

Appendix P – Junction 8: Chidswell Lane / Windsor Road

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Report generation date: 02/03/2020 14:17:19

-
- »2019 Base, AM
 - »2019 Base, PM
 - »FY2024, AM
 - »FY2024, PM
 - »FY2030, AM
 - »FY2030, PM
 - »2024 DS(A), AM
 - »2024 DS(A), PM
 - »2024 DS(A+B), AM
 - »2024 DS(A+B), PM
 - »2030 DS(A), AM
 - »2030 DS(A), PM
 - »2030 DS(A+B), AM
 - »2030 DS(A+B), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2019 Base									
Stream B-C	0.0	5.82	0.01	A	676 % [Stream B-A]	0.0	6.47	0.00	A	310 % [Stream B-A]
Stream B-A	0.0	7.09	0.03	A		0.0	7.89	0.02	A	
Stream C-AB	0.0	5.56	0.00	A		0.1	6.73	0.06	A	
	FY2024									
Stream B-C	0.0	6.09	0.01	A	431 % [Stream B-A]	0.0	6.59	0.00	A	275 % [Stream B-A]
Stream B-A	0.0	7.50	0.03	A		0.0	8.07	0.02	A	
Stream C-AB	0.0	5.74	0.00	A		0.1	6.87	0.06	A	
	FY2030									
Stream B-C	0.0	6.63	0.01	A	242 % [Stream B-A]	0.0	6.59	0.00	A	276 % [Stream B-A]
Stream B-A	0.0	8.36	0.03	A		0.0	8.07	0.02	A	
Stream C-AB	0.0	6.19	0.00	A		0.1	6.90	0.06	A	
	2024 DS(A)									
Stream B-C	0.0	6.10	0.01	A	428 % [Stream B-A]	0.0	6.59	0.00	A	275 % [Stream B-A]
Stream B-A	0.0	7.51	0.03	A		0.0	8.07	0.02	A	
Stream C-AB	0.0	5.74	0.00	A		0.1	6.87	0.06	A	
	2024 DS(A+B)									
Stream B-C	0.0	6.10	0.01	A	428 % [Stream B-A]	0.0	6.59	0.00	A	275 % [Stream B-A]
Stream B-A	0.0	7.51	0.03	A		0.0	8.07	0.02	A	
Stream C-AB	0.0	5.74	0.00	A		0.1	6.87	0.06	A	
	2030 DS(A)									
Stream B-C	0.0	6.63	0.01	A	242 % [Stream B-A]	0.0	6.59	0.00	A	276 % [Stream B-A]
Stream B-A	0.0	8.36	0.03	A		0.0	8.07	0.02	A	
Stream C-AB	0.0	6.19	0.00	A		0.1	6.90	0.06	A	
	2030 DS(A+B)									
Stream B-C	0.0	6.86	0.01	A	195 % [Stream B-A]	0.0	6.69	0.00	A	229 % [Stream B-A]
Stream B-A	0.0	8.80	0.03	A		0.0	8.40	0.02	A	
Stream C-AB	0.0	6.19	0.00	A		0.1	6.52	0.06	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18/02/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PFGROUP\csmith
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2019 Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	FY2024	AM	ONE HOUR	07:15	08:45	15	✓
D4	FY2024	PM	ONE HOUR	16:15	17:45	15	✓
D5	FY2030	AM	ONE HOUR	07:15	08:45	15	✓
D6	FY2030	PM	ONE HOUR	16:15	17:45	15	✓
D7	2024 DS(A)	AM	ONE HOUR	07:15	08:45	15	✓
D8	2024 DS(A)	PM	ONE HOUR	16:15	17:45	15	✓
D9	2024 DS(A+B)	AM	ONE HOUR	07:15	08:45	15	✓
D10	2024 DS(A+B)	PM	ONE HOUR	16:15	17:45	15	✓
D11	2030 DS(A)	AM	ONE HOUR	07:15	08:45	15	✓
D12	2030 DS(A)	PM	ONE HOUR	16:15	17:45	15	✓
D13	2030 DS(A+B)	AM	ONE HOUR	07:15	08:45	15	✓
D14	2030 DS(A+B)	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	676	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Chidswell Lane (north)		Major
B	Chidswell Lane (south)		Minor
C	Windsor Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Windsor Road	8.30			63.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Chidswell Lane (south)	One lane plus flare	9.50	5.70	3.60	3.40	3.00	✓	1.00	22	70

