Appendix E Proposed Woodward Court Site Access & Wellhouse Lane Improvements (Optima Drawing.25033/GA/02 Rev D)

INSET 1
SCALE: 1:250

SCHOOL KEEP CLEAR MARKINGS TO BE CONFIRMED AT DETAILED DESIGN STAGE

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

1.125M
2.5M
1.125M

INSET 2
SCALE: 1:250

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

1.125M
2.5M
1.125M

INSET 3
SCALE: 1:250

2.7M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

SCHOOL KEEP CLEAR

SCHOOL MARKINGS TO BE CONFIRMED AT DETAILED DESIGN STAGE

1.125M
2.7M
1.125M

EXISTING PEDESTRIAN FOOTPATH

INSET 4
SCALE: 1:250

DO NOT SCALE

2.5M WIDE FLAT TOP ROAD HUMP. 75MM HIGH WITH 1.125M RAMP AT 1:15 GRADIENT.

DY

1.125M
2.5M
1.125M

N

LOCKWOOD AVE

PROW MIR/16/20

GATED ACCESS TO WELLHOUSE PRE-SCHOOL

INSET 1
PROPOSED FLAT-TOP ROAD HUMP

WELLHOUSE PRE-SCHOOL

PROW MIR/16/10

INSET 2
PROPOSED FLAT-TOP ROAD HUMP

INSET 5
SCALE: 1:250

6.0M

METAL BOLLARD. 0.45M CLEARANCE FROM EDGE OF FOOTWAY

R10.0M

B

6.0M

6.0M

WOODWARD C

SY

R10.0M

EXISTING OVERGROWN VEGETATION TO BE CUT BACK/MAINTAINED BY OWNER/COUNCIL TO ENSURE VISIBILITY CAN BE ACHIEVED

INSET 6
SCALE: 1:250

PROW MIR/19/10 - TO INCLUDE VEGETATION CUT BACK AND SUITABLE BOUND SURFACE BETWEEN PROPOSED CAR PARK FOOTPATH AND WELLHOUSE LANE TO BE SECURED THROUGH S106 AGREEMENT.

PROVIDE SURFACED 2.0M FOOTPATH TO THE SITE BOUNDARY (TO CONNECT WITH EXISTING IMPROVED PROW)

450MM MIN. GRASS VERGE AROUND PARKING SPACES

2.5M X 5.0M STANDARD CAR PARKING SPACE

2.0M

DY

5.5M

5.0M

2.5m

R6.0M

R6.0M

DY

5.5M

DY

6.0M

2.0M

CROSSLEY FIELDS JUNIOR AND INFANT SCHOOL

INSET 3
PROPOSED FLAT-TOP ROAD HUMP

PROW MIR/19/10

PEDESTRIAN ACCESS TO PRIMARY SCHOOL

WELLHOUSE LANE

TANGENTIAL VISIBILITY SPLAY (14M)

2.4M X 25M VISIBILITY SPLAY

PROPOSED 5.5M CARRIAGEWAY

DY

DY

VP
VP
VP
VP
VP

2.4M X 30.2M VISIBILITY SPLAY

PROPOSED 2.0M FOOTWAY

WOODWARD COURT

SY

EXISTING TRO:
NO PARKING MON TO FRI
08:00 TO 09:30AM
03:00 TO 04:00PM

EXISTING TRO:
NO PARKING MON TO FRI
08:00 TO 09:30AM
03:00 TO 04:00PM

PROPOSED EXTENSION OF EXISTING TRAFFIC REGULATION ORDER (YELLOW LINING)

REFER TO PARKER PEEL DWG FOR FULL SITE LAYOUT

SY

6.1M

EXISTING 2.4M X 29.3M VISIBILITY SPLAY (TO KERBLINE)

2.4M X 33M VISIBILITY SPLAY MEASURED 1.0M INTO CARRIAGEWAY(SEE NOTE 4)

PROPOSED TRAFFIC REGULATION ORDER 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINING)

2.4M X 43M VISIBILITY SPLAY (TO CENTRE OF NORTHBOUND LANE)

DY

INSET 4
PROPOSED FLAT-TOP ROAD HUMP

KEY:

- INDICATIVE SITE BOUNDARY (TRANSPOSED FROM OS MAPPING)
- HIGHWAY ADOPTION LIMIT (TRANSPOSED FROM OS MAPPING)
- EXISTING PUBLIC RIGHT OF WAY
- EXISTING SINGLE YELLOW TRO
- PROPOSED SINGLE YELLOW TRO
- PROPOSED DOUBLE YELLOW TRO
- PROPOSED SPEED RESTRAINT MEASURE
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED TACTILE PAVING
- B PROPOSED METAL BOLLARD (SEE NOTE 5)
- 2.4M X 30.2M VISIBILITY SPLAY (SEE NOTE 2)
- 2.4M X 43M VISIBILITY SPLAY (SEE NOTE 3)

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
2. 2.4M X 30.2M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE SOUTHBOUND SPEED OF 24.6MPH. ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25.
3. 2.4M X 43M VISIBILITY SPLAY TO CENTRE OF NORTHBOUND TRAFFIC LANE IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE NORTHBOUND SPEED OF 30MPH. ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25.
4. 2.4M X 33M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE NORTHBOUND SPEED OF 25.4MPH. ATC SPEED SURVEY UNDERTAKEN 27/04/26 TO 03/05/26
5. BOLLARD TO BE PLACED 450MM FROM THE EDGE OF THE ROAD, AS PER INCLUSIVE MOBILITY GUIDANCE. BOLLARD PLACED TO PREVENT VEHICLES PARKING ON THE JUNCTION RADIUS.
6. EXISTING STREET LIGHTING WITHIN THE VICINITY OF THE WORKS SHALL BE REVIEWED AT DETAILED DESIGN STAGE AND UPGRADED WHERE NECESSARY.

