



Lady Ann Road, Batley

Transport Statement Addendum No1

August 2023

Project number 1247F

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate, Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com

paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final report			
Date	August 2023			
Prepared by	LJO			
Checked by	AH			

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1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to prepare this Addendum to the Transport Statement dated December 2022 in response to the highway consultation response dated 31st March 2023 and the subsequent meeting with the Council on the 2nd June 2023 on the proposed residential development on land at Lady Ann Road, Batley.
- 1.1.2 The Council's Highways Officer has raised concerns that no allowance has been made for the committed residential development site further east, which is accessed from Soothill Lane (Reserved Matters Application 2021/91731). The Council have requested that committed development must be taken into account to enable a robust assessment of traffic impact on local junctions.
- 1.1.3 This Addendum No1 provides junction capacity assessments taking into account the above, providing confirmation that the development would not create a significant impact on the performance of local junctions.

2.0 Committed Development

- 2.1.1 The reserved matters application (planning reference 2021/91731) is located to the east of the site on Soothill Lane and consists of 319 dwellings. The outline planning application for the site (planning reference 2018/94189) originally considered 366 dwellings. Traffic flows are provided as part of the outline consent for 312 dwellings and 54 apartments, and these have been considered as part of the following junction performance assessment.
- 2.1.2 As part of the above development, other committed development sites were also considered. The sites that have a traffic impact on Soothill Lane are: -
- Land at Chidswell, Dewsbury (1535 dwellings and 122,500 sqm of employment use)
 - Land at Westerton Road, Haigh Moor Road, West Ardsley
- 2.1.3 The traffic flows from the above developments have been added to the committed development flows along Soothill Lane. These equate to 30 and 60 movements along Soothill Lane eastbound and westbound respectively during the AM peak period, and 60 and 38 movements along Soothill Lane during the PM peak period.
- 2.1.4 The traffic flows can be found at Appendix A and include committed development, the 2022 with and without proposed development, and 2032 with and without proposed development scenarios.
- 2.1.5 The flows consist of the same traffic generations as identified within the previous Transport Statement, and also follow the same distribution and traffic growth.

3.0 Junction Assessment

3.1.1 Lady Ann Road/ Soothill Lane Junction

3.1.2 A junction capacity assessment has been carried out for this junction using the PICADY computer program. We have modelled the junction in the peak periods in 2022 and then in the future year 2032. All of the flow scenarios include committed development.

3.1.3 The results of the PICADY assessment are included at Appendix B and are summarised in the table below.

	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
2022 Without Development + Committed Development				
Soothill Business Pk Left Turn	0.02	0.0	0.05	0.1
Soothill Business Pk Right Turn	0.03	0.0	0.07	0.1
Soothill Lane Right Turn (LAR)	0.03	0.0	0.01	0.0
Lady Ann Road Right Turn	0.20	0.3	0.20	0.3
Soothill Lane Right Turn (SBPk)	0.12	0.3	0.02	0.0
2022 With Development + Committed Development				
Soothill Business Pk Left Turn	0.02	0.0	0.05	0.1
Soothill Business Pk Right Turn	0.03	0.0	0.07	0.1
Soothill Lane Right Turn (LAR)	0.03	0.0	0.02	0.0

Lady Ann Road Right Turn	0.29	0.4	0.24	0.3
Soothill Lane Right Turn (SBPk)	0.12	0.3	0.02	0.0
2032 Without Development + Committed Development				
Soothill Business Pk Left Turn	0.02	0.0	0.05	0.1
Soothill Business Pk Right Turn	0.03	0.0	0.07	0.1
Soothill Lane Right Turn (LAR)	0.03	0.0	0.01	0.0
Lady Ann Road Right Turn	0.24	0.3	0.23	0.3
Soothill Lane Right Turn (SBPk)	0.13	0.3	0.02	0.0
2032 With Development + Committed Development				
Soothill Business Pk Left Turn	0.02	0.0	0.05	0.1
Soothill Business Pk Right Turn	0.03	0.0	0.07	0.1
Soothill Lane Right Turn (LAR)	0.04	0.1	0.02	0.0
Lady Ann Road Right Turn	0.34	0.6	0.28	0.4
Soothill Lane Right Turn (SBPk)	0.13	0.3	0.02	0.0

Table 1: PICADY – Lady Ann Road/ Soothill Lane Junction

3.1.4 From the above analyses it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2022 and 2032 flow scenarios in the weekday AM and PM peak periods. All queue lengths would be less than 1 PCU.

3.1.5 Grace Leather Lane/ Soothill Lane

3.1.6 A junction capacity assessment has been carried out for this junction using the PICADY computer program. We have modelled the junction in the peak periods in 2022 and then in the future year 2032. All of the flow scenarios include committed development.

3.1.7 The results of the PICADY assessment are included at Appendix C and are summarised in the table below.

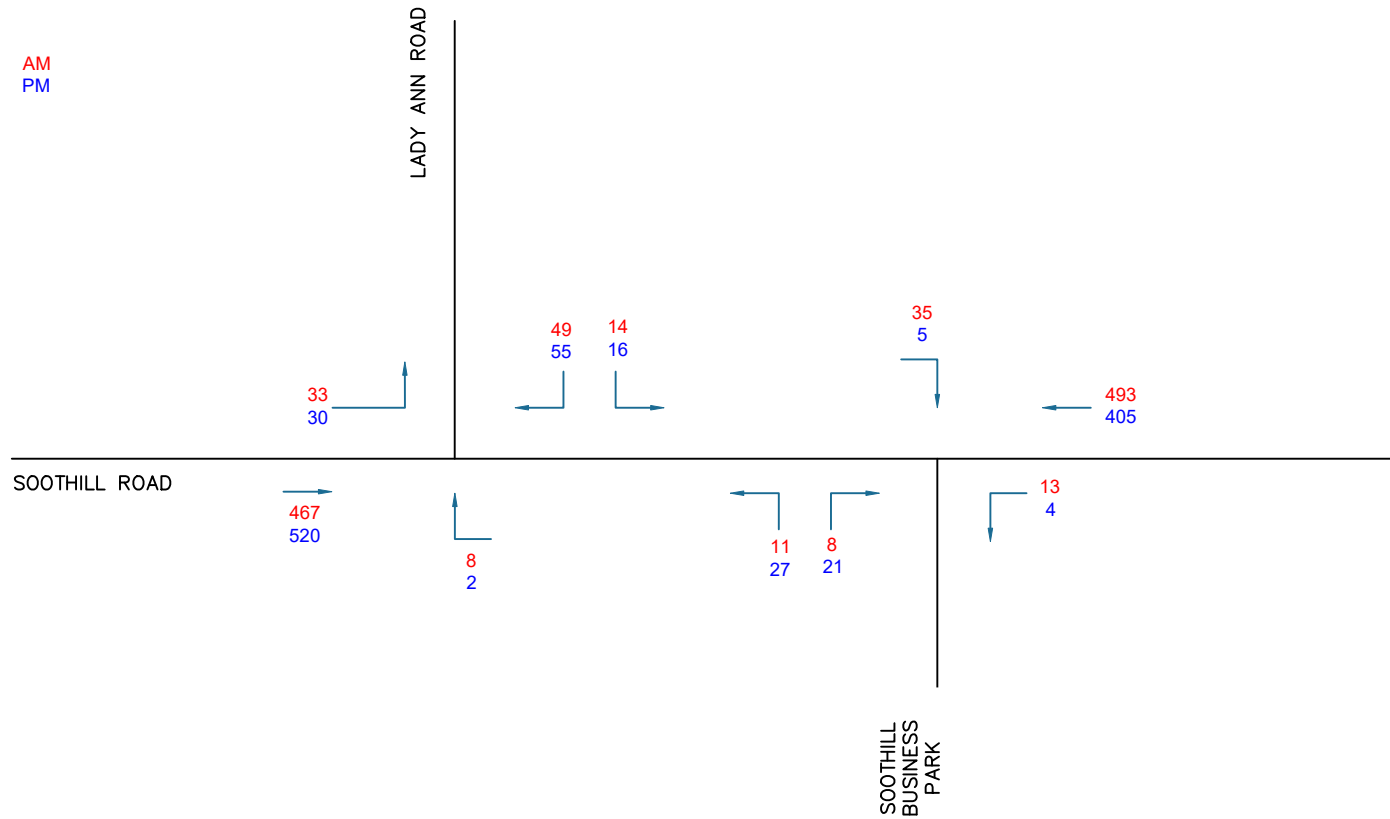
	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
2022 Without Development + Committed Development				
Grace Leather Lane	0.07	0.1	0.03	0.0
Soothill Lane Right Turn	0.06	0.1	0.06	0.1
2022 With Development + Committed Development				
Grace Leather Lane	0.08	0.1	0.03	0.0
Soothill Lane Right Turn	0.06	0.1	0.07	0.1
2032 Without Development + Committed Development				
Grace Leather Lane	0.08	0.1	0.04	0.0
Soothill Lane Right Turn	0.06	0.1	0.06	0.1
2032 With Development + Committed Development				
Grace Leather Lane	0.09	0.1	0.04	0.0
Soothill Lane Right Turn	0.07	0.1	0.08	0.2

Table 2: PICADY – Grace Leather Lane/ Soothill Lane

- 3.1.8 From the above analyses it can be seen that the junction will operate well within the normal requirements for the Ratio of Flow to Capacity (RFC value less than 0.85) during the 2022 and 2032 flow scenarios in the weekday AM and PM peak periods. All queue lengths would be less than 1 PCU.
- 3.1.9 From the above assessments the proposed development would have little impact on the surrounding junctions, and therefore little to no residual impact on the local highway network.
- 3.1.10 It is therefore concluded that the development is considered acceptable, and that there are no highway efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Flow Diagrams



