Appendix K TRICS Vehicular Trip Rates

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701

Calculation Reference: AUDIT-750701-250425-0421

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	5 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	10 days
	SF	SUFFOLK	1 days
09	NORTH		
	DH	DURHAM	2 days
	IM	ISLE OF MAN	2 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 150 (units:)
Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	6 days
Tuesday	13 days
Wednesday	7 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	34 days
Directional ATC Count	4 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	31

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

Selected Location Sub Categories:

Residential Zone	35
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	39 days - Selected

Secondary Filtering selection:

Use Class:

C3	38 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	13 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	29 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	26 days
No	12 days

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

PTAL Rating:

No PTAL Present	37 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

3 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

6 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

7 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

9 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

10 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

11 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

12 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

13 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

14 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

16 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

17 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

18 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

19 IM-03-A-06 MIXED HOUSES ISLE OF MAN
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

20 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

23 NF-03-A-14 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 150
Survey date: THURSDAY *05/10/17* *Survey Type: DIRECTIONAL ATC COUNT*

24 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

25 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

26 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

27 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

28 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

30 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

31 NF-03-A-49 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 141
Survey date: FRIDAY *14/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

32 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

33 SC-03-A-11 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

34 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

35 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

36 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

38 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-10	covid

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	38	102	0.086	38	102	0.298	38	102	0.384
08:00 - 09:00	38	102	0.153	38	102	0.373	38	102	0.526
09:00 - 10:00	38	102	0.134	38	102	0.172	38	102	0.306
10:00 - 11:00	38	102	0.127	38	102	0.160	38	102	0.287
11:00 - 12:00	38	102	0.135	38	102	0.143	38	102	0.278
12:00 - 13:00	38	102	0.161	38	102	0.148	38	102	0.309
13:00 - 14:00	38	102	0.162	38	102	0.160	38	102	0.322
14:00 - 15:00	38	102	0.170	38	102	0.189	38	102	0.359
15:00 - 16:00	38	102	0.261	38	102	0.184	38	102	0.445
16:00 - 17:00	38	102	0.272	38	102	0.170	38	102	0.442
17:00 - 18:00	38	102	0.344	38	102	0.160	38	102	0.504
18:00 - 19:00	38	102	0.268	38	102	0.135	38	102	0.403
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.366			2.365			4.731

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

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

Parameter summary

Trip rate parameter range selected:	50 - 150 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	38
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	1

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

Appendix L Woodward Court / Wellhouse Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Woodhouse Court - Wellhouse Lane.j11
Path: O:\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 26/11/2025 09:44:42

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Existing											
Stream B-AC	D1	0.1	6.73	0.06	A	559 %	D2	0.0	7.26	0.02	A	900 %
Stream C-AB		0.0	6.09	0.03	A	[Stream B-AC]		0.0	5.91	0.01	A	[]
	2030 - Growthed											
Stream B-AC	D3	0.1	6.80	0.06	A	519 %	D4	0.0	7.29	0.02	A	900 %
Stream C-AB		0.0	6.09	0.03	A	[Stream B-AC]		0.0	5.89	0.01	A	[]
	2030 - Base											
Stream B-AC	D5	0.1	6.82	0.06	A	569 %	D6	0.0	7.28	0.02	A	900 %
Stream C-AB		0.0	6.09	0.03	A	[Stream B-AC]		0.0	5.89	0.01	A	[]
	2030 - Design											
Stream B-AC	D7	0.1	7.56	0.09	A	388 %	D8	0.0	7.40	0.04	A	891 %
Stream C-AB		0.1	6.17	0.05	A	[Stream B-AC]		0.0	6.01	0.03	A	[Stream B-AC]

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	
Location	
Site number	
Date	16/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\optima
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	559	Stream B-AC	1.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Wellhouse Lane (N)		Major
B	Woodward Court		Minor
C	Wellhouse Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Wellhouse Lane (S)	6.00			36.0	✓	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 - Woodward Court	One lane	3.56	22	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	523	0.095	0.241	0.152	0.344
B-C	674	0.103	0.261	-	-
C-B	595	0.230	0.230	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	125	100.000
B - Woodward Court		ONE HOUR	✓	30	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	**B - Woodward Court**	**C - Wellhouse Lane (S)**
From	**A - Wellhouse Lane (N)**	0	14	111
	B - Woodward Court	11	0	19
	C - Wellhouse Lane (S)	64	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	**B - Woodward Court**	**C - Wellhouse Lane (S)**
From	**A - Wellhouse Lane (N)**	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.06	6.73	0.1	A	28	41
C-AB	0.03	6.09	0.0	A	16	24
C-A					57	86
A-B					13	19
A-C					102	153

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	581	0.039	22	0.0	0.0	6.441	A
C-AB	13	3	0.00	606	0.022	13	0.0	0.0	6.071	A
C-A	47	12	0.00			47				
A-B	11	3	0.00			11				
A-C	84	21	0.00			84				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	576	0.047	27	0.0	0.0	6.560	A
C-AB	16	4	0.00	608	0.026	16	0.0	0.0	6.076	A
C-A	56	14	0.00			56				
A-B	13	3	0.00			13				
A-C	100	25	0.00			100				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	568	0.058	33	0.0	0.1	6.727	A
C-AB	20	5	0.00	612	0.033	20	0.0	0.0	6.084	A
C-A	68	17	0.00			68				
A-B	15	4	0.00			15				
A-C	122	31	0.00			122				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	568	0.058	33	0.1	0.1	6.727	A
C-AB	20	5	0.00	612	0.033	20	0.0	0.0	6.087	A
C-A	68	17	0.00			68				
A-B	15	4	0.00			15				
A-C	122	31	0.00			122				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	576	0.047	27	0.1	0.0	6.561	A
C-AB	16	4	0.00	608	0.026	16	0.0	0.0	6.080	A
C-A	56	14	0.00			56				
A-B	13	3	0.00			13				
A-C	100	25	0.00			100				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	581	0.039	23	0.0	0.0	6.447	A
C-AB	13	3	0.00	606	0.022	13	0.0	0.0	6.074	A
C-A	47	12	0.00			47				
A-B	11	3	0.00			11				
A-C	84	21	0.00			84				

D2 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	31	100.000
B - Woodward Court		ONE HOUR	✓	10	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	8	23
	B - Woodward Court	10	0	0
	C - Wellhouse Lane (S)	48	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.02	7.26	0.0	A	9	14
C-AB	0.01	5.91	0.0	A	5	7
C-A					44	66
A-B					7	11
A-C					21	32

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	512	0.015	7	0.0	0.0	7.138	A
C-AB	4	1.00	0.00	614	0.007	4	0.0	0.0	5.903	A
C-A	36	9	0.00			36				
A-B	6	2	0.00			6				
A-C	17	4	0.00			17				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	510	0.018	9	0.0	0.0	7.190	A
C-AB	5	1	0.00	617	0.008	5	0.0	0.0	5.875	A
C-A	43	11	0.00			43				
A-B	7	2	0.00			7				
A-C	21	5	0.00			21				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	506	0.022	11	0.0	0.0	7.265	A
C-AB	6	2	0.00	623	0.010	6	0.0	0.0	5.838	A
C-A	52	13	0.00			52				
A-B	9	2	0.00			9				
A-C	25	6	0.00			25				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	506	0.022	11	0.0	0.0	7.265	A
C-AB	6	2	0.00	623	0.010	6	0.0	0.0	5.840	A
C-A	52	13	0.00			52				
A-B	9	2	0.00			9				
A-C	25	6	0.00			25				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	510	0.018	9	0.0	0.0	7.191	A
C-AB	5	1	0.00	617	0.008	5	0.0	0.0	5.878	A
C-A	43	11	0.00			43				
A-B	7	2	0.00			7				
A-C	21	5	0.00			21				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	512	0.015	8	0.0	0.0	7.138	A
C-AB	4	1	0.00	614	0.007	4	0.0	0.0	5.906	A
C-A	36	9	0.00			36				
A-B	6	2	0.00			6				
A-C	17	4	0.00			17				

D3 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	519	Stream B-AC	1.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	132	100.000
B - Woodward Court		ONE HOUR	✓	32	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	15	117
	B - Woodward Court	12	0	20
	C - Wellhouse Lane (S)	68	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.06	6.80	0.1	A	29	44
C-AB	0.03	6.09	0.0	A	17	26
C-A					61	91
A-B					14	21
A-C					107	161

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	578	0.042	24	0.0	0.0	6.493	A
C-AB	14	3	0.00	607	0.023	14	0.0	0.0	6.071	A
C-A	50	13	0.00			50				
A-B	11	3	0.00			11				
A-C	88	22	0.00			88				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	572	0.050	29	0.0	0.1	6.622	A
C-AB	17	4	0.00	609	0.028	17	0.0	0.0	6.077	A
C-A	59	15	0.00			59				
A-B	13	3	0.00			13				
A-C	105	26	0.00			105				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	564	0.062	35	0.1	0.1	6.804	A
C-AB	21	5	0.00	613	0.035	21	0.0	0.0	6.085	A
C-A	72	18	0.00			72				
A-B	17	4	0.00			17				
A-C	129	32	0.00			129				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	564	0.062	35	0.1	0.1	6.804	A
C-AB	21	5	0.00	613	0.035	21	0.0	0.0	6.086	A
C-A	72	18	0.00			72				
A-B	17	4	0.00			17				
A-C	129	32	0.00			129				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	572	0.050	29	0.1	0.1	6.623	A
C-AB	17	4	0.00	609	0.028	17	0.0	0.0	6.078	A
C-A	59	15	0.00			59				
A-B	13	3	0.00			13				
A-C	105	26	0.00			105				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	578	0.042	24	0.1	0.0	6.497	A
C-AB	14	3	0.00	607	0.023	14	0.0	0.0	6.072	A
C-A	50	13	0.00			50				
A-B	11	3	0.00			11				
A-C	88	22	0.00			88				

D4 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	32	100.000
B - Woodward Court		ONE HOUR	✓	11	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	8	24
	B - Woodward Court	11	0	0
	C - Wellhouse Lane (S)	51	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.02	7.29	0.0	A	10	15
C-AB	0.01	5.89	0.0	A	5	7
C-A					46	70
A-B					7	11
A-C					22	33