REV	DATE	BY	DESCRIPTION	CHK	APP
D	28/07/26	KP	UPDATED PER RSA STAGE 1 COMMENTS	PMO	PMO
C	03/06/26	KP	UPDATED PER COUNCIL COMMENTS	PMO	PMO
B	01/06/26	KP	UPDATED PER FURTHER COUNCIL DISCUSSIONS	PMO	PMO
A	15/05/26	KP	UPDATED PER COUNCIL DISCUSSIONS	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES LIMITED (YORKSHIRE)

DRAWING TITLE: PROPOSED WOODWARD COURT SITE ACCESS AND WELLHOUSE LANE SPEED RESTRAINT IMPROVEMENTS

CHECKED	APPROVED	DRG No.	
KP	PMO	25033/GA/02	
DRAWN BY:	SCALE @ A1	DATE	REV.
KP	1:250 AND 1:500	JULY 2026	D

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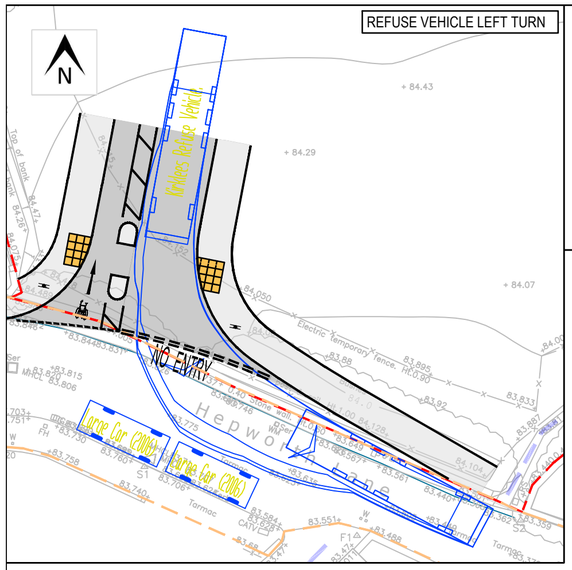
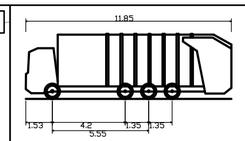
Appendix F Proposed Hepworth Lane Site Egress (Optima Drawing No.25033-GA-10 Rev E)

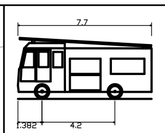
REFUSE VEHICLE LEFT TURN





Kirklees Refuse Vehicle.

Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.000m

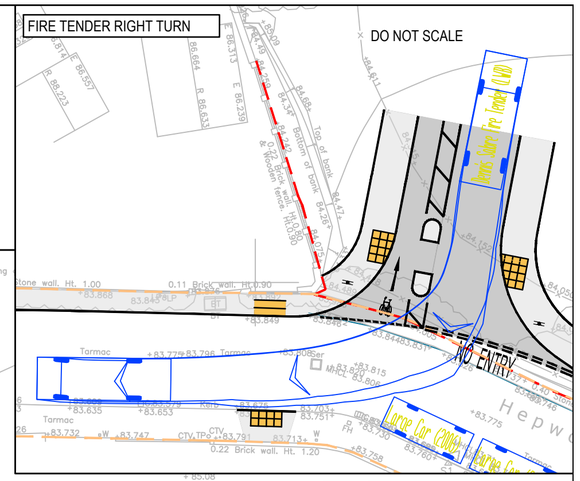


Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

FIRE TENDER RIGHT TURN

DO NOT SCALE



CARRIAGEWAY WIDTH TO TAPER DOWN TO 3.0M WITHIN THE SITE. APPROPRIATE SIGNAGE, ROAD MARKINGS AND OTHER MEASURES TO BE INCORPORATED AT DETAILED DESIGN STAGE. FOR DETAILS OF INTERNAL SITE LAYOUT, REFER TO PARKER PEEL DWG.

PROPOSED SOUTHBOUND ONLY EGRESS WITH CONTRAFLOW CYCLE LANE

PROPOSED CYCLE LANE SIGN (TSRGD DIAGRAM NO. 955).

PROPOSED NO ENTRY SIGNS (TSRGD DIAGRAM NO. 616).

2.4M X 28M VISIBILITY SPLAY MEASURED 1M INTO THE CARRIAGEWAY

PROPOSED FOOTPATH TO TIE INTO EXISTING PUBLIC FOOTPATH MIR/12/40

HEPWORTH LANE

OBSERVED ON STREET PARKING

EXISTING PUBLIC FOOTPATH MIR/12/30

2.4M X 28M VISIBILITY SPLAY MEASURED 1M INTO THE CARRIAGEWAY

EXISTING 30MPH SPEED LIMIT ON HEPWORTH LANE BUT SEE NOTE 2 FOR ACTUAL SPEEDS

30

KEY

- INDICATIVE SITE BOUNDARY (TRANSPOSED FROM OS)
- INDICATIVE ADOPTED HIGHWAY BOUNDARY (TRANSPOSED FROM OS)
- EXISTING PRIVATE DRIVEWAY
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY / HARD MARGIN
- PROPOSED 2.4M X 28M JUNCTION VISIBILITY SPLAY (SEE NOTE 2)
- PROPOSED TACTILE PAVING

NOTES

1. LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/ DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
2. EASTBOUND 85TH PERCENTILE SPEED IS 18MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 22M. WESTBOUND 85TH PERCENTILE SPEED IS 21.7MPH WHICH EQUATES TO A REQUIRED VISIBILITY SPEED OF 2.4M X 28M. (ATC SPEED SURVEY UNDERTAKEN 23/09/25 TO 29/09/25). WORST CASE 28M SPLAY APPLIED IN BOTH DIRECTIONS.
3. EXISTING STREET LIGHTING WITHIN THE VICINITY OF THE WORKS SHALL BE REVIEWED AT DETAILED DESIGN STAGE AND UPGRADED WHERE NECESSARY.

REV	DATE	BY	DESCRIPTION	CHK	APP
E	27/07/26	KP	REVISED FOLLOWING RSA STAGE 1 COMMENTS	PMO	PMO
D	15/06/26	KP	MINOR REVISION TO WESTERN RED LINE BOUNDARY	PMO	PMO
C	02/06/26	KP	UPDATED FOLLOWING FURTHER COUNCIL DISCUSSIONS	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES

DRAWING TITLE: PROPOSED HEPWORTH LANE SECONDARY SITE ACCESS

CHECKED	APPROVED	DRG No.	
PMO	PMO	25033/GA/10	
DRAWN BY:	SCALE @ A2	DATE	REV.
KP	1:250	JULY 2026	E

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Appendix G Proposed Flash Lane Pedestrian Crossing Facility (Optima Drawing No.25033-GA-03)

N

DO NOT SCALE

Wellhouse Ln

Flash Ln

EXISTING BUS STOP

KEY

- EXISTING PRIVATE DRIVEWAY
- PROPOSED DROPPED KERB
- PROPOSED FOOTWAY RESURFACING
- PROPOSED TACTILE PAVING (450 x 450MM)

