0.2	0.2	6.952	A
A-B	23	6			23				
A-C	321	80			321				

17:30 - 17:45

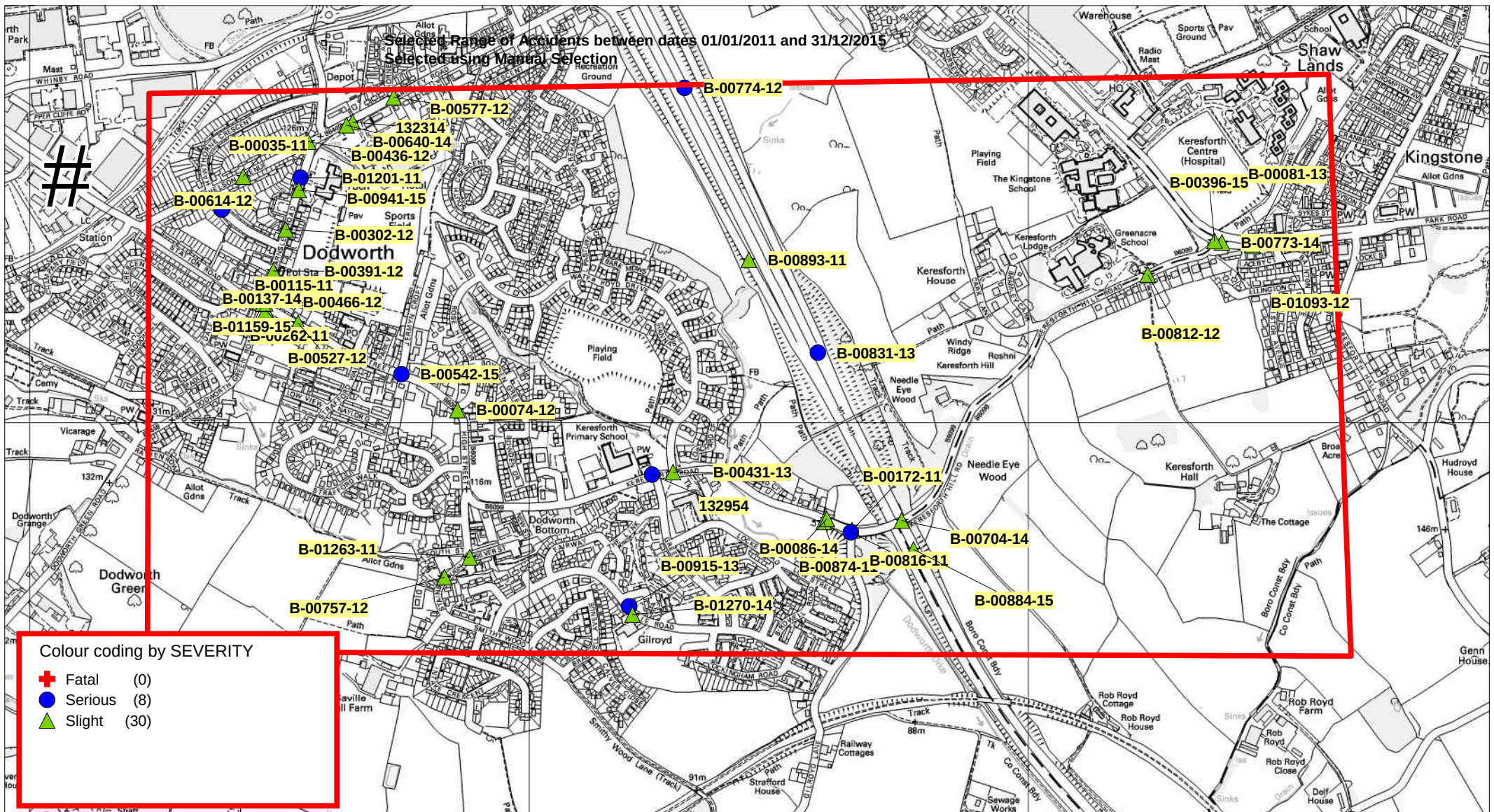
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	620	0.033	21	0.0	0.0	6.012	A
B-A	16	4	387	0.042	16	0.1	0.0	9.709	A
C-A	380	95			380				
C-B	69	17	619	0.112	69	0.2	0.1	6.556	A
A-B	19	5			19				
A-C	263	66			263				

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)	LOS
B-C	17	4	632	0.027	17	0.0	0.0	6.519	A
B-A	14	3	410	0.033	14	0.0	0.0	9.086	A
C-A	318	80			318				
C-B	58	14	630	0.092	58	0.1	0.1	6.296	A
A-B	16	4			16				
A-C	220	55			220				

Appendix H

Accident Data



MAKING SOUTH YORKSHIRE
ROADS SAFER

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Selected map area

SCALE	1 : 10620
DATE	12/09/2016
DRWG No.	
DRN BY	

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