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	511	0.016	8	0.0	0.0	7.156	A
C-AB	4	1	0.00	615	0.007	4	0.0	0.0	5.890	A
C-A	38	10	0.00			38				
A-B	6	2	0.00			6				
A-C	18	5	0.00			18				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	509	0.019	10	0.0	0.0	7.212	A
C-AB	5	1	0.00	619	0.008	5	0.0	0.0	5.860	A
C-A	45	11	0.00			45				
A-B	7	2	0.00			7				
A-C	22	5	0.00			22				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	506	0.024	12	0.0	0.0	7.292	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.819	A
C-A	56	14	0.00			56				
A-B	9	2	0.00			9				
A-C	26	7	0.00			26				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	506	0.024	12	0.0	0.0	7.292	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.820	A
C-A	56	14	0.00			56				
A-B	9	2	0.00			9				
A-C	26	7	0.00			26				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	509	0.019	10	0.0	0.0	7.213	A
C-AB	5	1	0.00	619	0.008	5	0.0	0.0	5.863	A
C-A	45	11	0.00			45				
A-B	7	2	0.00			7				
A-C	22	5	0.00			22				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	511	0.016	8	0.0	0.0	7.159	A
C-AB	4	1	0.00	615	0.007	4	0.0	0.0	5.893	A
C-A	38	10	0.00			38				
A-B	6	2	0.00			6				
A-C	18	5	0.00			18				

D5 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	569	Stream B-AC	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	132	100.000
B - Woodward Court		ONE HOUR	✓	28	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	38	94
	B - Woodward Court	12	0	16
	C - Wellhouse Lane (S)	68	17	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.06	6.82	0.1	A	26	39
C-AB	0.03	6.09	0.0	A	17	26
C-A					61	91
A-B					35	52
A-C					86	129

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	572	0.037	21	0.0	0.0	6.531	A
C-AB	14	3	0.00	607	0.023	14	0.0	0.0	6.071	A
C-A	50	13	0.00			50				
A-B	29	7	0.00			29				
A-C	71	18	0.00			71				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	566	0.044	25	0.0	0.0	6.649	A
C-AB	17	4	0.00	609	0.028	17	0.0	0.0	6.077	A
C-A	59	15	0.00			59				
A-B	34	9	0.00			34				
A-C	85	21	0.00			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	559	0.055	31	0.0	0.1	6.815	A
C-AB	21	5	0.00	613	0.035	21	0.0	0.0	6.085	A
C-A	72	18	0.00			72				
A-B	42	10	0.00			42				
A-C	103	26	0.00			103				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	559	0.055	31	0.1	0.1	6.815	A
C-AB	21	5	0.00	613	0.035	21	0.0	0.0	6.086	A
C-A	72	18	0.00			72				
A-B	42	10	0.00			42				
A-C	103	26	0.00			103				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	566	0.044	25	0.1	0.0	6.650	A
C-AB	17	4	0.00	609	0.028	17	0.0	0.0	6.078	A
C-A	59	15	0.00			59				
A-B	34	9	0.00			34				
A-C	85	21	0.00			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	572	0.037	21	0.0	0.0	6.538	A
C-AB	14	3	0.00	607	0.023	14	0.0	0.0	6.072	A
C-A	50	13	0.00			50				
A-B	29	7	0.00			29				
A-C	71	18	0.00			71				

D6 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	32	100.000
B - Woodward Court		ONE HOUR	✓	11	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	13	19
	B - Woodward Court	11	0	0
	C - Wellhouse Lane (S)	51	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.02	7.28	0.0	A	10	15
C-AB	0.01	5.89	0.0	A	5	7
C-A					46	70
A-B					12	18
A-C					17	26

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	512	0.016	8	0.0	0.0	7.148	A
C-AB	4	1	0.00	615	0.007	4	0.0	0.0	5.890	A
C-A	38	10	0.00			38				
A-B	10	2	0.00			10				
A-C	14	4	0.00			14				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	510	0.019	10	0.0	0.0	7.203	A
C-AB	5	1	0.00	619	0.008	5	0.0	0.0	5.860	A
C-A	45	11	0.00			45				
A-B	12	3	0.00			12				
A-C	17	4	0.00			17				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	507	0.024	12	0.0	0.0	7.280	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.819	A
C-A	56	14	0.00			56				
A-B	14	4	0.00			14				
A-C	21	5	0.00			21				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	0.00	507	0.024	12	0.0	0.0	7.280	A
C-AB	6	2	0.00	625	0.010	6	0.0	0.0	5.822	A
C-A	56	14	0.00			56				
A-B	14	4	0.00			14				
A-C	21	5	0.00			21				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	0.00	510	0.019	10	0.0	0.0	7.203	A
C-AB	5	1	0.00	619	0.008	5	0.0	0.0	5.863	A
C-A	45	11	0.00			45				
A-B	12	3	0.00			12				
A-C	17	4	0.00			17				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	512	0.016	8	0.0	0.0	7.151	A
C-AB	4	1	0.00	615	0.007	4	0.0	0.0	5.893	A
C-A	38	10	0.00			38				
A-B	10	2	0.00			10				
A-C	14	4	0.00			14				

D7 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	388	Stream B-AC	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	139	100.000
B - Woodward Court		ONE HOUR	✓	45	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	45	94
	B - Woodward Court	28	0	17
	C - Wellhouse Lane (S)	68	22	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.09	7.56	0.1	A	41	62
C-AB	0.05	6.17	0.1	A	23	34
C-A					60	90
A-B					41	62
A-C					86	129

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	8	0.00	540	0.063	34	0.0	0.1	7.101	A
C-AB	18	5	0.00	606	0.030	18	0.0	0.0	6.123	A
C-A	50	12	0.00			50				
A-B	34	8	0.00			34				
A-C	71	18	0.00			71				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	534	0.076	40	0.1	0.1	7.289	A
C-AB	22	6	0.00	608	0.036	22	0.0	0.0	6.143	A
C-A	59	15	0.00			59				
A-B	40	10	0.00			40				
A-C	85	21	0.00			85				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	526	0.094	49	0.1	0.1	7.558	A
C-AB	28	7	0.00	611	0.045	28	0.0	0.1	6.168	A
C-A	71	18	0.00			71				
A-B	50	12	0.00			50				
A-C	103	26	0.00			103				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	526	0.094	50	0.1	0.1	7.558	A
C-AB	28	7	0.00	611	0.045	28	0.1	0.1	6.169	A
C-A	71	18	0.00			71				
A-B	50	12	0.00			50				
A-C	103	26	0.00			103				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	10	0.00	534	0.076	41	0.1	0.1	7.292	A
C-AB	22	6	0.00	608	0.036	22	0.1	0.0	6.145	A
C-A	59	15	0.00			59				
A-B	40	10	0.00			40				
A-C	85	21	0.00			85				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	8	0.00	540	0.063	34	0.1	0.1	7.112	A
C-AB	18	5	0.00	606	0.030	18	0.0	0.0	6.127	A
C-A	50	12	0.00			50				
A-B	34	8	0.00			34				
A-C	71	18	0.00			71				

D8 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	891	Stream B-AC	1.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Wellhouse Lane (N)		ONE HOUR	✓	47	100.000
B - Woodward Court		ONE HOUR	✓	19	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	28	19
	B - Woodward Court	18	0	1
	C - Wellhouse Lane (S)	51	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Wellhouse Lane (N)	B - Woodward Court	C - Wellhouse Lane (S)
From	A - Wellhouse Lane (N)	0	0	0
	B - Woodward Court	0	0	0
	C - Wellhouse Lane (S)	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-AC	0.04	7.40	0.0	A	17	26
C-AB	0.03	6.01	0.0	A	16	24
C-A					46	68
A-B					26	39
A-C					17	26

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	514	0.028	14	0.0	0.0	7.195	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	6.002	A
C-A	38	9	0.00			38				
A-B	21	5	0.00			21				
A-C	14	4	0.00			14				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	511	0.033	17	0.0	0.0	7.281	A
C-AB	16	4	0.00	616	0.025	16	0.0	0.0	5.994	A
C-A	45	11	0.00			45				
A-B	25	6	0.00			25				
A-C	17	4	0.00			17				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	507	0.041	21	0.0	0.0	7.400	A
C-AB	19	5	0.00	621	0.031	19	0.0	0.0	5.984	A
C-A	54	14	0.00			54				
A-B	31	8	0.00			31				
A-C	21	5	0.00			21				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	507	0.041	21	0.0	0.0	7.400	A
C-AB	19	5	0.00	621	0.031	19	0.0	0.0	5.984	A
C-A	54	14	0.00			54				
A-B	31	8	0.00			31				
A-C	21	5	0.00			21				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	511	0.033	17	0.0	0.0	7.282	A
C-AB	16	4	0.00	616	0.025	16	0.0	0.0	5.995	A
C-A	45	11	0.00			45				
A-B	25	6	0.00			25				
A-C	17	4	0.00			17				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	0.00	514	0.028	14	0.0	0.0	7.202	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	6.005	A
C-A	38	9	0.00			38				
A-B	21	5	0.00			21				
A-C	14	4	0.00			14				

Appendix M Jenny Lane / Greenside Road Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Jenny Lane - Greenside Lane.j11
Path: O:\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 26/11/2025 08:42:12