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	568	0.093	0.235	0.148	0.336
1	B-C	650	0.090	0.227	-	-
1	C-B	610	0.213	0.213	-	-

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	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	101	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	19	100.000
C - Windsor Road		ONE HOUR	✓	110	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	From			
	A - Chidswell Lane (north)	0	12	89
	B - Chidswell Lane (south)	16	0	3
	C - Windsor Road	108	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	From			
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	5.82	0.0	A	3	5
B-A	0.03	7.09	0.0	A	15	22
C-AB	0.00	5.56	0.0	A	2	3
C-A					99	148
A-B					11	17
A-C					82	123

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.62	631	0.004	2	0.0	0.0	5.728	A
B-A	12	3	539	0.022	12	0.0	0.0	6.831	A
C-AB	2	0.43	649	0.003	2	0.0	0.0	5.563	A
C-A	81	20			81				
A-B	9	2			9				
A-C	67	17			67				

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)	Unsignalised level of service
B-C	3	0.74	627	0.005	3	0.0	0.0	5.768	A
B-A	14	4	533	0.027	14	0.0	0.0	6.936	A
C-AB	2	0.53	656	0.003	2	0.0	0.0	5.502	A
C-A	97	24			97				
A-B	11	3			11				
A-C	80	20			80				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.91	622	0.006	4	0.0	0.0	5.824	A
B-A	18	4	525	0.034	18	0.0	0.0	7.087	A
C-AB	3	0.67	667	0.004	3	0.0	0.0	5.419	A
C-A	118	30			118				
A-B	13	3			13				
A-C	98	24			98				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.91	622	0.006	4	0.0	0.0	5.824	A
B-A	18	4	525	0.034	18	0.0	0.0	7.087	A
C-AB	3	0.67	667	0.004	3	0.0	0.0	5.421	A
C-A	118	30			118				
A-B	13	3			13				
A-C	98	24			98				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.74	627	0.005	3	0.0	0.0	5.770	A
B-A	14	4	533	0.027	14	0.0	0.0	6.937	A
C-AB	2	0.53	656	0.003	2	0.0	0.0	5.504	A
C-A	97	24			97				
A-B	11	3			11				
A-C	80	20			80				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.62	631	0.004	2	0.0	0.0	5.729	A
B-A	12	3	539	0.022	12	0.0	0.0	6.834	A
C-AB	2	0.43	649	0.003	2	0.0	0.0	5.563	A
C-A	81	20			81				
A-B	9	2			9				
A-C	67	17			67				

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	310	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	361	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	51	310
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	54	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.47	0.0	A	0.92	1
B-A	0.02	7.89	0.0	A	8	12
C-AB	0.06	6.73	0.1	A	27	41
C-A					47	71
A-B					47	70
A-C					284	427

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	584	0.001	0.75	0.0	0.0	6.174	A
B-A	7	2	499	0.013	6	0.0	0.0	7.305	A
C-AB	22	5	581	0.038	22	0.0	0.0	6.437	A
C-A	39	10			39				
A-B	38	10			38				
A-C	233	58			233				

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)	Unsignalised level of service
B-C	0.90	0.22	573	0.002	0.90	0.0	0.0	6.296	A
B-A	8	2	485	0.016	8	0.0	0.0	7.538	A
C-AB	27	7	575	0.046	26	0.0	0.1	6.559	A
C-A	46	12			46				
A-B	46	11			46				
A-C	279	70			279				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	557	0.002	1	0.0	0.0	6.474	A
B-A	10	2	466	0.021	10	0.0	0.0	7.886	A
C-AB	33	8	568	0.059	33	0.1	0.1	6.731	A
C-A	56	14			56				
A-B	56	14			56				
A-C	341	85			341				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	557	0.002	1	0.0	0.0	6.474	A
B-A	10	2	466	0.021	10	0.0	0.0	7.887	A
C-AB	33	8	568	0.059	33	0.1	0.1	6.732	A
C-A	56	14			56				
A-B	56	14			56				
A-C	341	85			341				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	573	0.002	0.90	0.0	0.0	6.299	A
B-A	8	2	485	0.016	8	0.0	0.0	7.539	A
C-AB	27	7	575	0.046	27	0.1	0.1	6.561	A
C-A	46	12			46				
A-B	46	11			46				
A-C	279	70			279				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	584	0.001	0.75	0.0	0.0	6.174	A
B-A	7	2	499	0.013	7	0.0	0.0	7.309	A
C-AB	22	5	581	0.038	22	0.1	0.0	6.441	A
C-A	39	10			39				
A-B	38	10			38				
A-C	233	58			233				