NOTES

1. LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/ DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

REV	DATE	BY	DESCRIPTION	CHK	APP
-	28/07/26	KP	INITIAL ISSUE	PMO	PMO

STATUS: PRELIMINARY

PROJECT: WOODWARD COURT, MIRFIELD

CLIENT: BELLWAY HOMES

DRAWING TITLE: FLASH LANE / WELLHOUSE LANE PROPOSED PEDESTRIAN CROSSING FACILITY

CHECKED	APPROVED	DRG No.	
PMO	PMO	25033/GA/03	
DRAWN BY:	SCALE @ A3	DATE	REV.
KP	1:200	JULY 2026	-

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Appendix H Woodward Court / Wellhouse Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260622 J1 Woodward Court - Wellhouse Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 30/07/2026 11:07:46

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.1	6.90	0.06	A	538 % [Stream B-AC]	D2	0.1	6.36	0.06	A	773 % [Stream B-AC]	D3	0.0	0.00	0.00	A	900 % []
Stream C-AB		0.0	6.01	0.04	A			0.0	6.05	0.03	A			0.0	5.92	0.01	A	
	2030 - Base																	
Stream B-AC	D4	0.1	6.97	0.07	A	504 % [Stream B-AC]	D5	0.1	6.37	0.06	A	742 % [Stream B-AC]	D6	0.0	0.00	0.00	A	900 % []
Stream C-AB		0.1	6.01	0.04	A			0.0	6.05	0.03	A			0.0	5.91	0.01	A	
	2030 - Design																	
Stream B-AC	D7	0.1	7.50	0.09	A	411 % [Stream B-AC]	D8	0.1	6.76	0.07	A	630 % [Stream B-AC]	D9	0.0	7.20	0.02	A	900 % []
Stream C-AB		0.1	6.08	0.05	A			0.1	6.12	0.04	A			0.0	6.01	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.

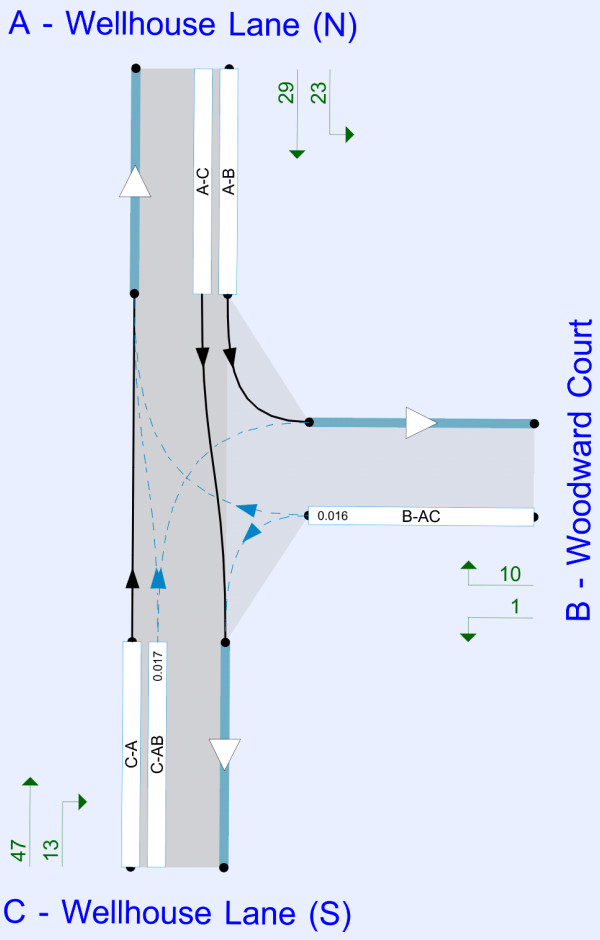
File summary

File Description

Title	
Location	
Site number	
Date	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



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

The junction diagram reflects the last run of Junctions.

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)	Results for central hour only	Locked	Run automatically
D1	2026	Count	AM	ONE HOUR	07:45	09:15	15			✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15			✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15			✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15			✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

D1 - 2026 | Count | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	538	Stream B-AC	1.45	A

Arms

Arms

Arm	Name	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)	Results for central hour only	Locked	Run automatically
D1	2026	Count	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	✓	108	100.000
B - Woodward Court		ONE HOUR	✓	31	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	92	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	6	102
	B - Woodward Court	14	0	17
	C - Wellhouse Lane (S)	74	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	6.90	0.1	A	28	43
C-AB	0.04	6.01	0.0	A	19	28
C-A					66	99
A-B					6	8
A-C					94	140

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	569	0.041	23	0.0	0.0	6.600	A
C-AB	15	4	0.00	614	0.024	15	0.0	0.0	6.008	A
C-A	54	14	0.00			54				
A-B	5	1	0.00			5				
A-C	77	19	0.00			77				

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	28	7	0.00	563	0.049	28	0.0	0.1	6.725	A
C-AB	18	5	0.00	618	0.029	18	0.0	0.0	6.002	A
C-A	65	16	0.00			65				
A-B	5	1	0.00			5				
A-C	92	23	0.00			92				

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	34	9	0.00	556	0.061	34	0.1	0.1	6.903	A
C-AB	23	6	0.00	623	0.037	23	0.0	0.0	5.995	A
C-A	78	20	0.00			78				
A-B	7	2	0.00			7				
A-C	112	28	0.00			112				

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	34	9	0.00	556	0.061	34	0.1	0.1	6.903	A
C-AB	23	6	0.00	623	0.037	23	0.0	0.0	5.998	A
C-A	78	20	0.00			78				
A-B	7	2	0.00			7				
A-C	112	28	0.00			112				

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	28	7	0.00	563	0.050	28	0.1	0.1	6.729	A
C-AB	18	5	0.00	618	0.029	18	0.0	0.0	6.004	A
C-A	65	16	0.00			65				
A-B	5	1	0.00			5				
A-C	92	23	0.00			92				

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	568	0.041	23	0.1	0.0	6.606	A
C-AB	15	4	0.00	614	0.024	15	0.0	0.0	6.009	A
C-A	54	14	0.00			54				
A-B	5	1	0.00			5				
A-C	77	19	0.00			77				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	773	Stream B-AC	1.89	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)	Results for central hour only	Locked	Run automatically
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	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	✓	67	100.000
B - Woodward Court		ONE HOUR	✓	33	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	63	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	54
	B - Woodward Court	9	0	24
	C - Wellhouse Lane (S)	48	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	6.36	0.1	A	30	45
C-AB	0.03	6.05	0.0	A	15	22
C-A					43	64
A-B					12	18
A-C					50	74

Main Results for each time segment

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-AC	25	6	0.00	610	0.041	25	0.0	0.0	6.154	A
C-AB	12	3	0.00	608	0.020	12	0.0	0.0	6.043	A
C-A	35	9	0.00			35				
A-B	10	2	0.00			10				
A-C	41	10	0.00			41				