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Existing											
Stream B-CD	D1	0.1	12.50	0.05	B	50 % [Stream B-AD]	D2	0.0	7.28	0.02	A	72 % [Stream B-AD]
Stream B-AD		0.5	14.81	0.34	B			0.3	12.65	0.21	B	
Stream A-BCD		0.0	6.68	0.02	A			0.2	6.98	0.14	A	
Stream D-ABC		0.0	8.10	0.05	A			0.1	9.60	0.06	A	
Stream C-ABD		0.2	8.36	0.15	A			0.0	8.02	0.03	A	
	2030 - Growthed											
Stream B-CD	D3	0.1	8.12	0.05	A	44 % [Stream B-AD]	D4	0.0	7.43	0.02	A	63 % [Stream B-AD]
Stream B-AD		0.5	15.38	0.34	C			0.3	13.34	0.23	B	
Stream A-BCD		0.0	6.73	0.02	A			0.2	7.02	0.15	A	
Stream D-ABC		0.1	8.17	0.05	A			0.1	9.74	0.06	A	
Stream C-ABD		0.2	8.48	0.16	A			0.0	8.14	0.03	A	
	2030 - Design											
Stream B-CD	D7	0.1	8.45	0.05	A	36 % [Stream B-AD]	D8	0.0	7.54	0.02	A	58 % [Stream B-AD]
Stream B-AD		0.6	16.63	0.39	C			0.3	13.80	0.25	B	
Stream A-BCD		0.0	6.73	0.02	A			0.2	7.00	0.15	A	
Stream D-ABC		0.1	8.19	0.05	A			0.1	9.77	0.06	A	
Stream C-ABD		0.2	8.50	0.16	A			0.0	8.20	0.03	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	
Location	
Site number	
Date	19/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\optima
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Existing	PM	ONE HOUR	13:45	15:15	15	✓
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Growthed	PM	ONE HOUR	13:45	15:15	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM	ONE HOUR	13:45	15:15	15	✓

Analysis Set Details

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

D1 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	Stream B-AD	2.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Greenside Road (N)		Major
B	Jenny Lane		Minor
C	Greenside Road (S)		Major
D	Greenside Estate		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Greenside Road (N)	6.50		✓	2.20	90.0	✓	1.00
C - Greenside Road (S)	6.50		✓	2.20	0.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Jenny Lane	One lane plus flare		10.00	5.10	2.80	2.80	2.80	✓	1.00	29	48
D - Greenside Estate	One lane	2.75								16	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	626	-	-	-	-	-	-	0.237	0.339	0.237	-	-	-
B-A	536	0.095	0.241	0.241	-	-	-	0.152	0.345	-	0.241	0.241	0.121
B-C	636	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	497	0.088	0.224	0.224	-	-	-	0.141	0.319	0.141	-	-	-
B-D, offside lane	536	0.095	0.241	0.241	-	-	-	0.152	0.345	0.152	-	-	-
C-B	574	0.218	0.218	0.311	-	-	-	-	-	-	-	-	-
D-A	619	-	-	-	-	-	-	0.234	-	0.093	-	-	-
D-B, nearside lane	479	0.136	0.136	0.308	-	-	-	0.216	0.216	0.085	-	-	-
D-B, offside lane	479	0.136	0.136	0.308	-	-	-	0.216	0.216	0.085	-	-	-
D-C	479	-	0.136	0.308	0.108	0.216	0.216	0.216	0.216	0.085	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	443	100.000
B - Jenny Lane		ONE HOUR	✓	125	100.000
C - Greenside Road (S)		ONE HOUR	✓	301	100.000
D - Greenside Estate		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	101	333	9
	B - Jenny Lane	105	0	0	20
	C - Greenside Road (S)	236	63	0	2
	D - Greenside Estate	14	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	12.50	0.1	B	12	17
B-AD	0.34	14.81	0.5	B	103	155
A-BCD	0.02	6.68	0.0	A	8	13
A-B					93	139
A-C					305	458
D-ABC	0.05	8.10	0.0	A	18	28
C-ABD	0.15	8.36	0.2	A	61	92
C-D					2	3
C-A					213	320

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	0.00	369	0.024	9	0.0	0.0	9.988	A
B-AD	85	21	0.00	420	0.203	84	0.0	0.3	10.683	B
A-BCD	7	2	0.00	571	0.012	7	0.0	0.0	6.375	A
A-B	76	19	0.00			76				
A-C	251	63	0.00			251				
D-ABC	15	4	0.00	501	0.030	15	0.0	0.0	7.409	A
C-ABD	49	12	0.00	518	0.095	49	0.0	0.1	7.668	A
C-D	1	0.37	0.00			1				
C-A	176	44	0.00			176				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	0.00	342	0.033	11	0.0	0.0	10.872	B
B-AD	101	25	0.00	397	0.255	101	0.3	0.3	12.124	B
A-BCD	8	2	0.00	562	0.015	8	0.0	0.0	6.503	A
A-B	91	23	0.00			91				
A-C	299	75	0.00			299				
D-ABC	18	4	0.00	486	0.037	18	0.0	0.0	7.683	A
C-ABD	60	15	0.00	511	0.116	59	0.1	0.1	7.962	A
C-D	2	0.44	0.00			2				
C-A	209	52	0.00			209				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	4	0.00	303	0.048	14	0.0	0.0	12.474	B
B-AD	123	31	0.00	366	0.336	122	0.3	0.5	14.732	B
A-BCD	10	3	0.00	549	0.018	10	0.0	0.0	6.679	A
A-B	111	28	0.00			111				
A-C	367	92	0.00			367				
D-ABC	22	6	0.00	467	0.047	22	0.0	0.0	8.097	A
C-ABD	75	19	0.00	506	0.149	75	0.1	0.2	8.353	A
C-D	2	0.54	0.00			2				
C-A	254	64	0.00			254				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	4	0.00	303	0.048	15	0.0	0.1	12.496	B
B-AD	123	31	0.00	366	0.336	123	0.5	0.5	14.811	B
A-BCD	10	3	0.00	549	0.018	10	0.0	0.0	6.682	A
A-B	111	28	0.00			111				
A-C	367	92	0.00			367				
D-ABC	22	6	0.00	466	0.047	22	0.0	0.0	8.100	A
C-ABD	75	19	0.00	506	0.149	75	0.2	0.2	8.359	A
C-D	2	0.54	0.00			2				
C-A	254	64	0.00			254				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	0.00	342	0.033	11	0.1	0.0	10.897	B
B-AD	101	25	0.00	397	0.255	102	0.5	0.3	12.207	B
A-BCD	8	2	0.00	562	0.015	8	0.0	0.0	6.505	A
A-B	91	23	0.00			91				
A-C	299	75	0.00			299				
D-ABC	18	4	0.00	486	0.037	18	0.0	0.0	7.688	A
C-ABD	60	15	0.00	511	0.116	60	0.2	0.1	7.974	A
C-D	2	0.44	0.00			2				
C-A	209	52	0.00			209				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	0.00	369	0.024	9	0.0	0.0	10.012	B
B-AD	85	21	0.00	420	0.203	85	0.3	0.3	10.779	B
A-BCD	7	2	0.00	571	0.012	7	0.0	0.0	6.380	A
A-B	76	19	0.00			76				
A-C	251	63	0.00			251				
D-ABC	15	4	0.00	500	0.030	15	0.0	0.0	7.416	A
C-ABD	49	12	0.00	518	0.095	49	0.1	0.1	7.685	A
C-D	1	0.37	0.00			1				
C-A	176	44	0.00			176				

D2 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-AD	1.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Existing	PM	ONE HOUR	13:45	15:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	477	100.000
B - Jenny Lane		ONE HOUR	✓	80	100.000
C - Greenside Road (S)		ONE HOUR	✓	332	100.000
D - Greenside Estate		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	83	324	70
	B - Jenny Lane	70	0	10	0
	C - Greenside Road (S)	312	13	0	7
	D - Greenside Estate	11	4	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	7.28	0.0	A	9	14
B-AD	0.21	12.65	0.3	B	64	96
A-BCD	0.14	6.98	0.2	A	70	105
A-B					75	113
A-C					293	439
D-ABC	0.06	9.60	0.1	A	20	30
C-ABD	0.03	8.02	0.0	A	12	18
C-D					6	10
C-A					286	429

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	550	0.014	7	0.0	0.0	6.633	A
B-AD	53	13	0.00	417	0.126	52	0.0	0.1	9.839	A
A-BCD	55	14	0.00	594	0.093	55	0.0	0.1	6.670	A
A-B	62	15	0.00			62				
A-C	242	60	0.00			242				
D-ABC	17	4	0.00	446	0.037	16	0.0	0.0	8.385	A
C-ABD	10	2	0.00	496	0.020	10	0.0	0.0	7.408	A
C-D	5	1	0.00			5				
C-A	235	59	0.00			235				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	0.00	532	0.017	9	0.0	0.0	6.881	A
B-AD	63	16	0.00	394	0.160	63	0.1	0.2	10.864	B
A-BCD	68	17	0.00	596	0.114	68	0.1	0.1	6.817	A
A-B	74	18	0.00			74				
A-C	288	72	0.00			288				
D-ABC	20	5	0.00	426	0.046	20	0.0	0.0	8.854	A
C-ABD	12	3	0.00	482	0.025	12	0.0	0.0	7.660	A
C-D	6	2	0.00			6				
C-A	280	70	0.00			280				

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	0.00	506	0.022	11	0.0	0.0	7.278	A
B-AD	77	19	0.00	362	0.213	77	0.2	0.3	12.625	B
A-BCD	86	22	0.00	602	0.143	86	0.1	0.2	6.975	A
A-B	90	22	0.00			90				
A-C	349	87	0.00			349				
D-ABC	24	6	0.00	399	0.061	24	0.0	0.1	9.601	A
C-ABD	15	4	0.00	463	0.032	15	0.0	0.0	8.020	A
C-D	8	2	0.00			8				
C-A	343	86	0.00			343				

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	11	3	0.00	505	0.022	11	0.0	0.0	7.281	A
B-AD	77	19	0.00	362	0.213	77	0.3	0.3	12.655	B
A-BCD	86	22	0.00	602	0.143	86	0.2	0.2	6.980	A
A-B	90	22	0.00			90				
A-C	349	87	0.00			349				
D-ABC	24	6	0.00	399	0.061	24	0.1	0.1	9.604	A
C-ABD	15	4	0.00	463	0.032	15	0.0	0.0	8.021	A
C-D	8	2	0.00			8				
C-A	343	86	0.00			343				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	9	2	0.00	532	0.017	9	0.0	0.0	6.885	A
B-AD	63	16	0.00	394	0.160	63	0.3	0.2	10.900	B
A-BCD	68	17	0.00	596	0.114	68	0.2	0.1	6.826	A
A-B	74	18	0.00			74				
A-C	288	72	0.00			288				
D-ABC	20	5	0.00	426	0.046	20	0.1	0.0	8.862	A
C-ABD	12	3	0.00	482	0.025	12	0.0	0.0	7.665	A
C-D	6	2	0.00			6				
C-A	280	70	0.00			280				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	550	0.014	8	0.0	0.0	6.641	A
B-AD	53	13	0.00	417	0.126	53	0.2	0.1	9.883	A
A-BCD	55	14	0.00	594	0.093	55	0.1	0.1	6.682	A
A-B	62	15	0.00			62				
A-C	242	60	0.00			242				
D-ABC	17	4	0.00	445	0.037	17	0.0	0.0	8.396	A
C-ABD	10	2	0.00	496	0.020	10	0.0	0.0	7.414	A
C-D	5	1	0.00			5				
C-A	235	59	0.00			235				