REV DATE	DESCRIPTION
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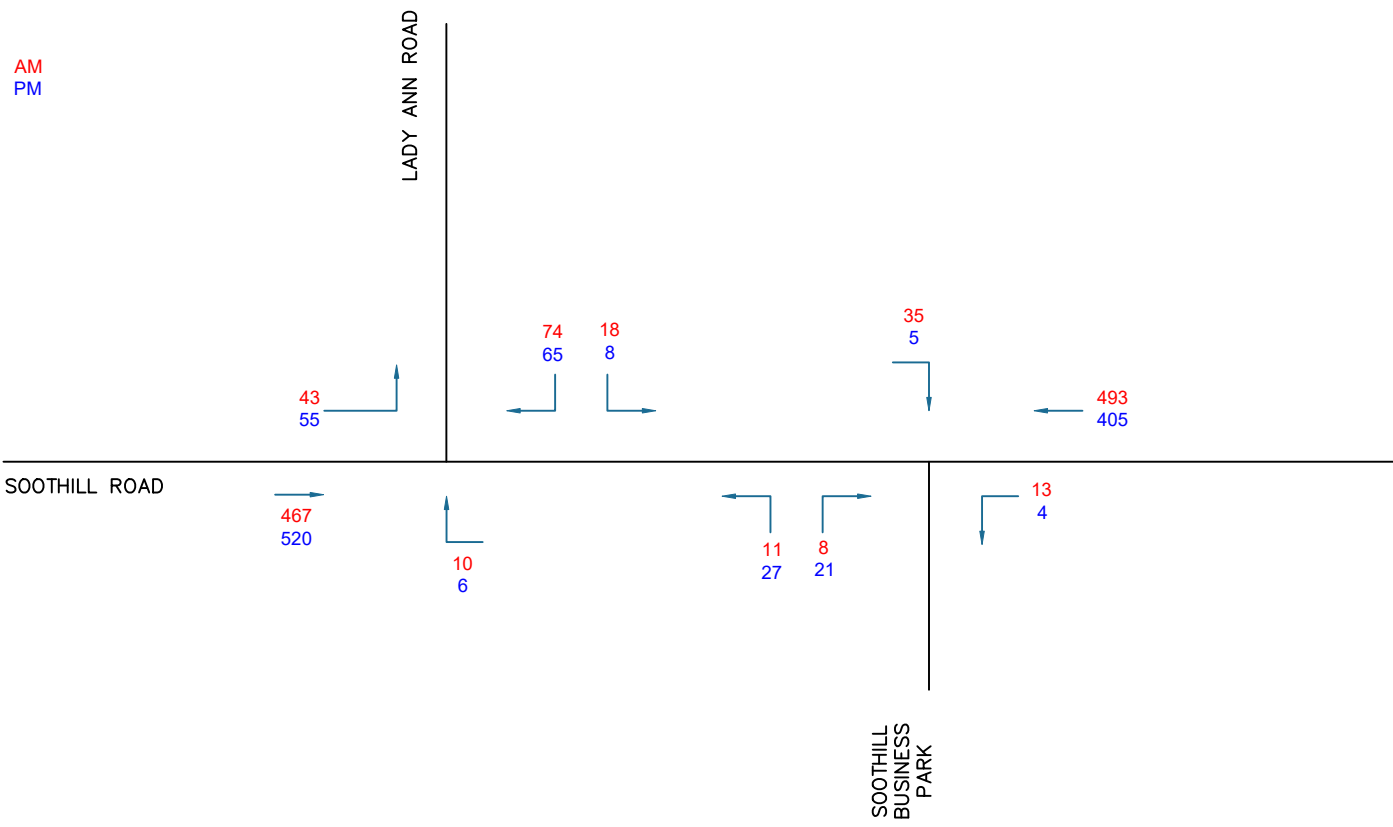
PROJECT	LADY ANN ROAD, BATLEY
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TITLE	LADY ANN ROAD / SOOTHILL ROAD JUNCTION
	- 2022 BASE + COMMITTED DEVELOPMENT

SCALE	NTS @ A4
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DRAWING	1247 FLOWS -101A
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DATE	AUG 2023
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REV DATE	DESCRIPTION
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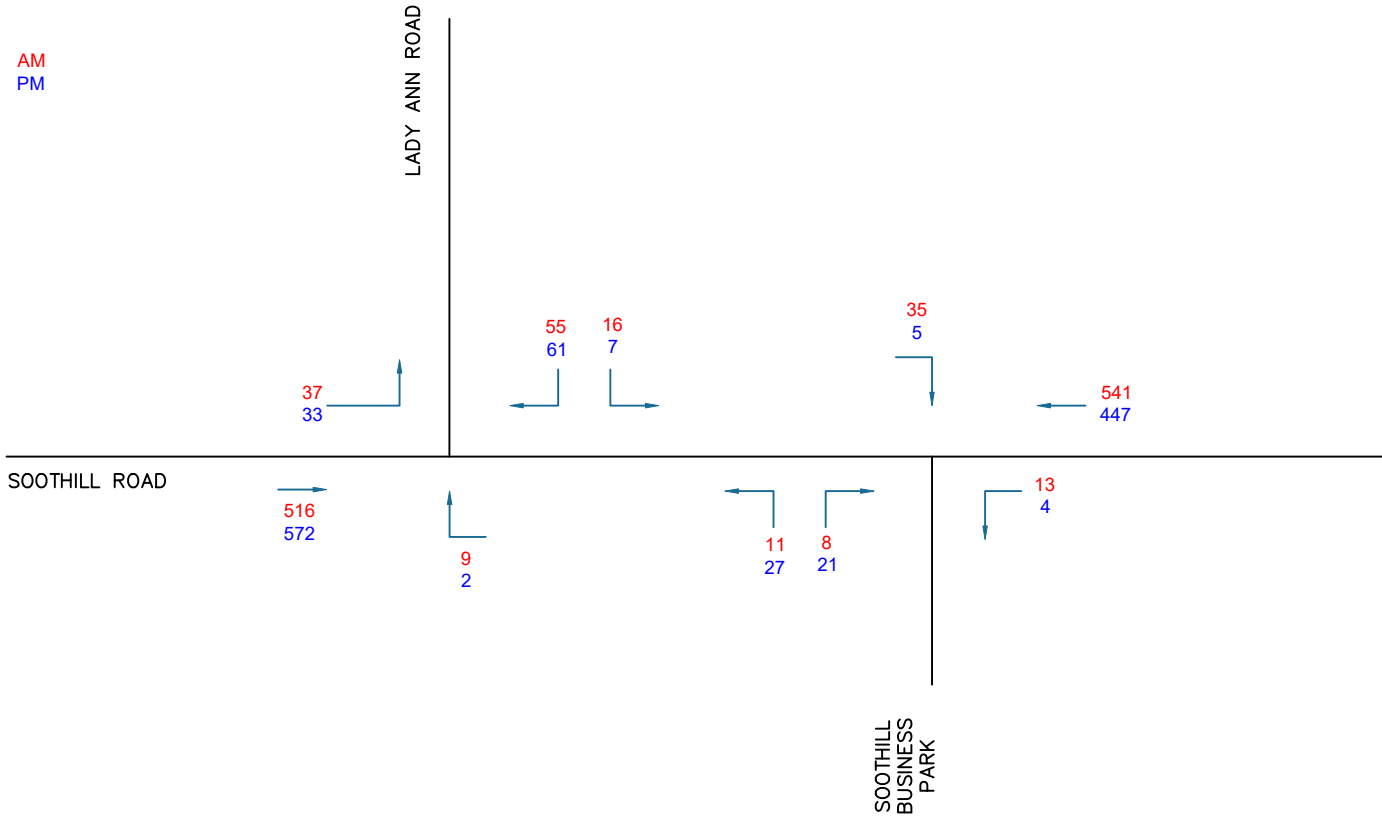
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TITLE	LADY ANN ROAD / SOOTHILL ROAD JUNCTION
	- 2022 WITH DEVELOPMENT + COMMITTED DEVELOPMENT

SCALE	NTS @ A4
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DRAWING	1247 FLOWS -102A
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DATE	AUG 2023
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AM
PM

REV DATE	DESCRIPTION
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PROJECT	LADY ANN ROAD, BATLEY
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TITLE	LADY ANN ROAD / SOOTHILL ROAD JUNCTION
	- 2032 NO DEVELOPMENT + COMMITTED DEVELOPMENT

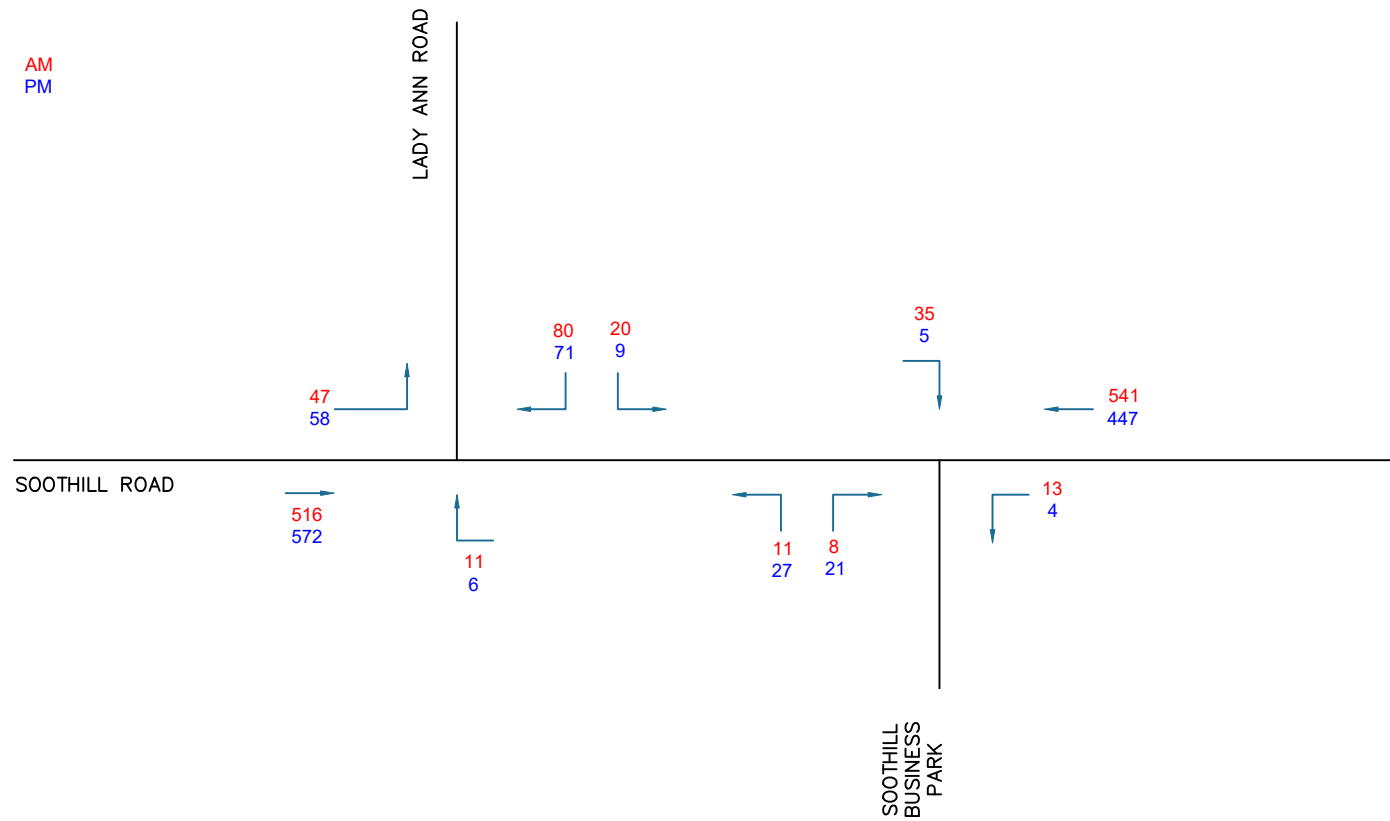
SCALE	NTS @ A4
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DRAWING	1247 FLOWS -103A
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DATE	AUG 2023
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PARAGON HIGHWAYS
 PARAGON HIGHWAYS
 OFFICE 20/21 THE REAR WALLED GARDEN,
 THE NOSTELL ESTATE,
 WAKEFIELD WF4 1AB
 01924 291536 /
 MAIL@PARAGONHIGHWAYS.COM