FY2024, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	431	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	FY2024	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	222	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	17	100.000
C - Windsor Road		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	18	204
	B - Chidswell Lane (south)	14	0	3
	C - Windsor Road	106	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.09	0.0	A	3	4
B-A	0.03	7.50	0.0	A	13	19
C-AB	0.00	5.74	0.0	A	2	3
C-A					97	145
A-B					17	25
A-C					187	281

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	612	0.004	2	0.0	0.0	5.901	A
B-A	11	3	518	0.020	10	0.0	0.0	7.091	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

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)	Unsignalised level of service
B-C	3	0.67	605	0.004	3	0.0	0.0	5.980	A
B-A	13	3	508	0.025	13	0.0	0.0	7.259	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.703	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	594	0.006	3	0.0	0.0	6.094	A
B-A	15	4	495	0.031	15	0.0	0.0	7.503	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	594	0.006	3	0.0	0.0	6.094	A
B-A	15	4	495	0.031	15	0.0	0.0	7.503	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	605	0.004	3	0.0	0.0	5.981	A
B-A	13	3	508	0.025	13	0.0	0.0	7.259	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.704	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	612	0.004	2	0.0	0.0	5.904	A
B-A	11	3	518	0.020	11	0.0	0.0	7.095	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

FY2024, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	275	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	FY2024	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	410	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	69	341
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	55	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.59	0.0	A	0.92	1
B-A	0.02	8.07	0.0	A	8	12
C-AB	0.06	6.87	0.1	A	27	41
C-A					48	72
A-B					63	95
A-C					313	469

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.243	A
B-A	7	2	492	0.014	7	0.0	0.0	7.412	A
C-AB	22	5	574	0.038	22	0.0	0.0	6.521	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

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)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.383	A
B-A	8	2	477	0.017	8	0.0	0.0	7.675	A
C-AB	27	7	567	0.047	27	0.0	0.1	6.663	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.866	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.869	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.386	A
B-A	8	2	477	0.017	8	0.0	0.0	7.676	A
C-AB	27	7	567	0.047	27	0.1	0.1	6.665	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.246	A
B-A	7	2	492	0.014	7	0.0	0.0	7.414	A
C-AB	22	5	574	0.038	22	0.1	0.0	6.528	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

FY2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	242	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	FY2030	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	425	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	16	100.000
C - Windsor Road		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	24	401
	B - Chidswell Lane (south)	13	0	3
	C - Windsor Road	93	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.63	0.0	A	3	4
B-A	0.03	8.36	0.0	A	12	18
C-AB	0.00	6.19	0.0	A	2	3
C-A					85	128
A-B					22	33
A-C					368	552

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	580	0.004	2	0.0	0.0	6.228	A
B-A	10	2	484	0.020	10	0.0	0.0	7.595	A
C-AB	2	0.43	591	0.003	2	0.0	0.0	6.105	A
C-A	70	17			70				
A-B	18	5			18				
A-C	302	75			302				

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)	Unsignalised level of service
B-C	3	0.67	566	0.005	3	0.0	0.0	6.391	A
B-A	12	3	467	0.025	12	0.0	0.0	7.897	A
C-AB	2	0.52	588	0.004	2	0.0	0.0	6.142	A
C-A	83	21			83				
A-B	22	5			22				
A-C	360	90			360				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	546	0.006	3	0.0	0.0	6.631	A
B-A	14	4	445	0.032	14	0.0	0.0	8.356	A
C-AB	3	0.67	584	0.005	3	0.0	0.0	6.190	A
C-A	102	25			102				
A-B	26	7			26				
A-C	442	110			442				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	546	0.006	3	0.0	0.0	6.632	A
B-A	14	4	445	0.032	14	0.0	0.0	8.356	A
C-AB	3	0.67	584	0.005	3	0.0	0.0	6.192	A
C-A	102	25			102				
A-B	26	7			26				
A-C	442	110			442				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	566	0.005	3	0.0	0.0	6.392	A
B-A	12	3	467	0.025	12	0.0	0.0	7.898	A
C-AB	2	0.52	588	0.004	2	0.0	0.0	6.144	A
C-A	83	21			83				
A-B	22	5			22				
A-C	360	90			360				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	580	0.004	2	0.0	0.0	6.231	A
B-A	10	2	484	0.020	10	0.0	0.0	7.596	A
C-AB	2	0.43	591	0.003	2	0.0	0.0	6.108	A
C-A	70	17			70				
A-B	18	5			18				
A-C	302	75			302				