D3 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	44	Stream B-AD	2.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	469	100.000
B - Jenny Lane		ONE HOUR	✓	132	100.000
C - Greenside Road (S)		ONE HOUR	✓	318	100.000
D - Greenside Estate		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	107	352	10
	B - Jenny Lane	111	0	21	0
	C - Greenside Road (S)	250	66	0	2
	D - Greenside Estate	15	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	8.12	0.1	A	19	29
B-AD	0.34	15.38	0.5	C	102	153
A-BCD	0.02	6.73	0.0	A	9	14
A-B					98	147
A-C					323	484
D-ABC	0.05	8.17	0.1	A	19	29
C-ABD	0.16	8.48	0.2	A	65	97
C-D					2	3
C-A					225	338

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	532	0.030	16	0.0	0.0	6.970	A
B-AD	84	21	0.00	413	0.202	83	0.0	0.2	10.853	B
A-BCD	8	2	0.00	569	0.013	8	0.0	0.0	6.413	A
A-B	81	20	0.00			81				
A-C	265	66	0.00			265				
D-ABC	16	4	0.00	500	0.032	16	0.0	0.0	7.435	A
C-ABD	52	13	0.00	515	0.100	51	0.0	0.1	7.747	A
C-D	1	0.37	0.00			1				
C-A	186	47	0.00			186				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	507	0.037	19	0.0	0.0	7.375	A
B-AD	100	25	0.00	389	0.256	99	0.2	0.3	12.405	B
A-BCD	9	2	0.00	559	0.016	9	0.0	0.0	6.548	A
A-B	96	24	0.00			96				
A-C	316	79	0.00			316				
D-ABC	19	5	0.00	485	0.039	19	0.0	0.0	7.725	A
C-ABD	63	16	0.00	509	0.123	63	0.1	0.1	8.058	A
C-D	2	0.44	0.00			2				
C-A	221	55	0.00			221				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	467	0.050	23	0.0	0.1	8.107	A
B-AD	122	31	0.00	356	0.343	122	0.3	0.5	15.293	C
A-BCD	11	3	0.00	546	0.021	11	0.0	0.0	6.733	A
A-B	118	29	0.00			118				
A-C	387	97	0.00			387				
D-ABC	23	6	0.00	464	0.050	23	0.0	0.1	8.167	A
C-ABD	80	20	0.00	504	0.158	79	0.1	0.2	8.469	A
C-D	2	0.54	0.00			2				
C-A	268	67	0.00			268				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	466	0.050	23	0.1	0.1	8.120	A
B-AD	122	31	0.00	356	0.343	122	0.5	0.5	15.381	C
A-BCD	11	3	0.00	546	0.021	11	0.0	0.0	6.734	A
A-B	118	29	0.00			118				
A-C	387	97	0.00			387				
D-ABC	23	6	0.00	464	0.050	23	0.1	0.1	8.170	A
C-ABD	80	20	0.00	504	0.158	80	0.2	0.2	8.478	A
C-D	2	0.54	0.00			2				
C-A	268	67	0.00			268				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	506	0.037	19	0.1	0.0	7.387	A
B-AD	100	25	0.00	389	0.256	100	0.5	0.4	12.498	B
A-BCD	9	2	0.00	559	0.016	9	0.0	0.0	6.552	A
A-B	96	24	0.00			96				
A-C	316	79	0.00			316				
D-ABC	19	5	0.00	485	0.039	19	0.1	0.0	7.730	A
C-ABD	63	16	0.00	509	0.123	63	0.2	0.2	8.070	A
C-D	2	0.44	0.00			2				
C-A	221	55	0.00			221				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	531	0.030	16	0.0	0.0	6.984	A
B-AD	84	21	0.00	413	0.202	84	0.4	0.3	10.949	B
A-BCD	8	2	0.00	569	0.013	8	0.0	0.0	6.416	A
A-B	81	20	0.00			81				
A-C	265	66	0.00			265				
D-ABC	16	4	0.00	500	0.032	16	0.0	0.0	7.442	A
C-ABD	52	13	0.00	515	0.100	52	0.2	0.1	7.767	A
C-D	1	0.37	0.00			1				
C-A	186	47	0.00			186				

D4 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Stream B-AD	2.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Growthed	PM	ONE HOUR	13:45	15:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	504	100.000
B - Jenny Lane		ONE HOUR	✓	85	100.000
C - Greenside Road (S)		ONE HOUR	✓	351	100.000
D - Greenside Estate		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	88	342	74
	B - Jenny Lane	74	0	11	0
	C - Greenside Road (S)	330	14	0	7
	D - Greenside Estate	12	4	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	7.43	0.0	A	10	15
B-AD	0.23	13.34	0.3	B	68	102
A-BCD	0.15	7.02	0.2	A	75	112
A-B					79	119
A-C					309	463
D-ABC	0.06	9.74	0.1	A	21	32
C-ABD	0.03	8.14	0.0	A	13	20
C-D					6	10
C-A					303	454

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	545	0.015	8	0.0	0.0	6.702	A
B-AD	56	14	0.00	410	0.136	55	0.0	0.2	10.115	B
A-BCD	59	15	0.00	594	0.099	58	0.0	0.1	6.711	A
A-B	66	16	0.00			66				
A-C	255	64	0.00			255				
D-ABC	17	4	0.00	444	0.039	17	0.0	0.0	8.430	A
C-ABD	11	3	0.00	492	0.022	11	0.0	0.0	7.482	A
C-D	5	1	0.00			5				
C-A	248	62	0.00			248				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	0.00	526	0.019	10	0.0	0.0	6.975	A
B-AD	67	17	0.00	386	0.173	66	0.2	0.2	11.271	B
A-BCD	72	18	0.00	597	0.121	72	0.1	0.1	6.863	A
A-B	78	19	0.00			78				
A-C	303	76	0.00			303				
D-ABC	21	5	0.00	424	0.049	21	0.0	0.1	8.929	A
C-ABD	13	3	0.00	477	0.027	13	0.0	0.0	7.751	A
C-D	6	2	0.00			6				
C-A	296	74	0.00			296				

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	497	0.024	12	0.0	0.0	7.423	A
B-AD	81	20	0.00	351	0.232	81	0.2	0.3	13.301	B
A-BCD	93	23	0.00	605	0.153	92	0.1	0.2	7.018	A
A-B	95	24	0.00			95				
A-C	368	92	0.00			368				
D-ABC	25	6	0.00	395	0.064	25	0.1	0.1	9.736	A
C-ABD	16	4	0.00	458	0.035	16	0.0	0.0	8.135	A
C-D	8	2	0.00			8				
C-A	363	91	0.00			363				

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	497	0.024	12	0.0	0.0	7.427	A
B-AD	81	20	0.00	351	0.232	81	0.3	0.3	13.343	B
A-BCD	93	23	0.00	605	0.153	93	0.2	0.2	7.024	A
A-B	95	24	0.00			95				
A-C	368	92	0.00			368				
D-ABC	25	6	0.00	395	0.064	25	0.1	0.1	9.739	A
C-ABD	16	4	0.00	458	0.035	16	0.0	0.0	8.138	A
C-D	8	2	0.00			8				
C-A	363	91	0.00			363				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	0.00	526	0.019	10	0.0	0.0	6.983	A
B-AD	67	17	0.00	385	0.173	67	0.3	0.2	11.315	B
A-BCD	72	18	0.00	597	0.121	72	0.2	0.2	6.872	A
A-B	78	19	0.00			78				
A-C	303	76	0.00			303				
D-ABC	21	5	0.00	424	0.049	21	0.1	0.1	8.937	A
C-ABD	13	3	0.00	477	0.027	13	0.0	0.0	7.754	A
C-D	6	2	0.00			6				
C-A	296	74	0.00			296				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	545	0.015	8	0.0	0.0	6.710	A
B-AD	56	14	0.00	410	0.136	56	0.2	0.2	10.169	B
A-BCD	59	15	0.00	594	0.099	59	0.2	0.1	6.726	A
A-B	66	16	0.00			66				
A-C	255	64	0.00			255				
D-ABC	17	4	0.00	444	0.039	17	0.1	0.0	8.442	A
C-ABD	11	3	0.00	492	0.022	11	0.0	0.0	7.485	A
C-D	5	1	0.00			5				
C-A	248	62	0.00			248				

D7 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		3.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	36	Stream B-AD	3.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	475	100.000
B - Jenny Lane		ONE HOUR	✓	148	100.000
C - Greenside Road (S)		ONE HOUR	✓	318	100.000
D - Greenside Estate		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	113	352	10
	B - Jenny Lane	127	0	21	0
	C - Greenside Road (S)	250	66	0	2
	D - Greenside Estate	15	1	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	8.45	0.1	A	19	29
B-AD	0.39	16.63	0.6	C	117	175
A-BCD	0.02	6.73	0.0	A	9	14
A-B					104	155
A-C					323	484
D-ABC	0.05	8.19	0.1	A	19	29
C-ABD	0.16	8.50	0.2	A	65	97
C-D					2	3
C-A					225	338