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-AC	30	7	0.00	607	0.049	30	0.0	0.1	6.239	A
C-AB	15	4	0.00	610	0.024	14	0.0	0.0	6.043	A
C-A	42	11	0.00			42				
A-B	12	3	0.00			12				
A-C	49	12	0.00			49				

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-AC	36	9	0.00	602	0.060	36	0.1	0.1	6.358	A
C-AB	18	5	0.00	614	0.029	18	0.0	0.0	6.043	A
C-A	51	13	0.00			51				
A-B	14	4	0.00			14				
A-C	59	15	0.00			59				

15:15 - 15:30

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	36	9	0.00	602	0.060	36	0.1	0.1	6.358	A
C-AB	18	5	0.00	614	0.029	18	0.0	0.0	6.043	A
C-A	51	13	0.00			51				
A-B	14	4	0.00			14				
A-C	59	15	0.00			59				

15:30 - 15:45

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	30	7	0.00	607	0.049	30	0.1	0.1	6.243	A
C-AB	15	4	0.00	610	0.024	15	0.0	0.0	6.046	A
C-A	42	11	0.00			42				
A-B	12	3	0.00			12				
A-C	49	12	0.00			49				

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	25	6	0.00	609	0.041	25	0.1	0.0	6.157	A
C-AB	12	3	0.00	608	0.020	12	0.0	0.0	6.044	A
C-A	35	9	0.00			35				
A-B	10	2	0.00			10				
A-C	41	10	0.00			41				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	0.23	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)	Results for central hour only	Locked	Run automatically
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	37	100.000
B - Woodward Court		ONE HOUR	✓	4	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	47	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	2	35
	B - Woodward Court	3	0	1
	C - Wellhouse Lane (S)	44	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.92	0.0	A	3	4
C-A					40	60
A-B					2	3
A-C					32	48

Main Results for each time segment

15:15 - 15:30

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	0	0	0.00	579	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.917	A
C-A	33	8	0.00			33				
A-B	2	0.38	0.00			2				
A-C	26	7	0.00			26				

15:30 - 15:45

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	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	614	0.005	3	0.0	0.0	5.892	A
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	31	8	0.00			31				

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	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	618	0.006	4	0.0	0.0	5.857	A
C-A	48	12	0.00			48				
A-B	2	0.55	0.00			2				
A-C	39	10	0.00			39				

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	0	0	0.00	574	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	618	0.006	4	0.0	0.0	5.859	A
C-A	48	12	0.00			48				
A-B	2	0.55	0.00			2				
A-C	39	10	0.00			39				

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	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	614	0.005	3	0.0	0.0	5.894	A
C-A	39	10	0.00			39				
A-B	2	0.45	0.00			2				
A-C	31	8	0.00			31				

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	0	0	0.00	579	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.919	A
C-A	33	8	0.00			33				
A-B	2	0.38	0.00			2				
A-C	26	7	0.00			26				

D4 - 2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	504	Stream B-AC	1.48	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)	Results for central hour only	Locked	Run automatically
D4	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	✓	113	100.000
B - Woodward Court		ONE HOUR	✓	33	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	96	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	6	107
	B - Woodward Court	15	0	18
	C - Wellhouse Lane (S)	77	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	0.07	6.97	0.1	A	30	45
C-AB	0.04	6.01	0.1	A	20	30
C-A					68	102
A-B					6	8
A-C					98	147

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	25	6	0.00	567	0.044	25	0.0	0.0	6.640	A
C-AB	16	4	0.00	615	0.026	16	0.0	0.0	6.010	A
C-A	56	14	0.00			56				
A-B	5	1	0.00			5				
A-C	81	20	0.00			81				

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	30	7	0.00	561	0.053	30	0.0	0.1	6.774	A
C-AB	19	5	0.00	619	0.031	19	0.0	0.0	6.005	A
C-A	67	17	0.00			67				
A-B	5	1	0.00			5				
A-C	96	24	0.00			96				

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	36	9	0.00	553	0.066	36	0.1	0.1	6.965	A
C-AB	24	6	0.00	624	0.039	24	0.0	0.1	5.998	A
C-A	81	20	0.00			81				
A-B	7	2	0.00			7				
A-C	118	29	0.00			118				

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	36	9	0.00	553	0.066	36	0.1	0.1	6.965	A
C-AB	24	6	0.00	624	0.039	24	0.1	0.1	5.999	A
C-A	81	20	0.00			81				
A-B	7	2	0.00			7				
A-C	118	29	0.00			118				

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	30	7	0.00	561	0.053	30	0.1	0.1	6.778	A
C-AB	19	5	0.00	619	0.031	19	0.1	0.0	6.006	A
C-A	67	17	0.00			67				
A-B	5	1	0.00			5				
A-C	96	24	0.00			96				

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	25	6	0.00	567	0.044	25	0.1	0.0	6.644	A
C-AB	16	4	0.00	615	0.026	16	0.0	0.0	6.011	A
C-A	56	14	0.00			56				
A-B	5	1	0.00			5				
A-C	81	20	0.00			81				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	742	Stream B-AC	1.88	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)	Results for central hour only	Locked	Run automatically
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	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	✓	71	100.000
B - Woodward Court		ONE HOUR	✓	34	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	66	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	57
	B - Woodward Court	9	0	25
	C - Wellhouse Lane (S)	50	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	6.37	0.1	A	31	47
C-AB	0.03	6.05	0.0	A	16	24
C-A					45	67
A-B					13	19
A-C					52	78

Main Results for each time segment

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-AC	26	6	0.00	610	0.042	25	0.0	0.0	6.156	A
C-AB	13	3	0.00	608	0.021	13	0.0	0.0	6.048	A
C-A	37	9	0.00			37				
A-B	11	3	0.00			11				
A-C	43	11	0.00			43				

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-AC	31	8	0.00	607	0.050	31	0.0	0.1	6.244	A
C-AB	16	4	0.00	611	0.025	16	0.0	0.0	6.049	A
C-A	44	11	0.00			44				
A-B	13	3	0.00			13				
A-C	51	13	0.00			51				

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-AC	37	9	0.00	603	0.062	37	0.1	0.1	6.368	A
C-AB	19	5	0.00	614	0.032	19	0.0	0.0	6.051	A
C-A	53	13	0.00			53				
A-B	15	4	0.00			15				
A-C	63	16	0.00			63				

15:15 - 15:30

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	37	9	0.00	603	0.062	37	0.1	0.1	6.368	A
C-AB	19	5	0.00	614	0.032	19	0.0	0.0	6.051	A
C-A	53	13	0.00			53				
A-B	15	4	0.00			15				
A-C	63	16	0.00			63				