AM
PM



REV DATE DESCRIPTION

PROJECT
LADY ANN ROAD, BATLEY

TITLE
LADY ANN ROAD / SOOTHILL ROAD
JUNCTION
- 2032 WITH DEVELOPMENT +
COMMITTED

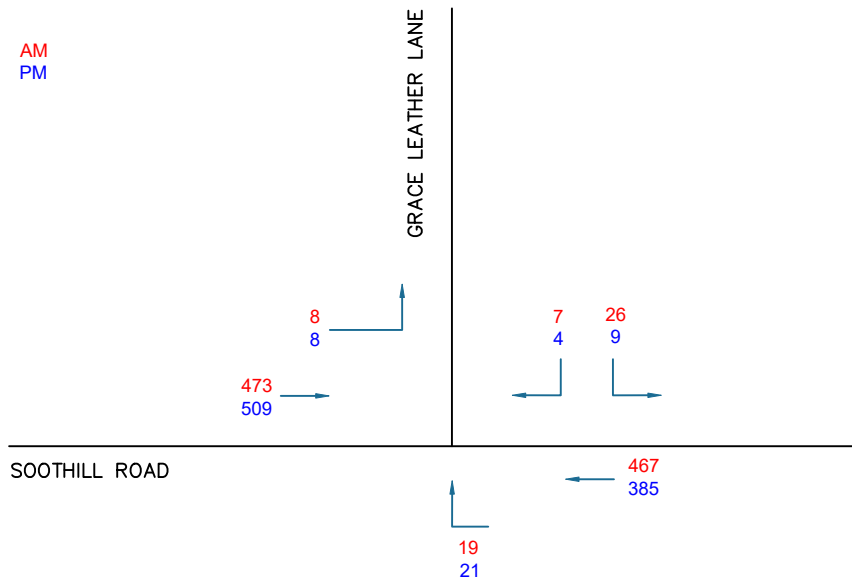
SCALE
NTS ● A4

DRAWING
1247 FLOWS -104

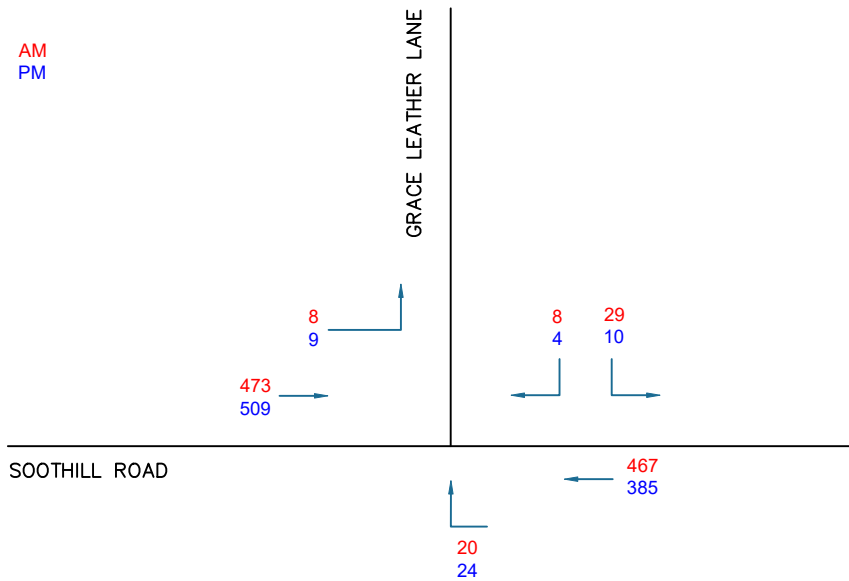
DATE
AUG 2023



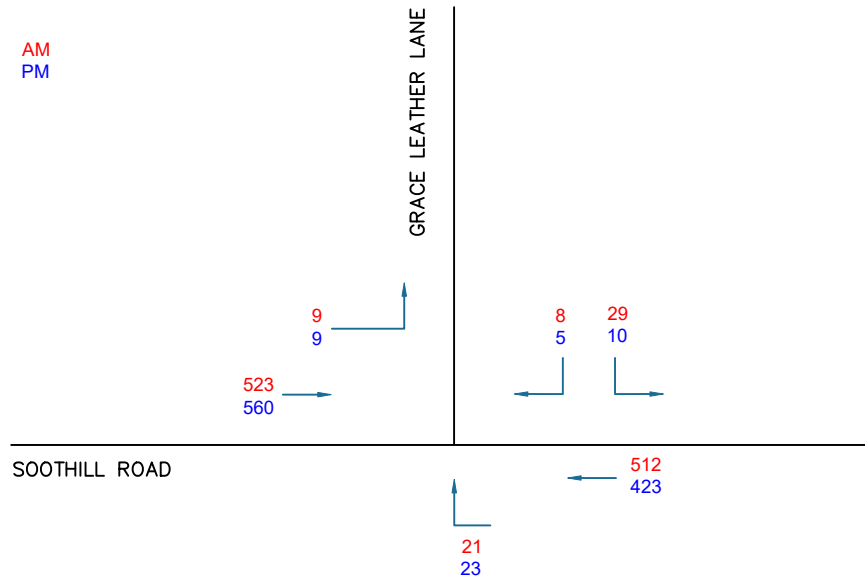
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OFFICE 20/21 THE REAR WALLED
GARDEN,
THE NOSTELL ESTATE,
WAKEFIELD WF4 1AB
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM



REV DATE	DESCRIPTION
PROJECT	
LADY ANN ROAD, BATLEY	
TITLE	
GRACE LEATHER LANE / SOOTHILL ROAD JUNCTION - 2022 BASE + COMMITTED	
SCALE	
NTS @ A4	
DRAWING	
1247 FLOWS -105A	
DATE	
AUG 2023	



REV DATE	DESCRIPTION
PROJECT	
LADY ANN ROAD, BATLEY	
TITLE	
GRACE LEATHER LANE / SOOTHILL ROAD JUNCTION - 2022 WITH DEVELOPMENT + COMMITTED	
SCALE	
NTS @ A4	
DRAWING	
1247 FLOWS -106A	
DATE	
21.12.2022	