FY2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	276	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	FY2030	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	421	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	88	333
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	55	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.59	0.0	A	0.92	1
B-A	0.02	8.07	0.0	A	8	12
C-AB	0.06	6.90	0.1	A	27	41
C-A					48	72
A-B					81	121
A-C					306	458

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.242	A
B-A	7	2	492	0.014	7	0.0	0.0	7.411	A
C-AB	22	5	572	0.038	22	0.0	0.0	6.542	A
C-A	40	10			40				
A-B	66	17			66				
A-C	251	63			251				

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)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.382	A
B-A	8	2	477	0.017	8	0.0	0.0	7.674	A
C-AB	27	7	565	0.047	27	0.0	0.1	6.688	A
C-A	47	12			47				
A-B	79	20			79				
A-C	299	75			299				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.585	A
B-A	10	2	456	0.022	10	0.0	0.0	8.068	A
C-AB	33	8	555	0.060	33	0.1	0.1	6.899	A
C-A	57	14			57				
A-B	97	24			97				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.585	A
B-A	10	2	456	0.022	10	0.0	0.0	8.069	A
C-AB	33	8	555	0.060	33	0.1	0.1	6.902	A
C-A	57	14			57				
A-B	97	24			97				
A-C	367	92			367				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.382	A
B-A	8	2	477	0.017	8	0.0	0.0	7.678	A
C-AB	27	7	565	0.047	27	0.1	0.1	6.690	A
C-A	47	12			47				
A-B	79	20			79				
A-C	299	75			299				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.245	A
B-A	7	2	492	0.014	7	0.0	0.0	7.413	A
C-AB	22	5	572	0.038	22	0.1	0.0	6.549	A
C-A	40	10			40				
A-B	66	17			66				
A-C	251	63			251				

2024 DS(A), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	428	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 DS(A)	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	222	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	17	100.000
C - Windsor Road		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	18	204
	B - Chidswell Lane (south)	14	0	3
	C - Windsor Road	106	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.10	0.0	A	3	4
B-A	0.03	7.51	0.0	A	13	20
C-AB	0.00	5.74	0.0	A	2	3
C-A					97	145
A-B					17	25
A-C					187	281

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	611	0.004	2	0.0	0.0	5.909	A
B-A	11	3	518	0.021	11	0.0	0.0	7.093	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

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)	Unsignalised level of service
B-C	3	0.67	604	0.004	3	0.0	0.0	5.989	A
B-A	13	3	509	0.025	13	0.0	0.0	7.261	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.703	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	593	0.006	3	0.0	0.0	6.103	A
B-A	16	4	495	0.032	16	0.0	0.0	7.507	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	593	0.006	3	0.0	0.0	6.103	A
B-A	16	4	495	0.032	16	0.0	0.0	7.507	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	604	0.004	3	0.0	0.0	5.989	A
B-A	13	3	509	0.025	13	0.0	0.0	7.261	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.704	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	611	0.004	2	0.0	0.0	5.909	A
B-A	11	3	518	0.021	11	0.0	0.0	7.093	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

2024 DS(A), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	275	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 DS(A)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	410	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	69	341
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	55	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.59	0.0	A	0.92	1
B-A	0.02	8.07	0.0	A	8	12
C-AB	0.06	6.87	0.1	A	27	41
C-A					48	72
A-B					63	95
A-C					313	469

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.243	A
B-A	7	2	492	0.014	7	0.0	0.0	7.412	A
C-AB	22	5	574	0.038	22	0.0	0.0	6.521	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

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)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.383	A
B-A	8	2	477	0.017	8	0.0	0.0	7.675	A
C-AB	27	7	567	0.047	27	0.0	0.1	6.663	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.866	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.869	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.386	A
B-A	8	2	477	0.017	8	0.0	0.0	7.676	A
C-AB	27	7	567	0.047	27	0.1	0.1	6.665	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.246	A
B-A	7	2	492	0.014	7	0.0	0.0	7.414	A
C-AB	22	5	574	0.038	22	0.1	0.0	6.528	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