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	525	0.030	16	0.0	0.0	7.073	A
B-AD	96	24	0.00	414	0.231	94	0.0	0.3	11.237	B
A-BCD	8	2	0.00	569	0.013	8	0.0	0.0	6.412	A
A-B	85	21	0.00			85				
A-C	265	66	0.00			265				
D-ABC	16	4	0.00	499	0.032	16	0.0	0.0	7.445	A
C-ABD	52	13	0.00	515	0.100	51	0.0	0.1	7.763	A
C-D	1	0.37	0.00			1				
C-A	186	47	0.00			186				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	496	0.038	19	0.0	0.0	7.538	A
B-AD	114	29	0.00	389	0.293	114	0.3	0.4	13.034	B
A-BCD	9	2	0.00	559	0.016	9	0.0	0.0	6.547	A
A-B	102	25	0.00			102				
A-C	316	79	0.00			316				
D-ABC	19	5	0.00	484	0.039	19	0.0	0.0	7.738	A
C-ABD	63	16	0.00	508	0.124	63	0.1	0.1	8.078	A
C-D	2	0.44	0.00			2				
C-A	221	55	0.00			221				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	450	0.051	23	0.0	0.1	8.432	A
B-AD	140	35	0.00	356	0.393	139	0.4	0.6	16.500	C
A-BCD	11	3	0.00	546	0.021	11	0.0	0.0	6.731	A
A-B	124	31	0.00			124				
A-C	387	97	0.00			387				
D-ABC	23	6	0.00	463	0.050	23	0.0	0.1	8.186	A
C-ABD	80	20	0.00	503	0.158	79	0.1	0.2	8.496	A
C-D	2	0.54	0.00			2				
C-A	268	67	0.00			268				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	0.00	449	0.051	23	0.1	0.1	8.451	A
B-AD	140	35	0.00	356	0.393	140	0.6	0.6	16.633	C
A-BCD	11	3	0.00	546	0.021	11	0.0	0.0	6.732	A
A-B	124	31	0.00			124				
A-C	387	97	0.00			387				
D-ABC	23	6	0.00	463	0.050	23	0.1	0.1	8.189	A
C-ABD	80	20	0.00	503	0.158	80	0.2	0.2	8.505	A
C-D	2	0.54	0.00			2				
C-A	268	67	0.00			268				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	0.00	495	0.038	19	0.1	0.0	7.555	A
B-AD	114	29	0.00	389	0.293	115	0.6	0.4	13.165	B
A-BCD	9	2	0.00	559	0.016	9	0.0	0.0	6.549	A
A-B	102	25	0.00			102				
A-C	316	79	0.00			316				
D-ABC	19	5	0.00	484	0.039	19	0.1	0.0	7.743	A
C-ABD	63	16	0.00	508	0.124	63	0.2	0.2	8.092	A
C-D	2	0.44	0.00			2				
C-A	221	55	0.00			221				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	0.00	524	0.030	16	0.0	0.0	7.090	A
B-AD	96	24	0.00	413	0.231	96	0.4	0.3	11.363	B
A-BCD	8	2	0.00	569	0.013	8	0.0	0.0	6.415	A
A-B	85	21	0.00			85				
A-C	265	66	0.00			265				
D-ABC	16	4	0.00	499	0.032	16	0.0	0.0	7.451	A
C-ABD	52	13	0.00	514	0.100	52	0.2	0.1	7.782	A
C-D	1	0.37	0.00			1				
C-A	186	47	0.00			186				

D8 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	58	Stream B-AD	2.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Design	PM	ONE HOUR	13:45	15:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenside Road (N)		ONE HOUR	✓	519	100.000
B - Jenny Lane		ONE HOUR	✓	92	100.000
C - Greenside Road (S)		ONE HOUR	✓	351	100.000
D - Greenside Estate		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	103	342	74
	B - Jenny Lane	81	0	11	0
	C - Greenside Road (S)	330	14	0	7
	D - Greenside Estate	12	4	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Greenside Road (N)	B - Jenny Lane	C - Greenside Road (S)	D - Greenside Estate
From	A - Greenside Road (N)	0	0	0	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	0	0	0	0
	D - Greenside Estate	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.02	7.54	0.0	A	10	15
B-AD	0.25	13.80	0.3	B	74	111
A-BCD	0.15	7.00	0.2	A	75	112
A-B					93	139
A-C					309	463
D-ABC	0.06	9.77	0.1	A	21	32
C-ABD	0.03	8.20	0.0	A	13	20
C-D					6	10
C-A					303	454

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	541	0.015	8	0.0	0.0	6.751	A
B-AD	61	15	0.00	410	0.149	60	0.0	0.2	10.286	B
A-BCD	59	15	0.00	596	0.099	59	0.0	0.1	6.698	A
A-B	77	19	0.00			77				
A-C	255	64	0.00			255				
D-ABC	17	4	0.00	443	0.039	17	0.0	0.0	8.443	A
C-ABD	11	3	0.00	489	0.022	11	0.0	0.0	7.520	A
C-D	5	1	0.00			5				
C-A	248	62	0.00			248				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	0.00	521	0.019	10	0.0	0.0	7.043	A
B-AD	73	18	0.00	385	0.189	73	0.2	0.2	11.528	B
A-BCD	72	18	0.00	598	0.121	72	0.1	0.1	6.844	A
A-B	91	23	0.00			91				
A-C	303	76	0.00			303				
D-ABC	21	5	0.00	423	0.049	21	0.0	0.1	8.948	A
C-ABD	13	3	0.00	474	0.027	13	0.0	0.0	7.800	A
C-D	6	2	0.00			6				
C-A	296	74	0.00			296				

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	490	0.025	12	0.0	0.0	7.532	A
B-AD	89	22	0.00	350	0.255	89	0.2	0.3	13.752	B
A-BCD	93	23	0.00	608	0.153	93	0.1	0.2	6.989	A
A-B	111	28	0.00			111				
A-C	368	92	0.00			368				
D-ABC	25	6	0.00	394	0.064	25	0.1	0.1	9.764	A
C-ABD	16	4	0.00	455	0.035	16	0.0	0.0	8.200	A
C-D	8	2	0.00			8				
C-A	363	91	0.00			363				

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	12	3	0.00	490	0.025	12	0.0	0.0	7.537	A
B-AD	89	22	0.00	350	0.255	89	0.3	0.3	13.796	B
A-BCD	93	23	0.00	608	0.153	93	0.2	0.2	6.997	A
A-B	111	28	0.00			111				
A-C	368	92	0.00			368				
D-ABC	25	6	0.00	394	0.064	25	0.1	0.1	9.767	A
C-ABD	16	4	0.00	455	0.035	16	0.0	0.0	8.201	A
C-D	8	2	0.00			8				
C-A	363	91	0.00			363				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	10	2	0.00	521	0.019	10	0.0	0.0	7.052	A
B-AD	73	18	0.00	385	0.189	73	0.3	0.2	11.580	B
A-BCD	72	18	0.00	598	0.121	73	0.2	0.2	6.854	A
A-B	91	23	0.00			91				
A-C	303	76	0.00			303				
D-ABC	21	5	0.00	423	0.049	21	0.1	0.1	8.957	A
C-ABD	13	3	0.00	474	0.027	13	0.0	0.0	7.804	A
C-D	6	2	0.00			6				
C-A	296	74	0.00			296				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	8	2	0.00	541	0.015	8	0.0	0.0	6.757	A
B-AD	61	15	0.00	410	0.149	61	0.2	0.2	10.344	B
A-BCD	59	15	0.00	595	0.099	59	0.2	0.1	6.716	A
A-B	77	19	0.00			77				
A-C	255	64	0.00			255				
D-ABC	17	4	0.00	443	0.039	17	0.1	0.0	8.455	A
C-ABD	11	3	0.00	489	0.022	11	0.0	0.0	7.523	A
C-D	5	1	0.00			5				
C-A	248	62	0.00			248				

Appendix N Proposed Hepworth Lane Site Egress Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Hepworth Lane Egress.j11
Path: O:\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 27/11/2025 10:14:19

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base											
Stream B-AC	D1	0.1	5.41	0.06	A	900 %	D2	0.0	5.17	0.01	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	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	
Location	
Site number	
Date	26/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\optima
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

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025	Base	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		2.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hepworth Lane (W)		Major
B	Site Egress		Minor
C	Hepworth Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hepworth Lane (E)	6.00			0.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Egress	One lane	3.96	14	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	548	0.100	0.252	0.159	0.361
B-C	709	0.109	0.275	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	8	100.000
B - Site Egress		✓	38	100.000
C - Hepworth Lane (E)		✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	8
	B - Site Egress	0	0	38
	C - Hepworth Lane (E)	29	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	0
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.41	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	708	0.040	28	0.0	5.297	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	22	0.00			22			
A-B	0	0.00			0			
A-C	6	0.00			6			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	707	0.048	34	0.1	5.346	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	26	0.00			26			
A-B	0	0.00			0			
A-C	7	0.00			7			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	707	0.059	42	0.1	5.411	A
C-AB	0	0.00	1144	0.000	0	0.0	0.000	A
C-A	32	0.00			32			
A-B	0	0.00			0			
A-C	9	0.00			9			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	0.00	707	0.059	42	0.1	5.411	A
C-AB	0	0.00	1144	0.000	0	0.0	0.000	A
C-A	32	0.00			32			
A-B	0	0.00			0			
A-C	9	0.00			9			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	707	0.048	34	0.1	5.349	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	26	0.00			26			
A-B	0	0.00			0			
A-C	7	0.00			7			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	708	0.040	29	0.0	5.300	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	22	0.00			22			
A-B	0	0.00			0			
A-C	6	0.00			6			

D2 - 2025 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Entry Only	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Base	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	10	100.000
B - Site Egress		✓	9	100.000
C - Hepworth Lane (E)		✓	44	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	10
	B - Site Egress	0	0	9
	C - Hepworth Lane (E)	44	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Hepworth Lane (W)	B - Site Egress	C - Hepworth Lane (E)
From	A - Hepworth Lane (W)	0	0	0
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	5.17	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	707	0.010	7	0.0	5.138	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
A-B	0	0.00			0			
A-C	8	0.00			8			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	707	0.011	8	0.0	5.150	A
C-AB	0	0.00	1144	0.000	0	0.0	0.000	A
C-A	40	0.00			40			
A-B	0	0.00			0			
A-C	9	0.00			9			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	706	0.014	10	0.0	5.168	A
C-AB	0	0.00	1143	0.000	0	0.0	0.000	A
C-A	48	0.00			48			
A-B	0	0.00			0			
A-C	11	0.00			11			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	0.00	706	0.014	10	0.0	5.168	A
C-AB	0	0.00	1143	0.000	0	0.0	0.000	A
C-A	48	0.00			48			
A-B	0	0.00			0			
A-C	11	0.00			11			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	707	0.011	8	0.0	5.150	A
C-AB	0	0.00	1144	0.000	0	0.0	0.000	A
C-A	40	0.00			40			
A-B	0	0.00			0			
A-C	9	0.00			9			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	707	0.010	7	0.0	5.138	A
C-AB	0	0.00	1145	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
A-B	0	0.00			0			
A-C	8	0.00			8			