REV DATE	DESCRIPTION
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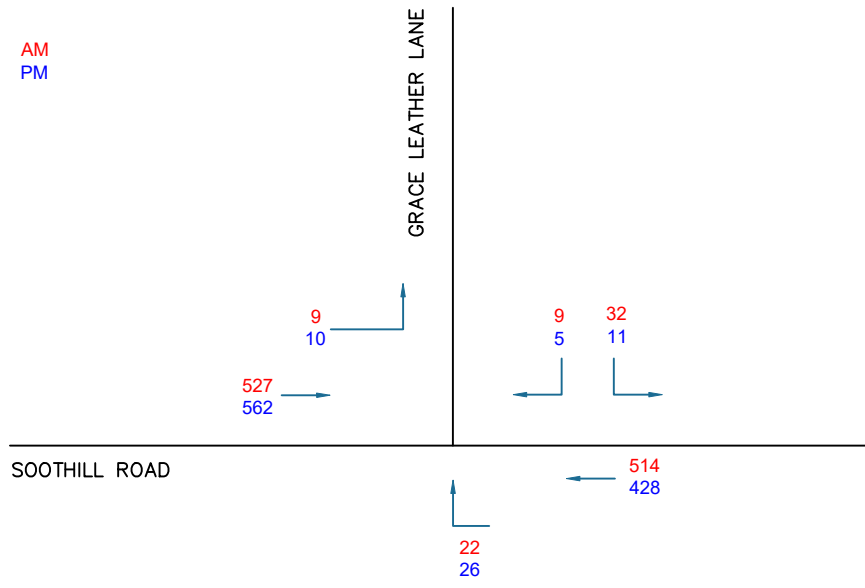
PROJECT	LADY ANN ROAD, BATLEY
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TITLE	GRACE LEATHER LANE / SOOTHILL ROAD JUNCTION - 2032 NO DEVELOPMENT + COMMITTED
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SCALE	NTS @ A4
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DRAWING	1247 FLOWS -107A
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DATE	AUG 2023
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REV DATE	DESCRIPTION
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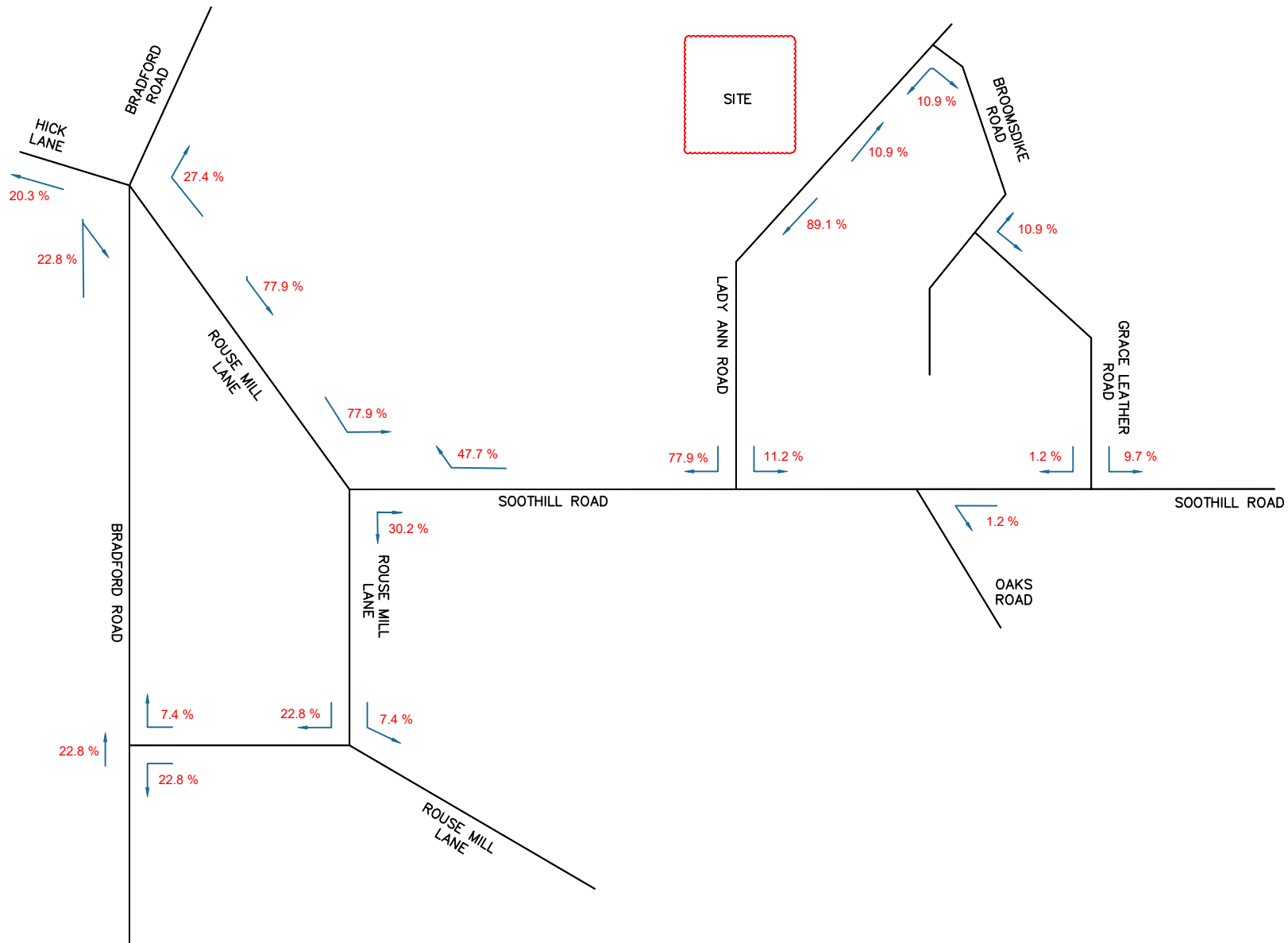
PROJECT	LADY ANN ROAD, BATLEY
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TITLE	GRACE LEATHER LANE / SOOTHILL ROAD JUNCTION - 2032 WITH DEVELOPMENT + COMMITTED
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SCALE	NTS @ A4
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DRAWING	1247 FLOWS -108A
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DATE	AUG 2023
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REV DATE	DESCRIPTION
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PROJECT	LADY ANN ROAD, BATLEY
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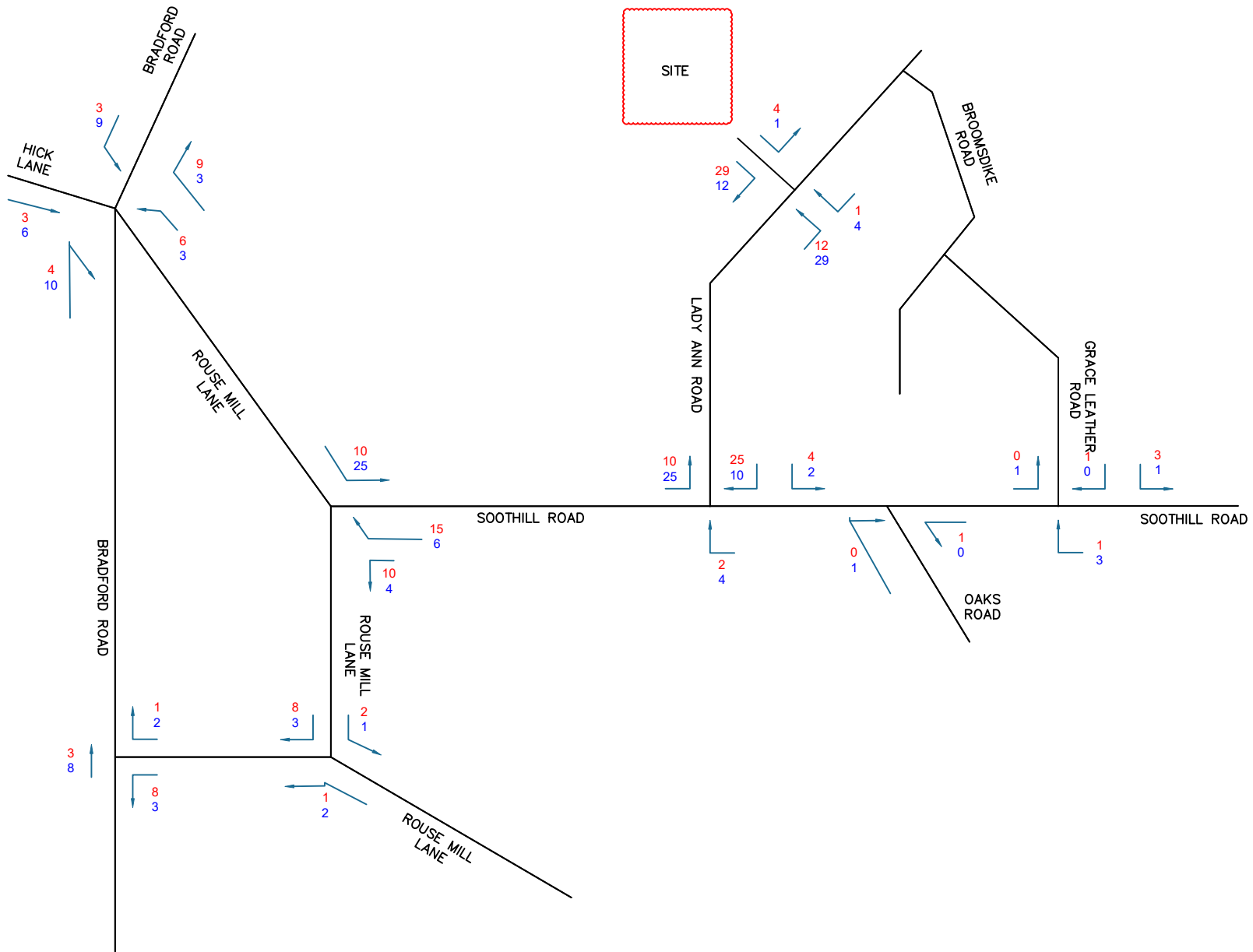
TITLE	
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DISTRIBUTION	
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SCALE	NTS @ A4
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DRAWING	1247 FLOWS -109
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DATE	21.12.2022
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REV DATE DESCRIPTION

PROJECT
LADY ANN ROAD, BATLEY

TITLE

GENERATIONS

SCALE
NTS ● A4

DRAWING
1247 FLOWS -110

DATE
21.12.2022

Appendix B

PICADY Output – Lady Ann Road/ Soothill Lane Junction

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
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Filename: 2022 No Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Lady Ann Road Soothill Lane Jct
Report generation date: 17/08/2023 16:57:27

- »2022, AM No Dev + Committed
- »2022, PM No Dev + Committed

Summary of junction performance

	AM No Dev + Committed				PM No Dev + Committed			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-CD	0.0	6.94	0.02	A	0.1	6.90	0.05	A
Stream B-A	0.0	12.65	0.03	B	0.1	11.95	0.07	B
Stream AB-CD	0.0	5.01	0.03	A	0.0	5.23	0.01	A
Stream D-ABC	0.3	13.97	0.20	B	0.3	14.43	0.20	B
Stream CD-AB	0.3	5.49	0.12	A	0.0	4.94	0.02	A

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

File summary

File Description

Title	Lady Ann Road
Location	Lady Ann Road/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2022 No Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2022	AM No Dev + Committed	ONE HOUR	08:00	09:30	15
D2	2022	PM No Dev + Committed	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM No Dev + Committed

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	Left-Right Stagger	Two-way	0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Soothill Business Park		Minor
C	Soothill Lane (West)		Major
D	Lady Ann Road		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	7.50			90.0	✓	0.00
C	6.78			43.0	✓	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	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	7.40	4.35	3.60	3.60	✓	1.00	45	21
D	One lane	3.86								23	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	626	-	-	-	-	-	0.227	0.227	0.227	-	-
1	B-A	556	0.098	0.247	0.247	-	-	0.155	0.353	-	0.155	0.353
1	B-CD	742	0.110	0.278	0.278	-	-	-	-	-	-	-
1	CD-B	599	0.224	0.224	0.224	-	-	-	-	-	-	-
1	D-AB	687	-	-	-	-	-	0.249	0.249	0.098	-	-
1	D-C	534	-	0.145	0.328	0.145	0.328	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 segment length (min)
D1	2022	AM No Dev + Committed	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	514	100.000
B		✓	19	100.000
C		✓	535	100.000
D		✓	63	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	493	8
	B	8	0	11	0
	C	467	35	0	33
	D	14	0	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	6.94	0.0	A
B-A	0.03	12.65	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.03	5.01	0.0	A
AB-C				
D-ABC	0.20	13.97	0.3	B
C-D				
C-A				
C-B				
CD-AB	0.12	5.49	0.3	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	634	0.013	8	0.0	6.331	A
B-A	6	396	0.015	6	0.0	10.154	B
A-B	10			10			
A-C	371			371			
A-D	6			6			
AB-CD	11	801	0.014	11	0.0	5.012	A
AB-C	374			374			
D-ABC	47	420	0.113	47	0.1	10.602	B
C-D	25			25			
C-A	352			352			
C-B	26			26			
CD-AB	50	771	0.064	49	0.1	5.483	A
CD-A	339			339			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	612	0.016	10	0.0	6.572	A
B-A	7	365	0.020	7	0.0	11.071	B
A-B	12			12			
A-C	443			443			
A-D	7			7			
AB-CD	16	840	0.019	16	0.0	4.803	A
AB-C	445			445			
D-ABC	57	392	0.145	56	0.2	11.801	B
C-D	30			30			
C-A	420			420			
C-B	31			31			
CD-AB	68	809	0.084	68	0.2	5.345	A
CD-A	396			396			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	583	0.021	12	0.0	6.936	A
B-A	9	322	0.027	9	0.0	12.644	B
A-B	14			14			
A-C	543			543			
A-D	9			9			
AB-CD	23	896	0.026	23	0.0	4.538	A
AB-C	540			540			
D-ABC	69	353	0.197	69	0.3	13.946	B
C-D	36			36			
C-A	514			514			
C-B	39			39			
CD-AB	100	863	0.116	100	0.3	5.195	A
CD-A	468			468			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	583	0.021	12	0.0	6.938	A
B-A	9	322	0.027	9	0.0	12.649	B
A-B	14			14			
A-C	543			543			
A-D	9			9			
AB-CD	23	896	0.026	23	0.0	4.539	A
AB-C	540			540			
D-ABC	69	353	0.197	69	0.3	13.973	B
C-D	36			36			
C-A	514			514			
C-B	39			39			
CD-AB	101	863	0.116	101	0.3	5.199	A
CD-A	468			468			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	612	0.016	10	0.0	6.575	A
B-A	7	365	0.020	7	0.0	11.077	B
A-B	12			12			
A-C	443			443			
A-D	7			7			
AB-CD	16	840	0.019	16	0.0	4.803	A
AB-C	445			445			
D-ABC	57	392	0.145	57	0.2	11.837	B
C-D	30			30			
C-A	420			420			
C-B	31			31			
CD-AB	68	809	0.084	69	0.2	5.355	A
CD-A	396			396			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	633	0.013	8	0.0	6.337	A
B-A	6	396	0.015	6	0.0	10.160	B
A-B	10			10			
A-C	371			371			
A-D	6			6			
AB-CD	11	802	0.014	12	0.0	5.012	A
AB-C	374			374			
D-ABC	47	420	0.113	48	0.1	10.645	B
C-D	25			25			
C-A	352			352			
C-B	26			26			
CD-AB	50	772	0.065	50	0.1	5.493	A
CD-A	339			339			