2024 DS(A+B), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	428	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2024 DS(A+B)	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	222	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	17	100.000
C - Windsor Road		ONE HOUR	✓	108	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	18	204
	B - Chidswell Lane (south)	14	0	3
	C - Windsor Road	106	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.10	0.0	A	3	4
B-A	0.03	7.51	0.0	A	13	20
C-AB	0.00	5.74	0.0	A	2	3
C-A					97	145
A-B					17	25
A-C					187	281

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	611	0.004	2	0.0	0.0	5.909	A
B-A	11	3	518	0.021	11	0.0	0.0	7.093	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

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)	Unsignalised level of service
B-C	3	0.67	604	0.004	3	0.0	0.0	5.989	A
B-A	13	3	509	0.025	13	0.0	0.0	7.261	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.703	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	593	0.006	3	0.0	0.0	6.103	A
B-A	16	4	495	0.032	16	0.0	0.0	7.507	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	593	0.006	3	0.0	0.0	6.103	A
B-A	16	4	495	0.032	16	0.0	0.0	7.507	A
C-AB	3	0.67	639	0.004	3	0.0	0.0	5.657	A
C-A	116	29			116				
A-B	20	5			20				
A-C	225	56			225				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	604	0.004	3	0.0	0.0	5.989	A
B-A	13	3	509	0.025	13	0.0	0.0	7.261	A
C-AB	2	0.53	633	0.003	2	0.0	0.0	5.704	A
C-A	95	24			95				
A-B	16	4			16				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	611	0.004	2	0.0	0.0	5.909	A
B-A	11	3	518	0.021	11	0.0	0.0	7.093	A
C-AB	2	0.43	629	0.003	2	0.0	0.0	5.736	A
C-A	80	20			80				
A-B	14	3			14				
A-C	154	38			154				

2024 DS(A+B), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	275	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 DS(A+B)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	410	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	69	341
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	55	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.59	0.0	A	0.92	1
B-A	0.02	8.07	0.0	A	8	12
C-AB	0.06	6.87	0.1	A	27	41
C-A					48	72
A-B					63	95
A-C					313	469

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.243	A
B-A	7	2	492	0.014	7	0.0	0.0	7.412	A
C-AB	22	5	574	0.038	22	0.0	0.0	6.521	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

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)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.383	A
B-A	8	2	477	0.017	8	0.0	0.0	7.675	A
C-AB	27	7	567	0.047	27	0.0	0.1	6.663	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.866	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	548	0.002	1	0.0	0.0	6.587	A
B-A	10	2	456	0.022	10	0.0	0.0	8.071	A
C-AB	33	8	558	0.060	33	0.1	0.1	6.869	A
C-A	57	14			57				
A-B	76	19			76				
A-C	375	94			375				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	565	0.002	0.90	0.0	0.0	6.386	A
B-A	8	2	477	0.017	8	0.0	0.0	7.676	A
C-AB	27	7	567	0.047	27	0.1	0.1	6.665	A
C-A	47	12			47				
A-B	62	16			62				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	577	0.001	0.75	0.0	0.0	6.246	A
B-A	7	2	492	0.014	7	0.0	0.0	7.414	A
C-AB	22	5	574	0.038	22	0.1	0.0	6.528	A
C-A	40	10			40				
A-B	52	13			52				
A-C	257	64			257				

2030 DS(A), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	242	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2030 DS(A)	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	425	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	16	100.000
C - Windsor Road		ONE HOUR	✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	24	401
	B - Chidswell Lane (south)	13	0	3
	C - Windsor Road	93	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.63	0.0	A	3	4
B-A	0.03	8.36	0.0	A	12	18
C-AB	0.00	6.19	0.0	A	2	3
C-A					85	128
A-B					22	33
A-C					368	552

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	580	0.004	2	0.0	0.0	6.228	A
B-A	10	2	484	0.020	10	0.0	0.0	7.595	A
C-AB	2	0.43	591	0.003	2	0.0	0.0	6.105	A
C-A	70	17			70				
A-B	18	5			18				
A-C	302	75			302				