Appendix O Hepworth Lane / Flash Lane / Shillbank Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: (new file)
Path:
Report generation date: 27/11/2025 10:11:06

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Existing											
Stream B-AC	D1	0.0	7.81	0.03	A	196 %	D2	0.0	6.47	0.01	A	324 %
Stream C-AB		0.2	5.91	0.09	A	[Stream B-AC]		0.0	5.76	0.03	A	[Stream B-AC]
	2030 - Growthed											
Stream B-AC	D3	0.0	7.94	0.04	A	182 %	D4	0.0	6.54	0.01	A	301 %
Stream C-AB		0.2	5.90	0.10	A	[Stream B-AC]		0.1	5.74	0.04	A	[Stream B-AC]
	2030 - Base											
Stream B-AC	D5	0.1	7.36	0.09	A	194 %	D6	0.0	6.44	0.02	A	309 %
Stream C-AB		0.2	5.86	0.10	A	[Stream B-AC]		0.1	5.74	0.04	A	[Stream B-AC]
	2030 - Design											
Stream B-AC	D7	0.1	7.69	0.11	A	174 %	D8	0.0	6.74	0.03	A	280 %
Stream C-AB		0.2	5.90	0.11	A	[Stream B-AC]		0.1	5.79	0.05	A	[Stream B-AC]

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	
Location	
Site number	
Date	27/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\optima
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

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	196	Stream B-AC	0.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Flash Lane		Major
B	Hepworth Lane		Minor
C	Shillbank Lane		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shillbank Lane	7.95			40.0	✓	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 - Hepworth Lane	One lane	3.16	95	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	558	0.093	0.235	0.148	0.336
B-C	685	0.096	0.243	-	-
C-B	597	0.212	0.212	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	417	100.000
B - Hepworth Lane		✓	15	100.000
C - Shillbank Lane		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	4	413
	B - Hepworth Lane	7	0	8
	C - Shillbank Lane	220	37	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	7.81	0.0	A
C-AB	0.09	5.91	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	523	0.022	11	0.0	7.032	A
C-AB	37	0.00	647	0.058	37	0.1	5.894	A
C-A	156	0.00			156			
A-B	3	0.00			3			
A-C	311	0.00			311			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	504	0.027	13	0.0	7.335	A
C-AB	48	0.00	659	0.072	48	0.1	5.894	A
C-A	183	0.00			183			
A-B	4	0.00			4			
A-C	371	0.00			371			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	478	0.035	16	0.0	7.805	A
C-AB	64	0.00	675	0.094	64	0.2	5.892	A
C-A	219	0.00			219			
A-B	4	0.00			4			
A-C	455	0.00			455			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	478	0.035	17	0.0	7.806	A
C-AB	64	0.00	675	0.095	64	0.2	5.896	A
C-A	219	0.00			219			
A-B	4	0.00			4			
A-C	455	0.00			455			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	504	0.027	14	0.0	7.340	A
C-AB	48	0.00	659	0.072	48	0.1	5.897	A
C-A	183	0.00			183			
A-B	4	0.00			4			
A-C	371	0.00			371			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	523	0.022	11	0.0	7.033	A
C-AB	38	0.00	648	0.058	38	0.1	5.907	A
C-A	156	0.00			156			
A-B	3	0.00			3			
A-C	311	0.00			311			

D2 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	324	Stream B-AC	0.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	352	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	200	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	18	334
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	186	14	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.47	0.0	A
C-AB	0.03	5.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	596	0.009	5	0.0	6.095	A
C-AB	13	0.00	639	0.021	13	0.0	5.755	A
C-A	137	0.00			137			
A-B	14	0.00			14			
A-C	251	0.00			251			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	583	0.011	6	0.0	6.246	A
C-AB	17	0.00	648	0.026	17	0.0	5.703	A
C-A	163	0.00			163			
A-B	16	0.00			16			
A-C	300	0.00			300			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	564	0.014	8	0.0	6.469	A
C-AB	22	0.00	661	0.034	22	0.0	5.634	A
C-A	198	0.00			198			
A-B	20	0.00			20			
A-C	368	0.00			368			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	564	0.014	8	0.0	6.469	A
C-AB	22	0.00	661	0.034	22	0.0	5.634	A
C-A	198	0.00			198			
A-B	20	0.00			20			
A-C	368	0.00			368			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	583	0.011	6	0.0	6.247	A
C-AB	17	0.00	648	0.026	17	0.0	5.707	A
C-A	163	0.00			163			
A-B	16	0.00			16			
A-C	300	0.00			300			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	596	0.009	5	0.0	6.098	A
C-AB	14	0.00	639	0.021	14	0.0	5.758	A
C-A	137	0.00			137			
A-B	14	0.00			14			
A-C	251	0.00			251			

D3 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	Stream B-AC	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	440	100.000
B - Hepworth Lane		✓	15	100.000
C - Shillbank Lane		✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	4	436
	B - Hepworth Lane	7	0	8
	C - Shillbank Lane	232	39	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.94	0.0	A
C-AB	0.10	5.90	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	518	0.022	11	0.0	7.106	A
C-AB	40	0.00	651	0.062	40	0.1	5.892	A
C-A	164	0.00			164			
A-B	3	0.00			3			
A-C	328	0.00			328			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	498	0.027	13	0.0	7.434	A
C-AB	51	0.00	663	0.077	51	0.1	5.890	A
C-A	192	0.00			192			
A-B	4	0.00			4			
A-C	392	0.00			392			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	470	0.035	16	0.0	7.943	A
C-AB	69	0.00	680	0.101	69	0.2	5.895	A
C-A	229	0.00			229			
A-B	4	0.00			4			
A-C	480	0.00			480			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	470	0.035	17	0.0	7.944	A
C-AB	69	0.00	680	0.102	69	0.2	5.899	A
C-A	229	0.00			229			
A-B	4	0.00			4			
A-C	480	0.00			480			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	498	0.027	14	0.0	7.438	A
C-AB	51	0.00	663	0.078	52	0.1	5.898	A
C-A	192	0.00			192			
A-B	4	0.00			4			
A-C	392	0.00			392			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	518	0.022	11	0.0	7.108	A
C-AB	40	0.00	651	0.062	40	0.1	5.902	A
C-A	164	0.00			164			
A-B	3	0.00			3			
A-C	328	0.00			328			

D4 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	301	Stream B-AC	0.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	372	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	353
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	196	15	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.54	0.0	A
C-AB	0.04	5.74	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	592	0.009	5	0.0	6.136	A
C-AB	15	0.00	641	0.023	15	0.0	5.744	A
C-A	144	0.00			144			
A-B	14	0.00			14			
A-C	266	0.00			266			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	578	0.011	6	0.0	6.297	A
C-AB	19	0.00	651	0.028	18	0.0	5.691	A
C-A	171	0.00			171			
A-B	17	0.00			17			
A-C	317	0.00			317			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	558	0.014	8	0.0	6.536	A
C-AB	25	0.00	665	0.037	24	0.1	5.619	A
C-A	208	0.00			208			
A-B	21	0.00			21			
A-C	389	0.00			389			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	558	0.014	8	0.0	6.536	A
C-AB	25	0.00	665	0.037	25	0.1	5.620	A
C-A	208	0.00			208			
A-B	21	0.00			21			
A-C	389	0.00			389			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	0.00	578	0.011	6	0.0	6.297	A
C-AB	19	0.00	651	0.028	19	0.0	5.692	A
C-A	171	0.00			171			
A-B	17	0.00			17			
A-C	317	0.00			317			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	592	0.009	5	0.0	6.138	A
C-AB	15	0.00	641	0.023	15	0.0	5.745	A
C-A	144	0.00			144			
A-B	14	0.00			14			
A-C	266	0.00			266			

D5 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	194	Stream B-AC	0.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	413	100.000
B - Hepworth Lane		✓	43	100.000
C - Shillbank Lane		✓	271	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	4	409
	B - Hepworth Lane	7	0	36
	C - Shillbank Lane	232	39	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.36	0.1	A
C-AB	0.10	5.86	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	576	0.056	32	0.1	6.610	A
C-AB	40	0.00	654	0.061	40	0.1	5.854	A
C-A	164	0.00			164			
A-B	3	0.00			3			
A-C	308	0.00			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	560	0.069	39	0.1	6.906	A
C-AB	51	0.00	667	0.077	51	0.1	5.847	A
C-A	192	0.00			192			
A-B	4	0.00			4			
A-C	368	0.00			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	537	0.088	47	0.1	7.355	A
C-AB	69	0.00	685	0.100	68	0.2	5.838	A
C-A	230	0.00			230			
A-B	4	0.00			4			
A-C	450	0.00			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	537	0.088	47	0.1	7.355	A
C-AB	69	0.00	685	0.100	69	0.2	5.844	A
C-A	230	0.00			230			
A-B	4	0.00			4			
A-C	450	0.00			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	560	0.069	39	0.1	6.909	A
C-AB	51	0.00	667	0.077	51	0.1	5.851	A
C-A	192	0.00			192			
A-B	4	0.00			4			
A-C	368	0.00			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	576	0.056	32	0.1	6.617	A
C-AB	40	0.00	655	0.061	40	0.1	5.864	A
C-A	164	0.00			164			
A-B	3	0.00			3			
A-C	308	0.00			308			