2022, PM No Dev + Committed

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	Left-Right Stagger	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 segment length (min)
D2	2022	PM No Dev + Committed	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	411	100.000
B		✓	48	100.000
C		✓	555	100.000
D		✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	405	2
	B	21	0	27	0
	C	520	5	0	30
	D	6	0	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	6.90	0.1	A
B-A	0.07	11.95	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.01	5.23	0.0	A
AB-C				
D-ABC	0.20	14.43	0.3	B
C-D				
C-A				
C-B				
CD-AB	0.02	4.94	0.0	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	647	0.031	20	0.0	6.317	A
B-A	16	419	0.038	16	0.0	9.812	A
A-B	3			3			
A-C	305			305			
A-D	2			2			
AB-CD	3	760	0.003	3	0.0	5.224	A
AB-C	324			324			
D-ABC	46	407	0.113	45	0.1	10.947	B
C-D	23			23			
C-A	391			391			
C-B	4			4			
CD-AB	7	809	0.009	7	0.0	4.939	A
CD-A	392			392			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	629	0.039	24	0.0	6.552	A
B-A	19	392	0.048	19	0.1	10.611	B
A-B	4			4			
A-C	364			364			
A-D	2			2			
AB-CD	4	791	0.004	4	0.0	5.030	A
AB-C	387			387			
D-ABC	55	379	0.145	55	0.2	12.189	B
C-D	27			27			
C-A	467			467			
C-B	4			4			
CD-AB	10	853	0.012	10	0.0	4.695	A
CD-A	467			467			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	603	0.049	30	0.1	6.903	A
B-A	23	354	0.065	23	0.1	11.946	B
A-B	4			4			
A-C	446			446			
A-D	2			2			
AB-CD	5	834	0.006	5	0.0	4.775	A
AB-C	473			473			
D-ABC	67	342	0.197	67	0.3	14.391	B
C-D	33			33			
C-A	573			573			
C-B	6			6			
CD-AB	15	917	0.016	15	0.0	4.392	A
CD-A	570			570			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	603	0.049	30	0.1	6.905	A
B-A	23	354	0.065	23	0.1	11.949	B
A-B	4			4			
A-C	446			446			
A-D	2			2			
AB-CD	5	834	0.006	5	0.0	4.777	A
AB-C	473			473			
D-ABC	67	342	0.197	67	0.3	14.425	B
C-D	33			33			
C-A	573			573			
C-B	6			6			
CD-AB	15	917	0.016	15	0.0	4.393	A
CD-A	570			570			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	628	0.039	24	0.0	6.558	A
B-A	19	392	0.048	19	0.1	10.615	B
A-B	4			4			
A-C	364			364			
A-D	2			2			
AB-CD	4	791	0.004	4	0.0	5.030	A
AB-C	387			387			
D-ABC	55	379	0.145	55	0.2	12.225	B
C-D	27			27			
C-A	467			467			
C-B	4			4			
CD-AB	10	853	0.012	10	0.0	4.697	A
CD-A	467			467			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	646	0.031	20	0.0	6.326	A
B-A	16	419	0.038	16	0.0	9.821	A
A-B	3			3			
A-C	305			305			
A-D	2			2			
AB-CD	3	761	0.003	3	0.0	5.226	A
AB-C	324			324			
D-ABC	46	407	0.113	46	0.1	10.991	B
C-D	23			23			
C-A	391			391			
C-B	4			4			
CD-AB	7	809	0.009	7	0.0	4.941	A
CD-A	392			392			

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: 2022 With Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Lady Ann Road Soothill Lane Jct
Report generation date: 18/08/2023 09:16:31

- »2022, AM With Dev + Committed
- »2022, PM With Dev + Committed

Summary of junction performance

	AM With Dev + Committed				PM With Dev + Committed			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Stream B-CD	0.0	6.95	0.02	A	0.1	6.92	0.05	A
Stream B-A	0.0	12.70	0.03	B	0.1	12.00	0.07	B
Stream AB-CD	0.0	5.04	0.03	A	0.0	5.29	0.02	A
Stream D-ABC	0.4	16.12	0.29	C	0.3	15.29	0.24	C
Stream CD-AB	0.3	5.48	0.12	A	0.0	4.94	0.02	A

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

File summary

File Description

Title	Lady Ann Road
Location	Lady Ann Road/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2022 With Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2022	AM With Dev + Committed	ONE HOUR	08:00	09:30	15
D2	2022	PM With Dev + Committed	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM With Dev + Committed

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	Left-Right Stagger	Two-way	1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Soothill Business Park		Minor
C	Soothill Lane (West)		Major
D	Lady Ann Road		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	7.50			90.0	✓	0.00
C	6.78			43.0	✓	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	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	7.40	4.35	3.60	3.60	✓	1.00	45	21
D	One lane	3.86								23	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	626	-	-	-	-	-	0.227	0.227	0.227	-	-
1	B-A	556	0.098	0.247	0.247	-	-	0.155	0.353	-	0.155	0.353
1	B-CD	742	0.110	0.278	0.278	-	-	-	-	-	-	-
1	CD-B	599	0.224	0.224	0.224	-	-	-	-	-	-	-
1	D-AB	687	-	-	-	-	-	0.249	0.249	0.098	-	-
1	D-C	534	-	0.145	0.328	0.145	0.328	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 segment length (min)
D1	2022	AM With Dev + Committed	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	516	100.000
B		✓	19	100.000
C		✓	545	100.000
D		✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	493	10
	B	8	0	11	0
	C	467	35	0	43
	D	18	0	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	6.95	0.0	A
B-A	0.03	12.70	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.03	5.04	0.0	A
AB-C				
D-ABC	0.29	16.12	0.4	C
C-D				
C-A				
C-B				
CD-AB	0.12	5.48	0.3	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	633	0.013	8	0.0	6.335	A
B-A	6	395	0.015	6	0.0	10.176	B
A-B	10			10			
A-C	371			371			
A-D	8			8			
AB-CD	14	800	0.018	14	0.0	5.039	A
AB-C	373			373			
D-ABC	69	415	0.167	68	0.2	11.409	B
C-D	32			32			
C-A	352			352			
C-B	26			26			
CD-AB	50	773	0.065	49	0.1	5.471	A
CD-A	341			341			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	612	0.016	10	0.0	6.578	A
B-A	7	364	0.020	7	0.0	11.103	B
A-B	12			12			
A-C	443			443			
A-D	9			9			
AB-CD	20	838	0.023	20	0.0	4.835	A
AB-C	442			442			
D-ABC	83	386	0.214	82	0.3	13.018	B
C-D	39			39			
C-A	420			420			
C-B	31			31			
CD-AB	68	811	0.084	68	0.2	5.331	A
CD-A	399			399			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	582	0.021	12	0.0	6.944	A
B-A	9	321	0.027	9	0.0	12.694	B
A-B	14			14			
A-C	543			543			
A-D	11			11			
AB-CD	29	894	0.033	29	0.0	4.578	A
AB-C	537			537			
D-ABC	101	347	0.292	101	0.4	16.049	C
C-D	47			47			
C-A	514			514			
C-B	39			39			
CD-AB	101	866	0.117	101	0.3	5.179	A
CD-A	471			471			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	582	0.021	12	0.0	6.945	A
B-A	9	321	0.027	9	0.0	12.699	B
A-B	14			14			
A-C	543			543			
A-D	11			11			
AB-CD	29	894	0.033	29	0.0	4.579	A
AB-C	537			537			
D-ABC	101	347	0.292	101	0.4	16.124	C
C-D	47			47			
C-A	514			514			
C-B	39			39			
CD-AB	101	866	0.117	101	0.3	5.187	A
CD-A	471			471			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	612	0.016	10	0.0	6.583	A
B-A	7	364	0.020	7	0.0	11.106	B
A-B	12			12			
A-C	443			443			
A-D	9			9			
AB-CD	20	839	0.023	20	0.0	4.838	A
AB-C	442			442			
D-ABC	83	386	0.214	83	0.3	13.096	B
C-D	39			39			
C-A	420			420			
C-B	31			31			
CD-AB	69	812	0.085	69	0.2	5.340	A
CD-A	399			399			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	633	0.013	8	0.0	6.341	A
B-A	6	395	0.015	6	0.0	10.180	B
A-B	10			10			
A-C	371			371			
A-D	8			8			
AB-CD	14	800	0.018	14	0.0	5.041	A
AB-C	373			373			
D-ABC	69	415	0.167	70	0.2	11.491	B
C-D	32			32			
C-A	352			352			
C-B	26			26			
CD-AB	50	773	0.065	50	0.1	5.483	A
CD-A	341			341			

2022, PM With Dev + Committed

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	Left-Right Stagger	Two-way	0.80	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)
D2	2022	PM With Dev + Committed	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	415	100.000
B		✓	48	100.000
C		✓	580	100.000
D		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	405	6
	B	21	0	27	0
	C	520	5	0	55
	D	8	0	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	6.92	0.1	A
B-A	0.07	12.00	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.02	5.29	0.0	A
AB-C				
D-ABC	0.24	15.29	0.3	C
C-D				
C-A				
C-B				
CD-AB	0.02	4.94	0.0	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	646	0.031	20	0.0	6.325	A
B-A	16	418	0.038	16	0.0	9.836	A
A-B	3			3			
A-C	305			305			
A-D	5			5			
AB-CD	8	757	0.010	8	0.0	5.286	A
AB-C	322			322			
D-ABC	55	405	0.136	54	0.2	11.255	B
C-D	41			41			
C-A	391			391			
C-B	4			4			
CD-AB	7	809	0.009	7	0.0	4.936	A
CD-A	394			394			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	628	0.039	24	0.0	6.563	A
B-A	19	391	0.048	19	0.1	10.644	B
A-B	4			4			
A-C	364			364			
A-D	5			5			
AB-CD	11	787	0.014	11	0.0	5.102	A
AB-C	383			383			
D-ABC	66	378	0.174	65	0.2	12.670	B
C-D	49			49			
C-A	467			467			
C-B	4			4			
CD-AB	10	854	0.012	10	0.0	4.692	A
CD-A	469			469			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	602	0.049	30	0.1	6.918	A
B-A	23	353	0.066	23	0.1	11.998	B
A-B	4			4			
A-C	446			446			
A-D	7			7			
AB-CD	16	830	0.019	15	0.0	4.863	A
AB-C	467			467			
D-ABC	80	339	0.237	80	0.3	15.244	C
C-D	61			61			
C-A	573			573			
C-B	6			6			
CD-AB	15	917	0.016	15	0.0	4.388	A
CD-A	572			572			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	602	0.049	30	0.1	6.920	A
B-A	23	353	0.065	23	0.1	12.001	B
A-B	4			4			
A-C	446			446			
A-D	7			7			
AB-CD	16	830	0.019	16	0.0	4.863	A
AB-C	467			467			
D-ABC	80	339	0.237	80	0.3	15.293	C
C-D	61			61			
C-A	573			573			
C-B	6			6			
CD-AB	15	917	0.016	15	0.0	4.388	A
CD-A	572			572			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	627	0.039	24	0.0	6.569	A
B-A	19	391	0.048	19	0.1	10.650	B
A-B	4			4			
A-C	364			364			
A-D	5			5			
AB-CD	11	787	0.014	11	0.0	5.102	A
AB-C	383			383			
D-ABC	66	378	0.174	66	0.2	12.722	B
C-D	49			49			
C-A	467			467			
C-B	4			4			
CD-AB	10	854	0.012	10	0.0	4.694	A
CD-A	469			469			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	646	0.031	20	0.0	6.335	A
B-A	16	418	0.038	16	0.0	9.843	A
A-B	3			3			
A-C	305			305			
A-D	5			5			
AB-CD	8	757	0.010	8	0.0	5.287	A
AB-C	322			322			
D-ABC	55	405	0.136	55	0.2	11.316	B
C-D	41			41			
C-A	391			391			
C-B	4			4			
CD-AB	7	810	0.009	7	0.0	4.938	A
CD-A	394			394			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: 2032 No Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Lady Ann Road Soothill Lane Jct
Report generation date: 18/08/2023 09:21:35