15:30 - 15:45

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	607	0.050	31	0.1	0.1	6.246	A
C-AB	16	4	0.00	611	0.025	16	0.0	0.0	6.052	A
C-A	44	11	0.00			44				
A-B	13	3	0.00			13				
A-C	51	13	0.00			51				

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	26	6	0.00	610	0.042	26	0.1	0.0	6.159	A
C-AB	13	3	0.00	608	0.021	13	0.0	0.0	6.049	A
C-A	37	9	0.00			37				
A-B	11	3	0.00			11				
A-C	43	11	0.00			43				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	0.22	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)	Results for central hour only	Locked	Run automatically
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	39	100.000
B - Woodward Court		ONE HOUR	✓	4	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	49	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	2	37
	B - Woodward Court	3	0	1
	C - Wellhouse Lane (S)	46	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.91	0.0	A	3	4
C-A					42	63
A-B					2	3
A-C					34	51

Main Results for each time segment

15:15 - 15:30

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	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.910	A
C-A	34	9	0.00			34				
A-B	2	0.38	0.00			2				
A-C	28	7	0.00			28				

15:30 - 15:45

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	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	615	0.005	3	0.0	0.0	5.884	A
C-A	41	10	0.00			41				
A-B	2	0.45	0.00			2				
A-C	33	8	0.00			33				

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	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	619	0.006	4	0.0	0.0	5.848	A
C-A	50	13	0.00			50				
A-B	2	0.55	0.00			2				
A-C	41	10	0.00			41				

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	0	0	0.00	573	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.90	0.00	619	0.006	4	0.0	0.0	5.848	A
C-A	50	13	0.00			50				
A-B	2	0.55	0.00			2				
A-C	41	10	0.00			41				

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	0	0	0.00	576	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.72	0.00	615	0.005	3	0.0	0.0	5.886	A
C-A	41	10	0.00			41				
A-B	2	0.45	0.00			2				
A-C	33	8	0.00			33				

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	0	0	0.00	578	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	0.00	611	0.004	2	0.0	0.0	5.911	A
C-A	34	9	0.00			34				
A-B	2	0.38	0.00			2				
A-C	28	7	0.00			28				

D7 - 2030 | Design | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	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	411	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)	Results for central hour only	Locked	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	✓	121	100.000
B - Woodward Court		ONE HOUR	✓	41	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	105	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	36	85
	B - Woodward Court	26	0	15
	C - Wellhouse Lane (S)	80	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	7.50	0.1	A	38	56
C-AB	0.05	6.08	0.1	A	26	39
C-A					70	105
A-B					33	50
A-C					78	117

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	31	8	0.00	539	0.057	31	0.0	0.1	7.074	A
C-AB	21	5	0.00	615	0.034	21	0.0	0.0	6.057	A
C-A	58	15	0.00			58				
A-B	27	7	0.00			27				
A-C	64	16	0.00			64				

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	37	9	0.00	533	0.069	37	0.1	0.1	7.250	A
C-AB	25	6	0.00	619	0.041	25	0.0	0.1	6.065	A
C-A	69	17	0.00			69				
A-B	32	8	0.00			32				
A-C	76	19	0.00			76				

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	45	11	0.00	525	0.086	45	0.1	0.1	7.501	A
C-AB	32	8	0.00	625	0.051	32	0.1	0.1	6.074	A
C-A	84	21	0.00			84				
A-B	40	10	0.00			40				
A-C	94	23	0.00			94				

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	45	11	0.00	525	0.086	45	0.1	0.1	7.501	A
C-AB	32	8	0.00	625	0.051	32	0.1	0.1	6.075	A
C-A	84	21	0.00			84				
A-B	40	10	0.00			40				
A-C	94	23	0.00			94				

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	37	9	0.00	533	0.069	37	0.1	0.1	7.256	A
C-AB	25	6	0.00	619	0.041	26	0.1	0.1	6.069	A
C-A	69	17	0.00			69				
A-B	32	8	0.00			32				
A-C	76	19	0.00			76				

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	31	8	0.00	539	0.057	31	0.1	0.1	7.084	A
C-AB	21	5	0.00	615	0.034	21	0.1	0.0	6.063	A
C-A	58	15	0.00			58				
A-B	27	7	0.00			27				
A-C	64	16	0.00			64				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	2.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	630	Stream B-AC	2.07	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)	Results for central hour only	Locked	Run automatically
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	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	✓	78	100.000
B - Woodward Court		ONE HOUR	✓	37	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	73	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	33	45
	B - Woodward Court	16	0	21
	C - Wellhouse Lane (S)	52	21	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	0.07	6.76	0.1	A	34	51
C-AB	0.04	6.12	0.1	A	21	31
C-A					46	69
A-B					30	45
A-C					41	62

Main Results for each time segment

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-AC	28	7	0.00	582	0.048	28	0.0	0.0	6.498	A
C-AB	17	4	0.00	608	0.028	17	0.0	0.0	6.091	A
C-A	38	10	0.00			38				
A-B	25	6	0.00			25				
A-C	34	8	0.00			34				

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-AC	33	8	0.00	578	0.058	33	0.0	0.1	6.607	A
C-AB	20	5	0.00	610	0.034	20	0.0	0.0	6.101	A
C-A	45	11	0.00			45				
A-B	30	7	0.00			30				
A-C	40	10	0.00			40				

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-AC	41	10	0.00	573	0.071	41	0.1	0.1	6.759	A
C-AB	26	6	0.00	614	0.042	25	0.0	0.1	6.116	A
C-A	55	14	0.00			55				
A-B	36	9	0.00			36				
A-C	50	12	0.00			50				

15:15 - 15:30

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	41	10	0.00	573	0.071	41	0.1	0.1	6.759	A
C-AB	26	6	0.00	614	0.042	26	0.1	0.1	6.119	A
C-A	55	14	0.00			55				
A-B	36	9	0.00			36				
A-C	50	12	0.00			50				

15:30 - 15:45

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	578	0.058	33	0.1	0.1	6.608	A
C-AB	20	5	0.00	610	0.034	21	0.1	0.0	6.103	A
C-A	45	11	0.00			45				
A-B	30	7	0.00			30				
A-C	40	10	0.00			40				