D6 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	309	Stream B-AC	0.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	367	100.000
B - Hepworth Lane		✓	12	100.000
C - Shillbank Lane		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	348
	B - Hepworth Lane	1	0	11
	C - Shillbank Lane	196	15	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.44	0.0	A
C-AB	0.04	5.74	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	604	0.015	9	0.0	6.051	A
C-AB	15	0.00	642	0.023	15	0.0	5.737	A
C-A	144	0.00			144			
A-B	14	0.00			14			
A-C	262	0.00			262			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	591	0.018	11	0.0	6.209	A
C-AB	19	0.00	652	0.028	18	0.0	5.683	A
C-A	171	0.00			171			
A-B	17	0.00			17			
A-C	313	0.00			313			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	572	0.023	13	0.0	6.441	A
C-AB	24	0.00	666	0.037	24	0.1	5.610	A
C-A	208	0.00			208			
A-B	21	0.00			21			
A-C	383	0.00			383			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	572	0.023	13	0.0	6.441	A
C-AB	24	0.00	666	0.037	24	0.1	5.613	A
C-A	208	0.00			208			
A-B	21	0.00			21			
A-C	383	0.00			383			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	591	0.018	11	0.0	6.209	A
C-AB	19	0.00	652	0.028	19	0.0	5.686	A
C-A	171	0.00			171			
A-B	17	0.00			17			
A-C	313	0.00			313			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	604	0.015	9	0.0	6.053	A
C-AB	15	0.00	642	0.023	15	0.0	5.738	A
C-A	144	0.00			144			
A-B	14	0.00			14			
A-C	262	0.00			262			

D7 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	174	Stream B-AC	1.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	413	100.000
B - Hepworth Lane		✓	54	100.000
C - Shillbank Lane		✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	4	409
	B - Hepworth Lane	11	0	43
	C - Shillbank Lane	232	42	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	7.69	0.1	A
C-AB	0.11	5.90	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	568	0.072	40	0.1	6.816	A
C-AB	43	0.00	654	0.066	43	0.1	5.884	A
C-A	163	0.00			163			
A-B	3	0.00			3			
A-C	308	0.00			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	551	0.088	48	0.1	7.160	A
C-AB	55	0.00	667	0.083	55	0.1	5.882	A
C-A	191	0.00			191			
A-B	4	0.00			4			
A-C	368	0.00			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	527	0.113	59	0.1	7.689	A
C-AB	74	0.00	685	0.108	74	0.2	5.891	A
C-A	228	0.00			228			
A-B	4	0.00			4			
A-C	450	0.00			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	527	0.113	59	0.1	7.693	A
C-AB	74	0.00	685	0.108	74	0.2	5.895	A
C-A	228	0.00			228			
A-B	4	0.00			4			
A-C	450	0.00			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	551	0.088	49	0.1	7.164	A
C-AB	55	0.00	667	0.083	55	0.1	5.889	A
C-A	191	0.00			191			
A-B	4	0.00			4			
A-C	368	0.00			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	568	0.072	41	0.1	6.824	A
C-AB	43	0.00	655	0.066	43	0.1	5.894	A
C-A	163	0.00			163			
A-B	3	0.00			3			
A-C	308	0.00			308			

D8 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	280	Stream B-AC	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	367	100.000
B - Hepworth Lane		✓	17	100.000
C - Shillbank Lane		✓	217	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	348
	B - Hepworth Lane	3	0	14
	C - Shillbank Lane	196	21	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	0
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	6.74	0.0	A
C-AB	0.05	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	586	0.022	13	0.0	6.276	A
C-AB	21	0.00	642	0.032	20	0.0	5.789	A
C-A	143	0.00			143			
A-B	14	0.00			14			
A-C	262	0.00			262			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	572	0.027	15	0.0	6.463	A
C-AB	26	0.00	652	0.040	26	0.1	5.750	A
C-A	169	0.00			169			
A-B	17	0.00			17			
A-C	313	0.00			313			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	552	0.034	19	0.0	6.744	A
C-AB	34	0.00	666	0.051	34	0.1	5.697	A
C-A	205	0.00			205			
A-B	21	0.00			21			
A-C	383	0.00			383			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	552	0.034	19	0.0	6.744	A
C-AB	34	0.00	666	0.052	34	0.1	5.701	A
C-A	205	0.00			205			
A-B	21	0.00			21			
A-C	383	0.00			383			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	572	0.027	15	0.0	6.467	A
C-AB	26	0.00	652	0.040	26	0.1	5.753	A
C-A	169	0.00			169			
A-B	17	0.00			17			
A-C	313	0.00			313			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	586	0.022	13	0.0	6.279	A
C-AB	21	0.00	642	0.032	21	0.0	5.793	A
C-A	143	0.00			143			
A-B	14	0.00			14			
A-C	262	0.00			262			

Appendix P Wellhouse Lane / Flash Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Wellhouse Lane - Flash Lane.j11
Path: O:\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions
Report generation date: 26/11/2025 07:50:05

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Existing											
Stream B-AC	D1	0.5	12.68	0.35	B	72 %	D2	0.1	8.44	0.06	A	218 %
Stream C-AB		0.1	5.02	0.07	A	[Stream B-AC]		0.1	4.92	0.08	A	[Stream C-AB]
	2030 - Growthed											
Stream B-AC	D3	0.6	13.34	0.37	B	63 %	D4	0.1	8.59	0.07	A	200 %
Stream C-AB		0.1	4.99	0.08	A	[Stream B-AC]		0.2	4.88	0.09	A	[Stream C-AB]
	2030 - Base											
Stream B-AC	D5	0.4	11.28	0.29	B	92 %	D6	0.1	8.06	0.05	A	200 %
Stream C-AB		0.1	4.99	0.08	A	[Stream B-AC]		0.2	4.88	0.09	A	[Stream C-AB]
	2030 - Design											
Stream B-AC	D7	0.4	11.34	0.30	B	90 %	D8	0.1	8.08	0.05	A	192 %
Stream C-AB		0.2	5.01	0.08	A	[Stream B-AC]		0.2	4.92	0.10	A	[Stream C-AB]

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	
Location	
Site number	
Date	16/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	OPTIMA\optima
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

D1 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	72	Stream B-AC	2.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Flash Lane (east)		Major
B	Wellhouse Lane		Minor
C	Flash Lane (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.13			62.0	✓	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	2.76	15	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	479	0.079	0.200	0.126	0.286
B-C	619	0.086	0.218	-	-
C-B	610	0.214	0.214	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	247	100.000
B		ONE HOUR	✓	139	100.000
C		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	242
	B	75	0	64
	C	349	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.35	12.68	0.5	B	128	191
C-AB	0.07	5.02	0.1	A	44	67
C-A					302	452
A-B					5	7
A-C					222	333

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	468	0.223	104	0.0	0.3	9.836	A
C-AB	32	8	0.00	750	0.043	32	0.0	0.1	5.017	A
C-A	251	63	0.00			251				
A-B	4	0.94	0.00			4				
A-C	182	46	0.00			182				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	125	31	0.00	455	0.275	125	0.3	0.4	10.876	B
C-AB	42	11	0.00	778	0.054	42	0.1	0.1	4.894	A
C-A	297	74	0.00			297				
A-B	4	1	0.00			4				
A-C	218	54	0.00			218				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	38	0.00	437	0.350	152	0.4	0.5	12.629	B
C-AB	58	15	0.00	818	0.071	58	0.1	0.1	4.739	A
C-A	357	89	0.00			357				
A-B	6	1	0.00			6				
A-C	266	67	0.00			266				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	153	38	0.00	437	0.350	153	0.5	0.5	12.682	B
C-AB	58	15	0.00	818	0.071	58	0.1	0.1	4.741	A
C-A	357	89	0.00			357				
A-B	6	1	0.00			6				
A-C	266	67	0.00			266				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	125	31	0.00	455	0.275	126	0.5	0.4	10.942	B
C-AB	42	11	0.00	778	0.054	43	0.1	0.1	4.897	A
C-A	297	74	0.00			297				
A-B	4	1	0.00			4				
A-C	218	54	0.00			218				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	105	26	0.00	468	0.223	105	0.4	0.3	9.920	A
C-AB	33	8	0.00	750	0.043	33	0.1	0.1	5.022	A
C-A	251	63	0.00			251				
A-B	4	0.94	0.00			4				
A-C	182	46	0.00			182				

D2 - 2025 | Existing | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	218	Stream C-AB	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Existing	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	180
	B	13	0	13
	C	372	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.06	8.44	0.1	A	24	36
C-AB	0.08	4.92	0.1	A	50	76
C-A					319	479
A-B					11	17
A-C					165	248

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	483	0.041	19	0.0	0.0	7.771	A
C-AB	37	9	0.00	769	0.048	36	0.0	0.1	4.914	A
C-A	267	67	0.00			267				
A-B	9	2	0.00			9				
A-C	136	34	0.00			136				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	471	0.050	23	0.0	0.1	8.041	A
C-AB	48	12	0.00	801	0.060	48	0.1	0.1	4.783	A
C-A	314	79	0.00			314				
A-B	11	3	0.00			11				
A-C	162	40	0.00			162				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	455	0.063	29	0.1	0.1	8.442	A
C-AB	66	17	0.00	846	0.079	66	0.1	0.1	4.621	A
C-A	377	94	0.00			377				
A-B	13	3	0.00			13				
A-C	198	50	0.00			198				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	455	0.063	29	0.1	0.1	8.444	A
C-AB	66	17	0.00	846	0.079	66	0.1	0.1	4.623	A
C-A	377	94	0.00			377				
A-B	13	3	0.00			13				
A-C	198	50	0.00			198				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	471	0.050	23	0.1	0.1	8.045	A
C-AB	48	12	0.00	801	0.060	48	0.1	0.1	4.784	A
C-A	314	79	0.00			314				
A-B	11	3	0.00			11				
A-C	162	40	0.00			162				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	482	0.041	20	0.1	0.0	7.778	A
C-AB	37	9	0.00	769	0.048	37	0.1	0.1	4.919	A
C-A	267	67	0.00			267				
A-B	9	2	0.00			9				
A-C	136	34	0.00			136				

D3 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Stream B-AC	2.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	Growthed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	260	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	255
	B	79	0	68
	C	368	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.37	13.34	0.6	B	135	202
C-AB	0.08	4.99	0.1	A	49	74
C-A					316	474
A-B					5	7
A-C					234	351