- »2032, AM No Dev + Committed
- »2032, PM No Dev + Committed

Summary of junction performance

	AM No Dev + Committed				PM No Dev + Committed			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032								
Stream B-CD	0.0	7.13	0.02	A	0.1	7.07	0.05	A
Stream B-A	0.0	13.61	0.03	B	0.1	12.74	0.07	B
Stream AB-CD	0.0	4.91	0.03	A	0.0	5.13	0.01	A
Stream D-ABC	0.3	15.58	0.24	C	0.3	16.02	0.23	C
Stream CD-AB	0.3	5.37	0.13	A	0.0	4.81	0.02	A

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

File summary

File Description

Title	Lady Ann Road
Location	Lady Ann Road/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2032 No Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2032	AM No Dev + Committed	ONE HOUR	08:00	09:30	15
D2	2032	PM No Dev + Committed	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032, AM No Dev + Committed

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	Left-Right Stagger	Two-way	0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Soothill Business Park		Minor
C	Soothill Lane (West)		Major
D	Lady Ann Road		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	7.50			90.0	✓	0.00
C	6.78			43.0	✓	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	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	7.40	4.35	3.60	3.60	✓	1.00	45	21
D	One lane	3.86								23	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	626	-	-	-	-	-	0.227	0.227	0.227	-	-
1	B-A	556	0.098	0.247	0.247	-	-	0.155	0.353	-	0.155	0.353
1	B-CD	742	0.110	0.278	0.278	-	-	-	-	-	-	-
1	CD-B	599	0.224	0.224	0.224	-	-	-	-	-	-	-
1	D-AB	687	-	-	-	-	-	0.249	0.249	0.098	-	-
1	D-C	534	-	0.145	0.328	0.145	0.328	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 segment length (min)
D1	2032	AM No Dev + Committed	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	563	100.000
B		✓	19	100.000
C		✓	588	100.000
D		✓	71	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	541	9
	B	8	0	11	0
	C	516	35	0	37
	D	16	0	55	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	7.13	0.0	A
B-A	0.03	13.61	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.03	4.91	0.0	A
AB-C				
D-ABC	0.24	15.58	0.3	C
C-D				
C-A				
C-B				
CD-AB	0.13	5.37	0.3	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	623	0.013	8	0.0	6.437	A
B-A	6	381	0.016	6	0.0	10.563	B
A-B	10			10			
A-C	407			407			
A-D	7			7			
AB-CD	14	820	0.017	14	0.0	4.911	A
AB-C	409			409			
D-ABC	53	406	0.132	53	0.2	11.182	B
C-D	28			28			
C-A	388			388			
C-B	26			26			
CD-AB	53	792	0.067	53	0.1	5.354	A
CD-A	373			373			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	600	0.016	10	0.0	6.710	A
B-A	7	347	0.021	7	0.0	11.659	B
A-B	12			12			
A-C	486			486			
A-D	8			8			
AB-CD	19	863	0.022	19	0.0	4.692	A
AB-C	485			485			
D-ABC	64	375	0.170	64	0.2	12.689	B
C-D	33			33			
C-A	464			464			
C-B	31			31			
CD-AB	74	835	0.089	74	0.2	5.205	A
CD-A	436			436			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	568	0.021	12	0.0	7.126	A
B-A	9	300	0.029	9	0.0	13.603	B
A-B	14			14			
A-C	596			596			
A-D	10			10			
AB-CD	29	925	0.031	29	0.0	4.417	A
AB-C	589			589			
D-ABC	78	332	0.235	78	0.3	15.531	C
C-D	41			41			
C-A	568			568			
C-B	39			39			
CD-AB	112	896	0.125	111	0.3	5.052	A
CD-A	512			512			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	568	0.021	12	0.0	7.128	A
B-A	9	300	0.029	9	0.0	13.609	B
A-B	14			14			
A-C	596			596			
A-D	10			10			
AB-CD	29	925	0.031	29	0.0	4.418	A
AB-C	589			589			
D-ABC	78	332	0.235	78	0.3	15.580	C
C-D	41			41			
C-A	568			568			
C-B	39			39			
CD-AB	112	897	0.125	112	0.3	5.056	A
CD-A	512			512			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	600	0.016	10	0.0	6.713	A
B-A	7	347	0.021	7	0.0	11.665	B
A-B	12			12			
A-C	486			486			
A-D	8			8			
AB-CD	19	863	0.022	19	0.0	4.694	A
AB-C	485			485			
D-ABC	64	375	0.170	64	0.2	12.745	B
C-D	33			33			
C-A	464			464			
C-B	31			31			
CD-AB	74	835	0.089	75	0.2	5.216	A
CD-A	435			435			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	623	0.013	8	0.0	6.441	A
B-A	6	381	0.016	6	0.0	10.567	B
A-B	10			10			
A-C	407			407			
A-D	7			7			
AB-CD	14	820	0.017	14	0.0	4.914	A
AB-C	409			409			
D-ABC	53	406	0.132	54	0.2	11.238	B
C-D	28			28			
C-A	388			388			
C-B	26			26			
CD-AB	54	793	0.068	54	0.1	5.367	A
CD-A	373			373			

2032, PM No Dev + Committed

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	Left-Right Stagger	Two-way	0.73	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)
D2	2032	PM No Dev + Committed	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	453	100.000
B		✓	48	100.000
C		✓	610	100.000
D		✓	68	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	447	2
	B	21	0	27	0
	C	572	5	0	33
	D	7	0	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	7.07	0.1	A
B-A	0.07	12.74	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.01	5.13	0.0	A
AB-C				
D-ABC	0.23	16.02	0.3	C
C-D				
C-A				
C-B				
CD-AB	0.02	4.81	0.0	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	638	0.032	20	0.0	6.408	A
B-A	16	405	0.039	16	0.0	10.168	B
A-B	3			3			
A-C	337			337			
A-D	2			2			
AB-CD	3	775	0.004	3	0.0	5.126	A
AB-C	355			355			
D-ABC	51	393	0.130	51	0.2	11.525	B
C-D	25			25			
C-A	431			431			
C-B	4			4			
CD-AB	8	832	0.010	8	0.0	4.806	A
CD-A	432			432			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	618	0.039	24	0.0	6.670	A
B-A	19	375	0.050	19	0.1	11.112	B
A-B	4			4			
A-C	402			402			
A-D	2			2			
AB-CD	4	809	0.005	4	0.0	4.917	A
AB-C	424			424			
D-ABC	61	364	0.168	61	0.2	13.074	B
C-D	30			30			
C-A	514			514			
C-B	4			4			
CD-AB	11	881	0.012	11	0.0	4.549	A
CD-A	514			514			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	590	0.050	30	0.1	7.066	A
B-A	23	334	0.069	23	0.1	12.736	B
A-B	4			4			
A-C	492			492			
A-D	2			2			
AB-CD	6	858	0.007	6	0.0	4.643	A
AB-C	518			518			
D-ABC	75	322	0.232	74	0.3	15.961	C
C-D	36			36			
C-A	630			630			
C-B	6			6			
CD-AB	17	952	0.018	17	0.0	4.233	A
CD-A	626			626			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	590	0.050	30	0.1	7.068	A
B-A	23	334	0.069	23	0.1	12.742	B
A-B	4			4			
A-C	492			492			
A-D	2			2			
AB-CD	6	858	0.007	6	0.0	4.643	A
AB-C	518			518			
D-ABC	75	322	0.232	75	0.3	16.017	C
C-D	36			36			
C-A	630			630			
C-B	6			6			
CD-AB	17	952	0.018	17	0.0	4.235	A
CD-A	626			626			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	618	0.039	24	0.0	6.676	A
B-A	19	375	0.050	19	0.1	11.118	B
A-B	4			4			
A-C	402			402			
A-D	2			2			
AB-CD	4	809	0.005	4	0.0	4.918	A
AB-C	424			424			
D-ABC	61	364	0.168	62	0.2	13.129	B
C-D	30			30			
C-A	514			514			
C-B	4			4			
CD-AB	11	881	0.013	11	0.0	4.551	A
CD-A	514			514			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	638	0.032	20	0.0	6.418	A
B-A	16	405	0.039	16	0.0	10.176	B
A-B	3			3			
A-C	337			337			
A-D	2			2			
AB-CD	3	775	0.004	3	0.0	5.125	A
AB-C	356			356			
D-ABC	51	393	0.130	51	0.2	11.587	B
C-D	25			25			
C-A	431			431			
C-B	4			4			
CD-AB	8	832	0.010	8	0.0	4.808	A
CD-A	432			432			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: 2032 With Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Lady Ann Road Soothill Lane Jct
Report generation date: 18/08/2023 09:51:19

- »2032, AM With Dev + Committed
- »2032, PM With Dev + Committed

Summary of junction performance

	AM With Dev + Committed				PM With Dev + Committed			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032								
Stream B-CD	0.0	7.14	0.02	A	0.1	7.08	0.05	A
Stream B-A	0.0	13.67	0.03	B	0.1	12.80	0.07	B
Stream AB-CD	0.1	4.94	0.04	A	0.0	5.19	0.02	A
Stream D-ABC	0.6	18.29	0.34	C	0.4	17.11	0.28	C
Stream CD-AB	0.3	5.35	0.13	A	0.0	4.80	0.02	A

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

File summary

File Description

Title	Lady Ann Road
Location	Lady Ann Road/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2032 With Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2032	AM With Dev + Committed	ONE HOUR	08:00	09:30	15
D2	2032	PM With Dev + Committed	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032, AM With Dev + Committed