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	28	7	0.00	582	0.048	28	0.1	0.1	6.502	A
C-AB	17	4	0.00	608	0.028	17	0.0	0.0	6.092	A
C-A	38	10	0.00			38				
A-B	25	6	0.00			25				
A-C	34	8	0.00			34				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - untitled	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	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	Network delay (s)	Network LOS
Left	Normal/unknown	900	1.33	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)	Results for central hour only	Locked	Run automatically
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	52	100.000
B - Woodward Court		ONE HOUR	✓	11	100.000
C - Wellhouse Lane (S)		ONE HOUR	✓	60	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	23	29
	B - Woodward Court	10	0	1
	C - Wellhouse Lane (S)	47	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
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	7.20	0.0	A	10	15
C-AB	0.03	6.01	0.0	A	13	19
C-A					42	63
A-B					21	32
A-C					27	40

Main Results for each time segment

15:15 - 15:30

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	8	2	0.00	519	0.016	8	0.0	0.0	7.049	A
C-AB	10	3	0.00	610	0.017	10	0.0	0.0	6.006	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	22	5	0.00			22				

15:30 - 15:45

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	10	2	0.00	516	0.019	10	0.0	0.0	7.113	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	5.999	A
C-A	41	10	0.00			41				
A-B	21	5	0.00			21				
A-C	26	7	0.00			26				

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	12	3	0.00	512	0.024	12	0.0	0.0	7.203	A
C-AB	16	4	0.00	617	0.025	16	0.0	0.0	5.989	A
C-A	50	13	0.00			50				
A-B	25	6	0.00			25				
A-C	32	8	0.00			32				

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	12	3	0.00	512	0.024	12	0.0	0.0	7.203	A
C-AB	16	4	0.00	617	0.025	16	0.0	0.0	5.989	A
C-A	50	13	0.00			50				
A-B	25	6	0.00			25				
A-C	32	8	0.00			32				

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	10	2	0.00	516	0.019	10	0.0	0.0	7.114	A
C-AB	13	3	0.00	613	0.021	13	0.0	0.0	6.002	A
C-A	41	10	0.00			41				
A-B	21	5	0.00			21				
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	8	2	0.00	519	0.016	8	0.0	0.0	7.050	A
C-AB	10	3	0.00	610	0.017	10	0.0	0.0	6.007	A
C-A	35	9	0.00			35				
A-B	17	4	0.00			17				
A-C	22	5	0.00			22				

Appendix I Jenny Lane / Greenside Road Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J5 Jenny Lane - Greenside Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 15:35:44

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2026 - Count																		
Stream B-CD	D1	0.1	8.36	0.06	A	43 % [Stream B-AD]	D2	0.1	8.05	0.06	A	52 % [Stream B-AD]	D3	0.0	7.87	0.04	A	55 % [Stream B-AD]
Stream B-AD		0.6	15.47	0.38	C			0.5	14.45	0.33	B			0.4	14.11	0.30	B	
Stream A-BCD		0.0	6.55	0.01	A			0.0	6.61	0.03	A			0.0	6.68	0.04	A	
Stream D-ABC		0.0	7.47	0.03	A			0.1	8.09	0.05	A			0.1	9.49	0.06	A	
Stream C-ABD		0.1	8.18	0.10	A			0.1	8.00	0.06	A			0.0	7.90	0.04	A	
2030 - Base																		
Stream B-CD	D4	0.1	8.63	0.07	A	37 % [Stream B-AD]	D5	0.1	8.27	0.06	A	45 % [Stream B-AD]	D6	0.0	8.27	0.04	A	47 % [Stream B-AD]
Stream B-AD		0.7	16.45	0.41	C			0.5	15.27	0.35	C			0.5	14.97	0.33	B	
Stream A-BCD		0.0	6.58	0.01	A			0.0	6.64	0.03	A			0.0	6.72	0.04	A	
Stream D-ABC		0.0	7.50	0.04	A			0.1	8.15	0.05	A			0.1	9.58	0.07	A	
Stream C-ABD		0.1	8.27	0.11	A			0.1	8.10	0.07	A			0.0	7.99	0.04	A	
2030 - Design																		
Stream B-CD	D7	0.1	9.01	0.07	A	30 % [Stream B-AD]	D8	0.1	8.45	0.06	A	40 % [Stream B-AD]	D9	0.0	8.43	0.04	A	43 % [Stream B-AD]
Stream B-AD		0.8	17.73	0.45	C			0.6	15.89	0.37	C			0.5	15.54	0.35	C	
Stream A-BCD		0.0	6.58	0.01	A			0.0	6.64	0.03	A			0.0	6.71	0.04	A	
Stream D-ABC		0.0	7.51	0.04	A			0.1	8.16	0.05	A			0.1	9.61	0.07	A	
Stream C-ABD		0.1	8.30	0.11	A			0.1	8.13	0.07	A			0.0	8.05	0.04	A	

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.