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	465	0.238	109	0.0	0.3	10.090	B
C-AB	36	9	0.00	758	0.047	35	0.0	0.1	4.984	A
C-A	264	66	0.00			264				
A-B	4	0.94	0.00			4				
A-C	192	48	0.00			192				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	33	0.00	451	0.293	132	0.3	0.4	11.256	B
C-AB	47	12	0.00	788	0.059	47	0.1	0.1	4.859	A
C-A	311	78	0.00			311				
A-B	4	1	0.00			4				
A-C	229	57	0.00			229				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	0.00	432	0.375	161	0.4	0.6	13.270	B
C-AB	65	16	0.00	830	0.078	65	0.1	0.1	4.702	A
C-A	373	93	0.00			373				
A-B	6	1	0.00			6				
A-C	281	70	0.00			281				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	40	0.00	432	0.375	162	0.6	0.6	13.339	B
C-AB	65	16	0.00	830	0.078	65	0.1	0.1	4.706	A
C-A	373	93	0.00			373				
A-B	6	1	0.00			6				
A-C	281	70	0.00			281				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	33	0.00	451	0.293	133	0.6	0.4	11.335	B
C-AB	47	12	0.00	788	0.059	47	0.1	0.1	4.862	A
C-A	311	78	0.00			311				
A-B	4	1	0.00			4				
A-C	229	57	0.00			229				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	28	0.00	465	0.238	111	0.4	0.3	10.184	B
C-AB	36	9	0.00	758	0.047	36	0.1	0.1	4.990	A
C-A	264	66	0.00			264				
A-B	4	0.94	0.00			4				
A-C	192	48	0.00			192				

D4 - 2030 | Growthed | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	200	Stream C-AB	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Growthed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	190
	B	14	0	14
	C	393	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.07	8.59	0.1	A	26	39
C-AB	0.09	4.88	0.2	A	55	83
C-A					335	503
A-B					12	18
A-C					174	262

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	479	0.044	21	0.0	0.0	7.849	A
C-AB	40	10	0.00	778	0.052	40	0.0	0.1	4.875	A
C-A	281	70	0.00			281				
A-B	10	2	0.00			10				
A-C	143	36	0.00			143				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	467	0.054	25	0.0	0.1	8.146	A
C-AB	53	13	0.00	812	0.065	53	0.1	0.1	4.740	A
C-A	330	83	0.00			330				
A-B	12	3	0.00			12				
A-C	171	43	0.00			171				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	450	0.069	31	0.1	0.1	8.588	A
C-AB	73	18	0.00	860	0.085	73	0.1	0.2	4.580	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	209	52	0.00			209				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	450	0.069	31	0.1	0.1	8.590	A
C-AB	73	18	0.00	860	0.085	73	0.2	0.2	4.583	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	209	52	0.00			209				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	467	0.054	25	0.1	0.1	8.152	A
C-AB	53	13	0.00	812	0.065	53	0.2	0.1	4.744	A
C-A	330	83	0.00			330				
A-B	12	3	0.00			12				
A-C	171	43	0.00			171				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	479	0.044	21	0.1	0.0	7.862	A
C-AB	40	10	0.00	778	0.052	40	0.1	0.1	4.880	A
C-A	280	70	0.00			280				
A-B	10	2	0.00			10				
A-C	143	36	0.00			143				

D5 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	92	Stream B-AC	2.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	260	100.000
B		ONE HOUR	✓	120	100.000
C		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	255
	B	52	0	68
	C	368	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.29	11.28	0.4	B	110	165
C-AB	0.08	4.99	0.1	A	49	74
C-A					316	474
A-B					5	7
A-C					234	351

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	483	0.187	89	0.0	0.2	9.122	A
C-AB	36	9	0.00	758	0.047	35	0.0	0.1	4.984	A
C-A	264	66	0.00			264				
A-B	4	0.94	0.00			4				
A-C	192	48	0.00			192				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	27	0.00	470	0.230	108	0.2	0.3	9.929	A
C-AB	47	12	0.00	788	0.059	47	0.1	0.1	4.859	A
C-A	311	78	0.00			311				
A-B	4	1	0.00			4				
A-C	229	57	0.00			229				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	33	0.00	451	0.293	132	0.3	0.4	11.244	B
C-AB	65	16	0.00	830	0.078	65	0.1	0.1	4.702	A
C-A	373	93	0.00			373				
A-B	6	1	0.00			6				
A-C	281	70	0.00			281				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	132	33	0.00	451	0.293	132	0.4	0.4	11.276	B
C-AB	65	16	0.00	830	0.078	65	0.1	0.1	4.706	A
C-A	373	93	0.00			373				
A-B	6	1	0.00			6				
A-C	281	70	0.00			281				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	27	0.00	470	0.230	108	0.4	0.3	9.970	A
C-AB	47	12	0.00	788	0.059	47	0.1	0.1	4.862	A
C-A	311	78	0.00			311				
A-B	4	1	0.00			4				
A-C	229	57	0.00			229				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	23	0.00	483	0.187	91	0.3	0.2	9.178	A
C-AB	36	9	0.00	758	0.047	36	0.1	0.1	4.990	A
C-A	264	66	0.00			264				
A-B	4	0.94	0.00			4				
A-C	192	48	0.00			192				

D6 - 2030 | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	200	Stream C-AB	0.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	190
	B	9	0	14
	C	393	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.05	8.06	0.1	A	21	32
C-AB	0.09	4.88	0.2	A	55	83
C-A					335	503
A-B					12	18
A-C					174	262

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	499	0.035	17	0.0	0.0	7.468	A
C-AB	40	10	0.00	778	0.052	40	0.0	0.1	4.875	A
C-A	281	70	0.00			281				
A-B	10	2	0.00			10				
A-C	143	36	0.00			143				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	488	0.042	21	0.0	0.0	7.707	A
C-AB	53	13	0.00	812	0.065	53	0.1	0.1	4.740	A
C-A	330	83	0.00			330				
A-B	12	3	0.00			12				
A-C	171	43	0.00			171				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	472	0.054	25	0.0	0.1	8.061	A
C-AB	73	18	0.00	860	0.085	73	0.1	0.2	4.580	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	209	52	0.00			209				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	472	0.054	25	0.1	0.1	8.063	A
C-AB	73	18	0.00	860	0.085	73	0.2	0.2	4.583	A
C-A	396	99	0.00			396				
A-B	14	4	0.00			14				
A-C	209	52	0.00			209				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	488	0.042	21	0.1	0.0	7.709	A
C-AB	53	13	0.00	812	0.065	53	0.2	0.1	4.744	A
C-A	330	83	0.00			330				
A-B	12	3	0.00			12				
A-C	171	43	0.00			171				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	499	0.035	17	0.0	0.0	7.473	A
C-AB	40	10	0.00	778	0.052	40	0.1	0.1	4.880	A
C-A	280	70	0.00			280				
A-B	10	2	0.00			10				
A-C	143	36	0.00			143				

D7 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	90	Stream B-AC	2.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	264	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	259
	B	52	0	69
	C	368	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.30	11.34	0.4	B	111	167
C-AB	0.08	5.01	0.2	A	52	79
C-A					315	472
A-B					5	7
A-C					238	356

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	483	0.189	90	0.0	0.2	9.146	A
C-AB	38	9	0.00	757	0.050	38	0.0	0.1	5.004	A
C-A	263	66	0.00			263				
A-B	4	0.94	0.00			4				
A-C	195	49	0.00			195				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	469	0.232	109	0.2	0.3	9.972	A
C-AB	50	12	0.00	787	0.063	50	0.1	0.1	4.882	A
C-A	310	77	0.00			310				
A-B	4	1	0.00			4				
A-C	233	58	0.00			233				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	451	0.296	133	0.3	0.4	11.305	B
C-AB	69	17	0.00	830	0.083	69	0.1	0.2	4.735	A
C-A	371	93	0.00			371				
A-B	6	1	0.00			6				
A-C	285	71	0.00			285				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	33	0.00	451	0.296	133	0.4	0.4	11.339	B
C-AB	69	17	0.00	830	0.083	69	0.2	0.2	4.738	A
C-A	371	93	0.00			371				
A-B	6	1	0.00			6				
A-C	285	71	0.00			285				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	0.00	469	0.232	109	0.4	0.3	10.007	B
C-AB	50	12	0.00	787	0.063	50	0.2	0.1	4.888	A
C-A	310	77	0.00			310				
A-B	4	1	0.00			4				
A-C	233	58	0.00			233				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	23	0.00	483	0.189	91	0.3	0.2	9.204	A
C-AB	38	10	0.00	757	0.050	38	0.1	0.1	5.011	A
C-A	263	66	0.00			263				
A-B	4	0.94	0.00			4				
A-C	195	49	0.00			195				

D8 - 2030 | Design | 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	192	Stream C-AB	0.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030	Design	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	204	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	191
	B	9	0	14
	C	393	37	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	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-AC	0.05	8.08	0.1	A	21	32
C-AB	0.10	4.92	0.2	A	62	93
C-A					332	499
A-B					12	18
A-C					175	263

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	498	0.035	17	0.0	0.0	7.478	A
C-AB	45	11	0.00	778	0.058	45	0.0	0.1	4.908	A
C-A	279	70	0.00			279				
A-B	10	2	0.00			10				
A-C	144	36	0.00			144				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	487	0.042	21	0.0	0.0	7.721	A
C-AB	59	15	0.00	812	0.073	59	0.1	0.1	4.781	A
C-A	327	82	0.00			327				
A-B	12	3	0.00			12				
A-C	172	43	0.00			172				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	471	0.054	25	0.0	0.1	8.080	A
C-AB	82	21	0.00	860	0.096	82	0.1	0.2	4.634	A
C-A	391	98	0.00			391				
A-B	14	4	0.00			14				
A-C	210	53	0.00			210				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	0.00	471	0.054	25	0.1	0.1	8.082	A
C-AB	82	21	0.00	860	0.096	82	0.2	0.2	4.637	A
C-A	391	98	0.00			391				
A-B	14	4	0.00			14				
A-C	210	53	0.00			210				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	0.00	487	0.042	21	0.1	0.0	7.725	A
C-AB	59	15	0.00	812	0.073	59	0.2	0.1	4.786	A
C-A	327	82	0.00			327				
A-B	12	3	0.00			12				
A-C	172	43	0.00			172				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	498	0.035	17	0.0	0.0	7.484	A
C-AB	45	11	0.00	778	0.058	45	0.1	0.1	4.916	A
C-A	279	70	0.00			279				
A-B	10	2	0.00			10				
A-C	144	36	0.00			144				