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	Left-Right Stagger	Two-way	1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Soothill Business Park		Minor
C	Soothill Lane (West)		Major
D	Lady Ann Road		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	7.50			90.0	✓	0.00
C	6.78			43.0	✓	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	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare		10.00	7.40	4.35	3.60	3.60	✓	1.00	45	21
D	One lane	3.86								23	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	626	-	-	-	-	-	0.227	0.227	0.227	-	-
1	B-A	556	0.098	0.247	0.247	-	-	0.155	0.353	-	0.155	0.353
1	B-CD	742	0.110	0.278	0.278	-	-	-	-	-	-	-
1	CD-B	599	0.224	0.224	0.224	-	-	-	-	-	-	-
1	D-AB	687	-	-	-	-	-	0.249	0.249	0.098	-	-
1	D-C	534	-	0.145	0.328	0.145	0.328	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 segment length (min)
D1	2032	AM With Dev + Committed	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	565	100.000
B		✓	19	100.000
C		✓	598	100.000
D		✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	541	11
	B	8	0	11	0
	C	516	35	0	47
	D	20	0	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.02	7.14	0.0	A
B-A	0.03	13.67	0.0	B
A-B				
A-C				
A-D				
AB-CD	0.04	4.94	0.1	A
AB-C				
D-ABC	0.34	18.29	0.6	C
C-D				
C-A				
C-B				
CD-AB	0.13	5.35	0.3	A
CD-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	623	0.013	8	0.0	6.441	A
B-A	6	380	0.016	6	0.0	10.588	B
A-B	10			10			
A-C	407			407			
A-D	8			8			
AB-CD	17	819	0.021	17	0.0	4.938	A
AB-C	407			407			
D-ABC	75	401	0.188	74	0.2	12.078	B
C-D	35			35			
C-A	388			388			
C-B	26			26			
CD-AB	54	794	0.067	53	0.1	5.343	A
CD-A	376			376			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	599	0.017	10	0.0	6.715	A
B-A	7	346	0.021	7	0.0	11.693	B
A-B	12			12			
A-C	486			486			
A-D	10			10			
AB-CD	23	861	0.027	23	0.0	4.724	A
AB-C	483			483			
D-ABC	90	370	0.243	90	0.3	14.096	B
C-D	42			42			
C-A	464			464			
C-B	31			31			
CD-AB	74	837	0.089	74	0.2	5.192	A
CD-A	439			439			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	567	0.021	12	0.0	7.134	A
B-A	9	299	0.030	9	0.0	13.661	B
A-B	14			14			
A-C	596			596			
A-D	12			12			
AB-CD	36	924	0.038	35	0.1	4.458	A
AB-C	584			584			
D-ABC	110	327	0.337	109	0.5	18.163	C
C-D	52			52			
C-A	568			568			
C-B	39			39			
CD-AB	113	899	0.125	112	0.3	5.039	A
CD-A	516			516			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	12	567	0.021	12	0.0	7.136	A
B-A	9	299	0.030	9	0.0	13.668	B
A-B	14			14			
A-C	596			596			
A-D	12			12			
AB-CD	36	924	0.039	36	0.1	4.459	A
AB-C	584			584			
D-ABC	110	327	0.337	110	0.6	18.289	C
C-D	52			52			
C-A	568			568			
C-B	39			39			
CD-AB	113	900	0.126	113	0.3	5.043	A
CD-A	516			516			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	10	599	0.017	10	0.0	6.719	A
B-A	7	346	0.021	7	0.0	11.698	B
A-B	12			12			
A-C	486			486			
A-D	10			10			
AB-CD	23	862	0.027	24	0.0	4.727	A
AB-C	483			483			
D-ABC	90	370	0.243	91	0.4	14.216	B
C-D	42			42			
C-A	464			464			
C-B	31			31			
CD-AB	75	838	0.089	75	0.2	5.204	A
CD-A	439			439			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	8	623	0.013	8	0.0	6.445	A
B-A	6	380	0.016	6	0.0	10.591	B
A-B	10			10			
A-C	407			407			
A-D	8			8			
AB-CD	17	819	0.021	17	0.0	4.941	A
AB-C	407			407			
D-ABC	75	401	0.188	76	0.3	12.184	B
C-D	35			35			
C-A	388			388			
C-B	26			26			
CD-AB	54	795	0.068	54	0.1	5.353	A
CD-A	376			376			

2032, PM With Dev + Committed

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	Left-Right Stagger	Two-way	0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2032	PM With Dev + Committed	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	457	100.000
B		✓	48	100.000
C		✓	635	100.000
D		✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	4	447	6
	B	21	0	27	0
	C	572	5	0	58
	D	9	0	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-CD	0.05	7.08	0.1	A
B-A	0.07	12.80	0.1	B
A-B				
A-C				
A-D				
AB-CD	0.02	5.19	0.0	A
AB-C				
D-ABC	0.28	17.11	0.4	C
C-D				
C-A				
C-B				
CD-AB	0.02	4.80	0.0	A
CD-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	637	0.032	20	0.0	6.416	A
B-A	16	404	0.039	16	0.0	10.194	B
A-B	3			3			
A-C	337			337			
A-D	5			5			
AB-CD	8	772	0.011	8	0.0	5.186	A
AB-C	353			353			
D-ABC	60	392	0.154	59	0.2	11.876	B
C-D	44			44			
C-A	431			431			
C-B	4			4			
CD-AB	8	832	0.010	8	0.0	4.803	A
CD-A	433			433			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	617	0.039	24	0.0	6.681	A
B-A	19	374	0.050	19	0.1	11.149	B
A-B	4			4			
A-C	402			402			
A-D	5			5			
AB-CD	11	805	0.014	11	0.0	4.988	A
AB-C	420			420			
D-ABC	72	362	0.199	72	0.3	13.638	B
C-D	52			52			
C-A	514			514			
C-B	4			4			
CD-AB	11	882	0.013	11	0.0	4.546	A
CD-A	516			516			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	589	0.050	30	0.1	7.082	A
B-A	23	332	0.070	23	0.1	12.796	B
A-B	4			4			
A-C	492			492			
A-D	7			7			
AB-CD	17	854	0.020	17	0.0	4.731	A
AB-C	511			511			
D-ABC	88	319	0.276	88	0.4	17.034	C
C-D	64			64			
C-A	630			630			
C-B	6			6			
CD-AB	17	953	0.018	17	0.0	4.229	A
CD-A	628			628			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	30	589	0.051	30	0.1	7.084	A
B-A	23	332	0.070	23	0.1	12.801	B
A-B	4			4			
A-C	492			492			
A-D	7			7			
AB-CD	17	854	0.020	17	0.0	4.731	A
AB-C	511			511			
D-ABC	88	319	0.276	88	0.4	17.114	C
C-D	64			64			
C-A	630			630			
C-B	6			6			
CD-AB	17	953	0.018	17	0.0	4.231	A
CD-A	628			628			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	24	617	0.039	24	0.0	6.688	A
B-A	19	374	0.050	19	0.1	11.153	B
A-B	4			4			
A-C	402			402			
A-D	5			5			
AB-CD	12	805	0.014	12	0.0	4.988	A
AB-C	420			420			
D-ABC	72	362	0.199	72	0.3	13.717	B
C-D	52			52			
C-A	514			514			
C-B	4			4			
CD-AB	11	882	0.013	11	0.0	4.547	A
CD-A	516			516			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-CD	20	637	0.032	20	0.0	6.426	A
B-A	16	404	0.039	16	0.0	10.200	B
A-B	3			3			
A-C	337			337			
A-D	5			5			
AB-CD	8	772	0.011	8	0.0	5.186	A
AB-C	353			353			
D-ABC	60	392	0.154	61	0.2	11.956	B
C-D	44			44			
C-A	431			431			
C-B	4			4			
CD-AB	8	832	0.010	8	0.0	4.802	A
CD-A	433			433			

Appendix C

PICADY Output – Grace Leather Lane/ Soothill Lane Junction

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: 2022 No Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Grace Leather Lane Soothill Lane Jct
Report generation date: 18/08/2023 10:09:37

»2022 No Dev + Committed, AM
 »2022 No Dev + Committed, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022 No Dev + Committed								
Stream B-AC	0.1	8.49	0.07	A	0.0	8.62	0.03	A
Stream C-AB	0.1	5.07	0.06	A	0.1	5.40	0.06	A

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

File summary

File Description

Title	Grace Leather Lane/ Soothill Lane Junct
Location	Grace Leather Lane/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2022 No Development Plus Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2022 No Dev + Committed	AM	ONE HOUR	08:00	09:30	15
D2	2022 No Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 No Dev + Committed, 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	0.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Grace Leather Lane		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	7.86			130.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.08	25	120

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	549	0.092	0.232	0.146	0.332
1	B-C	705	0.099	0.251	-	-
1	C-B	649	0.231	0.231	-	-

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)
D1	2022 No Dev + Committed	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	481	100.000
B		✓	33	100.000
C		✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	473
	B	7	0	26
	C	467	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	8.49	0.1	A
C-AB	0.06	5.07	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	556	0.045	25	0.1	7.454	A
C-AB	25	807	0.031	25	0.0	5.068	A
C-A	341			341			
A-B	6			6			
A-C	356			356			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	534	0.056	30	0.1	7.852	A
C-AB	34	841	0.041	34	0.1	4.907	A
C-A	403			403			
A-B	7			7			
A-C	425			425			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	503	0.072	36	0.1	8.487	A
C-AB	50	891	0.056	50	0.1	4.708	A
C-A	485			485			
A-B	9			9			
A-C	521			521			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	503	0.072	36	0.1	8.489	A
C-AB	50	891	0.056	50	0.1	4.712	A
C-A	485			485			
A-B	9			9			
A-C	521			521			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	534	0.056	30	0.1	7.858	A
C-AB	34	841	0.041	34	0.1	4.909	A
C-A	403			403			
A-B	7			7			
A-C	425			425			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	556	0.045	25	0.1	7.458	A
C-AB	25	807	0.032	26	0.0	5.071	A
C-A	340			340			
A-B	6			6			
A-C	356			356			

2022 No Dev + Committed, 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	0.35	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)
D2	2022 No Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	517	100.000
B		✓	13	100.000
C		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	509
	B	4	0	9
	C	385	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	8.62	0.0	A
C-AB	0.06	5.40	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	530	0.018	10	0.0	7.606	A
C-AB	26	759	0.034	25	0.0	5.396	A
C-A	280			280			
A-B	6			6			
A-C	383			383			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	507	0.023	12	0.0	7.999	A
C-AB	34	784	0.043	34	0.1	5.280	A
C-A	331			331			
A-B	7			7			
A-C	458			458			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	473	0.030	14	0.0	8.625	A
C-AB	48	820	0.059	48	0.1	5.131	A
C-A	399			399			
A-B	9			9			
A-C	560			560			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	473	0.030	14	0.0	8.625	A
C-AB	48	820	0.059	48	0.1	5.135	A
C-A	399			399			
A-B	9			9			
A-C	560			560			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	507	0.023	12	0.0	8.002	A
C-AB	34	784	0.043	34	0.1	5.283	A
C-A	331			331			
A-B	7			7			
A-C	458			458			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	10	530	0.018	10	0.0	7.607	A
C-AB	26	759	0.034	26	0.1	5.402	A
C-A	280			280			
A-B	6			6			
A-C	383			383			