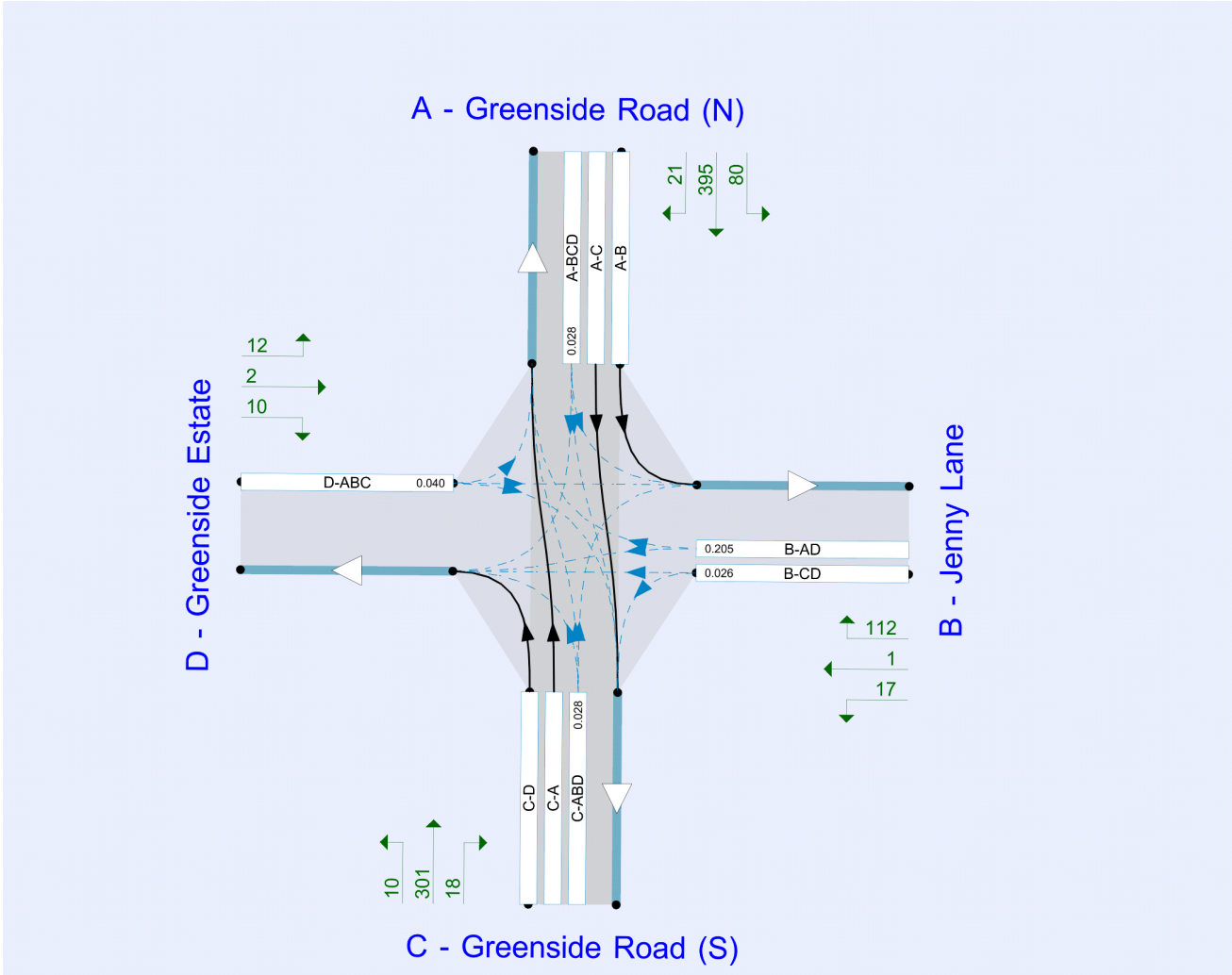
File summary

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



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

The junction diagram reflects the last run of Junctions.

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	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

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		3.12	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AD	3.12	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	0.344	-	0.241	0.241	0.121
B-C	637	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	497	0.089	0.224	0.224	-	-	-	0.141	0.320	0.141	-	-	-
B-D, offside lane	536	0.095	0.241	0.241	-	-	-	0.152	0.344	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	2026	Count	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	✓	446	100.000
B - Jenny Lane		ONE HOUR	✓	157	100.000
C - Greenside Road (S)		ONE HOUR	✓	269	100.000
D - Greenside Estate		ONE HOUR	✓	15	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	110	330	6
	B - Jenny Lane	131	0	26	0
	C - Greenside Road (S)	221	44	0	4
	D - Greenside Estate	12	1	2	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	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	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	0.06	8.36	0.1	A	24	36
B-AD	0.38	15.47	0.6	C	120	180
A-BCD	0.01	6.55	0.0	A	6	8
A-B					101	151
A-C					303	454
D-ABC	0.03	7.47	0.0	A	14	21
C-ABD	0.10	8.18	0.1	A	42	63
C-D					4	5
C-A					201	302

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	20	5	0.00	530	0.037	19	0.0	0.0	7.048	A
B-AD	99	25	0.00	427	0.231	97	0.0	0.3	10.872	B
A-BCD	5	1	0.00	577	0.008	5	0.0	0.0	6.285	A
A-B	83	21	0.00			83				
A-C	248	62	0.00			248				
D-ABC	11	3	0.00	527	0.021	11	0.0	0.0	6.980	A
C-ABD	34	8	0.00	512	0.066	34	0.0	0.1	7.533	A
C-D	3	0.75	0.00			3				
C-A	166	41	0.00			166				

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	23	6	0.00	503	0.046	23	0.0	0.0	7.500	A
B-AD	118	29	0.00	406	0.290	117	0.3	0.4	12.447	B
A-BCD	5	1	0.00	568	0.010	5	0.0	0.0	6.395	A
A-B	99	25	0.00			99				
A-C	297	74	0.00			297				
D-ABC	13	3	0.00	515	0.026	13	0.0	0.0	7.175	A
C-ABD	41	10	0.00	503	0.081	41	0.1	0.1	7.803	A
C-D	4	0.89	0.00			4				
C-A	197	49	0.00			197				

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	29	7	0.00	460	0.062	29	0.0	0.1	8.340	A
B-AD	144	36	0.00	377	0.383	143	0.4	0.6	15.368	C
A-BCD	7	2	0.00	557	0.012	7	0.0	0.0	6.547	A
A-B	121	30	0.00			121				
A-C	363	91	0.00			363				
D-ABC	17	4	0.00	498	0.033	16	0.0	0.0	7.470	A
C-ABD	51	13	0.00	492	0.104	51	0.1	0.1	8.173	A
C-D	4	1	0.00			4				
C-A	241	60	0.00			241				

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	29	7	0.00	459	0.062	29	0.1	0.1	8.356	A
B-AD	144	36	0.00	377	0.383	144	0.6	0.6	15.471	C
A-BCD	7	2	0.00	557	0.012	7	0.0	0.0	6.547	A
A-B	121	30	0.00			121				
A-C	363	91	0.00			363				
D-ABC	17	4	0.00	498	0.033	17	0.0	0.0	7.471	A
C-ABD	51	13	0.00	492	0.104	51	0.1	0.1	8.177	A
C-D	4	1	0.00			4				
C-A	241	60	0.00			241				

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	23	6	0.00	502	0.047	23	0.1	0.0	7.516	A
B-AD	118	29	0.00	406	0.290	119	0.6	0.4	12.554	B
A-BCD	5	1	0.00	568	0.010	5	0.0	0.0	6.398	A
A-B	99	25	0.00			99				
A-C	297	74	0.00			297				
D-ABC	13	3	0.00	515	0.026	14	0.0	0.0	7.177	A
C-ABD	41	10	0.00	503	0.081	41	0.1	0.1	7.810	A
C-D	4	0.89	0.00			4				
C-A	197	49	0.00			197				

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	20	5	0.00	529	0.037	20	0.0	0.0	7.065	A
B-AD	99	25	0.00	427	0.231	99	0.4	0.3	10.986	B
A-BCD	5	1	0.00	577	0.008	5	0.0	0.0	6.289	A
A-B	83	21	0.00			83				
A-C	248	62	0.00			248				
D-ABC	11	3	0.00	527	0.021	11	0.0	0.0	6.981	A
C-ABD	34	8	0.00	512	0.066	34	0.1	0.1	7.541	A
C-D	3	0.75	0.00			3				
C-A	166	41	0.00			166				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		2.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-AD	2.51	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	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	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	✓	462	100.000
B - Jenny Lane		ONE HOUR	✓	134	100.000
C - Greenside Road (S)		ONE HOUR	✓	290	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	94	352	16
	B - Jenny Lane	109	0	25	0
	C - Greenside Road (S)	254	26	0	10
	D - Greenside Estate	16	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	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	0.06	8.05	0.1	A	23	34
B-AD	0.33	14.45	0.5	B	100	150
A-BCD	0.03	6.61	0.0	A	15	22
A-B					86	129
A-C					323	484
D-ABC	0.05	8.09	0.1	A	20	30
C-ABD	0.06	8.00	0.1	A	25	37
C-D					9	14
C-A					232	349