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)	Unsignalised level of service
B-C	3	0.67	566	0.005	3	0.0	0.0	6.391	A
B-A	12	3	467	0.025	12	0.0	0.0	7.897	A
C-AB	2	0.52	588	0.004	2	0.0	0.0	6.142	A
C-A	83	21			83				
A-B	22	5			22				
A-C	360	90			360				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	546	0.006	3	0.0	0.0	6.631	A
B-A	14	4	445	0.032	14	0.0	0.0	8.356	A
C-AB	3	0.67	584	0.005	3	0.0	0.0	6.190	A
C-A	102	25			102				
A-B	26	7			26				
A-C	442	110			442				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	546	0.006	3	0.0	0.0	6.632	A
B-A	14	4	445	0.032	14	0.0	0.0	8.356	A
C-AB	3	0.67	584	0.005	3	0.0	0.0	6.192	A
C-A	102	25			102				
A-B	26	7			26				
A-C	442	110			442				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	566	0.005	3	0.0	0.0	6.392	A
B-A	12	3	467	0.025	12	0.0	0.0	7.898	A
C-AB	2	0.52	588	0.004	2	0.0	0.0	6.144	A
C-A	83	21			83				
A-B	22	5			22				
A-C	360	90			360				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	580	0.004	2	0.0	0.0	6.231	A
B-A	10	2	484	0.020	10	0.0	0.0	7.596	A
C-AB	2	0.43	591	0.003	2	0.0	0.0	6.108	A
C-A	70	17			70				
A-B	18	5			18				
A-C	302	75			302				

2030 DS(A), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	276	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2030 DS(A)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	421	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	88	333
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	55	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.59	0.0	A	1	2
B-A	0.02	8.07	0.0	A	8	12
C-AB	0.06	6.90	0.1	A	27	41
C-A					48	72
A-B					81	121
A-C					306	458

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.23	577	0.002	0.90	0.0	0.0	6.244	A
B-A	7	2	492	0.014	7	0.0	0.0	7.411	A
C-AB	22	5	572	0.038	22	0.0	0.0	6.542	A
C-A	40	10			40				
A-B	66	17			66				
A-C	251	63			251				

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)	Unsignalised level of service
B-C	1	0.27	565	0.002	1	0.0	0.0	6.384	A
B-A	8	2	477	0.017	8	0.0	0.0	7.674	A
C-AB	27	7	565	0.047	27	0.0	0.1	6.688	A
C-A	47	12			47				
A-B	79	20			79				
A-C	299	75			299				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.33	548	0.002	1	0.0	0.0	6.588	A
B-A	10	2	456	0.022	10	0.0	0.0	8.068	A
C-AB	33	8	555	0.060	33	0.1	0.1	6.899	A
C-A	57	14			57				
A-B	97	24			97				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.33	548	0.002	1	0.0	0.0	6.588	A
B-A	10	2	456	0.022	10	0.0	0.0	8.069	A
C-AB	33	8	555	0.060	33	0.1	0.1	6.902	A
C-A	57	14			57				
A-B	97	24			97				
A-C	367	92			367				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.27	565	0.002	1	0.0	0.0	6.386	A
B-A	8	2	477	0.017	8	0.0	0.0	7.675	A
C-AB	27	7	565	0.047	27	0.1	0.1	6.690	A
C-A	47	12			47				
A-B	79	20			79				
A-C	299	75			299				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.23	577	0.002	0.90	0.0	0.0	6.247	A
B-A	7	2	492	0.014	7	0.0	0.0	7.413	A
C-AB	22	5	572	0.038	22	0.1	0.0	6.549	A
C-A	40	10			40				
A-B	66	17			66				
A-C	251	63			251				

2030 DS(A+B), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	195	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2030 DS(A+B)	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	497	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	16	100.000
C - Windsor Road		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	24	473
	B - Chidswell Lane (south)	13	0	3
	C - Windsor Road	113	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	6.86	0.0	A	3	4
B-A	0.03	8.80	0.0	A	12	18
C-AB	0.00	6.19	0.0	A	2	3
C-A					103	155
A-B					22	33
A-C					434	651

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	568	0.004	2	0.0	0.0	6.364	A
B-A	10	2	469	0.021	10	0.0	0.0	7.842	A
C-AB	2	0.44	591	0.003	2	0.0	0.0	6.111	A
C-A	85	21			85				
A-B	18	5			18				
A-C	356	89			356				