Junctions 9
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Filename: 2022 With Development Plus Development.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Grace Leather Lane Soothill Lane Jct
Report generation date: 18/08/2023 10:23:00

»2022 With Dev + Committed, AM
 »2022 With Dev + Committed, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022 With Dev + Committed							
Stream B-AC	0.1	8.62	0.08	A	0.0	8.57	0.03	A
Stream C-AB	0.1	5.08	0.06	A	0.1	5.42	0.07	A

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

File summary

File Description

Title	Grace Leather Lane/ Soothill Lane Junct
Location	Grace Leather Lane/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2022 With Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2022 With Dev + Committed	AM	ONE HOUR	08:00	09:30	15
D2	2022 With Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 With Dev + Committed, 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	0.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Grace Leather Lane		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	7.86			130.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.08	25	120

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	549	0.092	0.232	0.146	0.332
1	B-C	705	0.099	0.251	-	-
1	C-B	649	0.231	0.231	-	-

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)
D1	2022 With Dev + Committed	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	485	100.000
B		✓	37	100.000
C		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	
From	A	0	8	477	
	B	8	0	29	
	C	469	20	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	10	10	10	
	B	10	10	10	
	C	10	10	10	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.62	0.1	A
C-AB	0.06	5.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	28	554	0.050	28	0.1	7.521	A
C-AB	27	807	0.033	27	0.0	5.074	A
C-A	341			341			
A-B	6			6			
A-C	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	33	532	0.063	33	0.1	7.944	A
C-AB	36	842	0.043	36	0.1	4.915	A
C-A	403			403			
A-B	7			7			
A-C	429			429			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	500	0.081	41	0.1	8.616	A
C-AB	53	891	0.059	52	0.1	4.720	A
C-A	486			486			
A-B	9			9			
A-C	525			525			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	500	0.081	41	0.1	8.619	A
C-AB	53	891	0.059	53	0.1	4.723	A
C-A	486			486			
A-B	9			9			
A-C	525			525			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	33	532	0.063	33	0.1	7.950	A
C-AB	36	842	0.043	36	0.1	4.920	A
C-A	403			403			
A-B	7			7			
A-C	429			429			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	28	554	0.050	28	0.1	7.532	A
C-AB	27	807	0.033	27	0.0	5.077	A
C-A	341			341			
A-B	6			6			
A-C	359			359			

2022 With Dev + Committed, 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	0.38	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 segment length (min)
D2	2022 With Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	520	100.000
B		✓	14	100.000
C		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	511
	B	4	0	10
	C	389	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	8.57	0.0	A
C-AB	0.07	5.42	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	534	0.020	10	0.0	7.560	A
C-AB	29	761	0.039	29	0.1	5.412	A
C-A	282			282			
A-B	7			7			
A-C	385			385			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	511	0.025	13	0.0	7.952	A
C-AB	39	786	0.050	39	0.1	5.302	A
C-A	332			332			
A-B	8			8			
A-C	459			459			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	477	0.032	15	0.0	8.573	A
C-AB	55	822	0.067	55	0.1	5.163	A
C-A	399			399			
A-B	10			10			
A-C	563			563			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	477	0.032	15	0.0	8.574	A
C-AB	55	822	0.067	55	0.1	5.165	A
C-A	399			399			
A-B	10			10			
A-C	563			563			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	511	0.025	13	0.0	7.953	A
C-AB	39	786	0.050	39	0.1	5.307	A
C-A	332			332			
A-B	8			8			
A-C	459			459			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	534	0.020	11	0.0	7.562	A
C-AB	29	761	0.039	30	0.1	5.419	A
C-A	281			281			
A-B	7			7			
A-C	385			385			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: 2032 No Development Plus Development.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Grace Leather Lane Soothill Lane Jct
Report generation date: 18/08/2023 10:29:03

»2032 No Dev + Committed, AM
 »2032 No Dev + Committed, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032 No Dev + Committed								
Stream B-AC	0.1	8.68	0.08	A	0.0	8.75	0.04	A
Stream C-AB	0.1	5.18	0.06	A	0.1	5.41	0.06	A

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

File summary

File Description

Title	Grace Leather Lane/ Soothill Lane Junct
Location	Grace Leather Lane/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2032 No Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2032 No Dev + Committed	AM	ONE HOUR	08:00	09:30	15
D2	2032 No Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 No Dev + Committed, 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	0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Grace Leather Lane		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	7.86			130.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.08	25	120

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	549	0.092	0.232	0.146	0.332
1	B-C	705	0.099	0.251	-	-
1	C-B	649	0.231	0.231	-	-

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)
D1	2032 No Dev + Committed	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	502	100.000
B		✓	37	100.000
C		✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	
A	0	9	493	
B	8	0	29	
C	445	21	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
A	10	10	10	
B	10	10	10	
C	10	10	10	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	8.68	0.1	A
C-AB	0.06	5.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	28	552	0.050	28	0.1	7.552	A
C-AB	27	792	0.035	27	0.1	5.174	A
C-A	323			323			
A-B	7			7			
A-C	371			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	33	529	0.063	33	0.1	7.985	A
C-AB	37	824	0.045	37	0.1	5.030	A
C-A	382			382			
A-B	8			8			
A-C	443			443			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	497	0.082	41	0.1	8.673	A
C-AB	53	870	0.061	53	0.1	4.850	A
C-A	460			460			
A-B	10			10			
A-C	543			543			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	497	0.082	41	0.1	8.677	A
C-AB	53	870	0.061	53	0.1	4.851	A
C-A	460			460			
A-B	10			10			
A-C	543			543			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	33	529	0.063	33	0.1	7.990	A
C-AB	37	824	0.045	37	0.1	5.035	A
C-A	382			382			
A-B	8			8			
A-C	443			443			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	28	552	0.050	28	0.1	7.563	A
C-AB	28	792	0.035	28	0.1	5.180	A
C-A	323			323			
A-B	7			7			
A-C	371			371			

2032 No Dev + Committed, 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	0.39	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)
D2	2032 No Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	509	100.000
B		✓	15	100.000
C		✓	409	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	500
	B	5	0	10
	C	386	23	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.75	0.0	A
C-AB	0.06	5.41	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	526	0.021	11	0.0	7.691	A
C-AB	28	761	0.037	28	0.1	5.401	A
C-A	280			280			
A-B	7			7			
A-C	376			376			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	502	0.027	13	0.0	8.099	A
C-AB	37	786	0.047	37	0.1	5.289	A
C-A	331			331			
A-B	8			8			
A-C	449			449			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	469	0.035	16	0.0	8.750	A
C-AB	53	822	0.064	52	0.1	5.146	A
C-A	398			398			
A-B	10			10			
A-C	551			551			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	469	0.035	17	0.0	8.750	A
C-AB	53	822	0.064	53	0.1	5.148	A
C-A	398			398			
A-B	10			10			
A-C	551			551			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	13	502	0.027	14	0.0	8.103	A
C-AB	37	786	0.047	37	0.1	5.292	A
C-A	330			330			
A-B	8			8			
A-C	449			449			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	11	526	0.021	11	0.0	7.695	A
C-AB	28	761	0.037	28	0.1	5.406	A
C-A	280			280			
A-B	7			7			
A-C	376			376			

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: 2032 With Development Plus Committed.j9
Path: P:\Projects\Lady Ann Road, Batley - 1247\PICADY\Dec 2022\Grace Leather Lane Soothill Lane Jct
Report generation date: 18/08/2023 10:36:26

- »2032 With Dev + Committed, AM
- »2032 With Dev + Committed, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2032 With Dev + Committed								
Stream B-AC	0.1	9.08	0.09	A	0.0	9.12	0.04	A
Stream C-AB	0.1	5.00	0.07	A	0.2	5.36	0.08	A

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

File summary

File Description

Title	Grace Leather Lane/ Soothill Lane Junct
Location	Grace Leather Lane/ Soothill Lane Junct
Site number	1247D
Date	19/12/2022
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2032 With Development + Committed

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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2032 With Dev + Committed	AM	ONE HOUR	08:00	09:30	15
D2	2032 With Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 With Dev + Committed, 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	0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane (east)		Major
B	Grace Leather Lane		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	7.86			130.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.08	25	120

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	549	0.092	0.232	0.146	0.332
1	B-C	705	0.099	0.251	-	-
1	C-B	649	0.231	0.231	-	-

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)
D1	2032 With Dev + Committed	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	536	100.000
B		✓	41	100.000
C		✓	536	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	
From	A	0	9	527	
	B	9	0	32	
	C	514	22	0	

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	10	10	10	
	B	10	10	10	
	C	10	10	10	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	9.08	0.1	A
C-AB	0.07	5.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	541	0.057	31	0.1	7.751	A
C-AB	31	823	0.038	31	0.1	4.996	A
C-A	372			372			
A-B	7			7			
A-C	397			397			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	37	516	0.071	37	0.1	8.256	A
C-AB	43	862	0.050	43	0.1	4.835	A
C-A	439			439			
A-B	8			8			
A-C	474			474			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	45	481	0.094	45	0.1	9.080	A
C-AB	63	918	0.069	63	0.1	4.635	A
C-A	527			527			
A-B	10			10			
A-C	580			580			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	45	481	0.094	45	0.1	9.084	A
C-AB	64	918	0.069	64	0.1	4.639	A
C-A	527			527			
A-B	10			10			
A-C	580			580			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	37	516	0.071	37	0.1	8.264	A
C-AB	43	862	0.050	43	0.1	4.837	A
C-A	439			439			
A-B	8			8			
A-C	474			474			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	541	0.057	31	0.1	7.761	A
C-AB	31	824	0.038	31	0.1	5.002	A
C-A	372			372			
A-B	7			7			
A-C	397			397			

2032 With Dev + Committed, 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	0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2032 With Dev + Committed	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	16	100.000
C		✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	562
	B	5	0	11
	C	428	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	9.12	0.0	A
C-AB	0.08	5.36	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	516	0.023	12	0.0	7.853	A
C-AB	34	773	0.043	33	0.1	5.349	A
C-A	308			308			
A-B	8			8			
A-C	423			423			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	489	0.029	14	0.0	8.335	A
C-AB	45	802	0.056	45	0.1	5.234	A
C-A	363			363			
A-B	9			9			
A-C	505			505			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	452	0.039	18	0.0	9.115	A
C-AB	65	843	0.077	65	0.2	5.091	A
C-A	435			435			
A-B	11			11			
A-C	619			619			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	452	0.039	18	0.0	9.118	A
C-AB	65	843	0.077	65	0.2	5.094	A
C-A	435			435			
A-B	11			11			
A-C	619			619			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	489	0.029	14	0.0	8.339	A
C-AB	45	802	0.056	45	0.1	5.239	A
C-A	363			363			
A-B	9			9			
A-C	505			505			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	12	516	0.023	12	0.0	7.860	A
C-AB	34	774	0.044	34	0.1	5.356	A
C-A	308			308			
A-B	8			8			
A-C	423			423			