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)	Unsignalised level of service
B-C	3	0.67	551	0.005	3	0.0	0.0	6.564	A
B-A	12	3	450	0.026	12	0.0	0.0	8.220	A
C-AB	2	0.54	588	0.004	2	0.0	0.0	6.146	A
C-A	101	25			101				
A-B	22	5			22				
A-C	425	106			425				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	528	0.006	3	0.0	0.0	6.861	A
B-A	14	4	423	0.034	14	0.0	0.0	8.804	A
C-AB	3	0.70	584	0.005	3	0.0	0.0	6.190	A
C-A	124	31			124				
A-B	26	7			26				
A-C	521	130			521				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	528	0.006	3	0.0	0.0	6.861	A
B-A	14	4	423	0.034	14	0.0	0.0	8.803	A
C-AB	3	0.70	584	0.005	3	0.0	0.0	6.193	A
C-A	124	31			124				
A-B	26	7			26				
A-C	521	130			521				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	551	0.005	3	0.0	0.0	6.567	A
B-A	12	3	450	0.026	12	0.0	0.0	8.221	A
C-AB	2	0.54	588	0.004	2	0.0	0.0	6.148	A
C-A	101	25			101				
A-B	22	5			22				
A-C	425	106			425				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	568	0.004	2	0.0	0.0	6.368	A
B-A	10	2	469	0.021	10	0.0	0.0	7.846	A
C-AB	2	0.44	591	0.003	2	0.0	0.0	6.111	A
C-A	85	21			85				
A-B	18	5			18				
A-C	356	89			356				

2030 DS(A+B), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	229	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2030 DS(A+B)	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Chidswell Lane (north)		ONE HOUR	✓	456	100.000
B - Chidswell Lane (south)		ONE HOUR	✓	10	100.000
C - Windsor Road		ONE HOUR	✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	88	368
	B - Chidswell Lane (south)	9	0	1
	C - Windsor Road	108	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Chidswell Lane (north)	B - Chidswell Lane (south)	C - Windsor Road
From	A - Chidswell Lane (north)	0	0	0
	B - Chidswell Lane (south)	0	0	0
	C - Windsor Road	0	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	0.00	6.69	0.0	A	0.92	1
B-A	0.02	8.40	0.0	A	8	12
C-AB	0.06	6.52	0.1	A	30	45
C-A					94	141
A-B					81	121
A-C					338	507

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	571	0.001	0.75	0.0	0.0	6.307	A
B-A	7	2	480	0.014	7	0.0	0.0	7.601	A
C-AB	24	6	594	0.040	23	0.0	0.1	6.303	A
C-A	78	20			78				
A-B	66	17			66				
A-C	277	69			277				

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)	Unsignalised level of service
B-C	0.90	0.22	558	0.002	0.90	0.0	0.0	6.463	A
B-A	8	2	463	0.017	8	0.0	0.0	7.920	A
C-AB	29	7	592	0.049	29	0.1	0.1	6.393	A
C-A	92	23			92				
A-B	79	20			79				
A-C	331	83			331				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	539	0.002	1	0.0	0.0	6.691	A
B-A	10	2	438	0.023	10	0.0	0.0	8.404	A
C-AB	37	9	589	0.063	37	0.1	0.1	6.521	A
C-A	111	28			111				
A-B	97	24			97				
A-C	405	101			405				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	1	0.28	539	0.002	1	0.0	0.0	6.692	A
B-A	10	2	438	0.023	10	0.0	0.0	8.404	A
C-AB	37	9	589	0.063	37	0.1	0.1	6.523	A
C-A	111	28			111				
A-B	97	24			97				
A-C	405	101			405				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.90	0.22	558	0.002	0.90	0.0	0.0	6.463	A
B-A	8	2	463	0.017	8	0.0	0.0	7.923	A
C-AB	29	7	592	0.049	29	0.1	0.1	6.396	A
C-A	92	23			92				
A-B	79	20			79				
A-C	331	83			331				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0.75	0.19	571	0.001	0.75	0.0	0.0	6.307	A
B-A	7	2	480	0.014	7	0.0	0.0	7.606	A
C-AB	24	6	594	0.040	24	0.1	0.1	6.310	A
C-A	78	20			78				
A-B	66	17			66				
A-C	277	69			277				