Main Results for each time segment

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	19	5	0.00	536	0.035	19	0.0	0.0	6.955	A
B-AD	82	21	0.00	422	0.195	81	0.0	0.2	10.543	B
A-BCD	12	3	0.00	579	0.021	12	0.0	0.0	6.347	A
A-B	71	18	0.00			71				
A-C	265	66	0.00			265				
D-ABC	17	4	0.00	504	0.033	16	0.0	0.0	7.385	A
C-ABD	20	5	0.00	505	0.039	20	0.0	0.0	7.417	A
C-D	8	2	0.00			8				
C-A	191	48	0.00			191				

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	22	6	0.00	512	0.044	22	0.0	0.0	7.349	A
B-AD	98	24	0.00	400	0.245	98	0.2	0.3	11.909	B
A-BCD	15	4	0.00	572	0.026	15	0.0	0.0	6.458	A
A-B	84	21	0.00			84				
A-C	316	79	0.00			316				
D-ABC	20	5	0.00	489	0.040	20	0.0	0.0	7.663	A
C-ABD	24	6	0.00	494	0.048	24	0.0	0.1	7.663	A
C-D	9	2	0.00			9				
C-A	228	57	0.00			228				

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	28	7	0.00	475	0.058	27	0.0	0.1	8.041	A
B-AD	120	30	0.00	369	0.325	119	0.3	0.5	14.376	B
A-BCD	18	5	0.00	563	0.032	18	0.0	0.0	6.605	A
A-B	103	26	0.00			103				
A-C	387	97	0.00			387				
D-ABC	24	6	0.00	469	0.052	24	0.0	0.1	8.086	A
C-ABD	30	7	0.00	480	0.062	30	0.1	0.1	8.002	A
C-D	11	3	0.00			11				
C-A	279	70	0.00			279				

15:15 - 15:30

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	28	7	0.00	475	0.058	28	0.1	0.1	8.051	A
B-AD	120	30	0.00	369	0.325	120	0.5	0.5	14.445	B
A-BCD	18	5	0.00	563	0.032	18	0.0	0.0	6.606	A
A-B	103	26	0.00			103				
A-C	387	97	0.00			387				
D-ABC	24	6	0.00	469	0.052	24	0.1	0.1	8.089	A
C-ABD	30	7	0.00	480	0.062	30	0.1	0.1	8.004	A
C-D	11	3	0.00			11				
C-A	279	70	0.00			279				

15:30 - 15:45

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	22	6	0.00	512	0.044	23	0.1	0.0	7.360	A
B-AD	98	24	0.00	400	0.245	99	0.5	0.3	11.985	B
A-BCD	15	4	0.00	572	0.026	15	0.0	0.0	6.459	A
A-B	84	21	0.00			84				
A-C	316	79	0.00			316				
D-ABC	20	5	0.00	489	0.040	20	0.1	0.0	7.669	A
C-ABD	24	6	0.00	494	0.048	24	0.1	0.1	7.668	A
C-D	9	2	0.00			9				
C-A	228	57	0.00			228				

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-CD	19	5	0.00	535	0.035	19	0.0	0.0	6.968	A
B-AD	82	21	0.00	422	0.195	82	0.3	0.2	10.626	B
A-BCD	12	3	0.00	579	0.021	12	0.0	0.0	6.348	A
A-B	71	18	0.00			71				
A-C	265	66	0.00			265				
D-ABC	17	4	0.00	504	0.033	17	0.0	0.0	7.390	A
C-ABD	20	5	0.00	505	0.039	20	0.1	0.0	7.422	A
C-D	8	2	0.00			8				
C-A	191	48	0.00			191				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		2.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream B-AD	2.22	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	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	460	100.000
B - Jenny Lane		ONE HOUR	✓	116	100.000
C - Greenside Road (S)		ONE HOUR	✓	314	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	63	377	20
	B - Jenny Lane	100	0	16	0
	C - Greenside Road (S)	287	17	0	10
	D - Greenside Estate	11	2	10	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	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	0.04	7.87	0.0	A	15	22
B-AD	0.30	14.11	0.4	B	92	138
A-BCD	0.04	6.68	0.0	A	19	28
A-B					58	87
A-C					346	518
D-ABC	0.06	9.49	0.1	A	21	32
C-ABD	0.04	7.90	0.0	A	16	24
C-D					9	14
C-A					263	395

Main Results for each time segment

15:15 - 15:30

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	534	0.023	12	0.0	0.0	6.899	A
B-AD	75	19	0.00	420	0.179	74	0.0	0.2	10.401	B
A-BCD	15	4	0.00	577	0.026	15	0.0	0.0	6.403	A
A-B	47	12	0.00			47				
A-C	284	71	0.00			284				
D-ABC	17	4	0.00	448	0.039	17	0.0	0.0	8.351	A
C-ABD	13	3	0.00	503	0.026	13	0.0	0.0	7.344	A
C-D	8	2	0.00			8				
C-A	216	54	0.00			216				

15:30 - 15:45

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	14	4	0.00	511	0.028	14	0.0	0.0	7.252	A
B-AD	90	22	0.00	397	0.227	90	0.2	0.3	11.710	B
A-BCD	18	5	0.00	570	0.032	18	0.0	0.0	6.523	A
A-B	57	14	0.00			57				
A-C	339	85	0.00			339				
D-ABC	21	5	0.00	430	0.048	21	0.0	0.1	8.792	A
C-ABD	16	4	0.00	491	0.032	16	0.0	0.0	7.577	A
C-D	9	2	0.00			9				
C-A	258	64	0.00			258				

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-CD	18	4	0.00	475	0.037	18	0.0	0.0	7.865	A
B-AD	110	28	0.00	365	0.302	110	0.3	0.4	14.055	B
A-BCD	23	6	0.00	562	0.041	23	0.0	0.0	6.680	A
A-B	69	17	0.00			69				
A-C	414	104	0.00			414				
D-ABC	25	6	0.00	405	0.063	25	0.1	0.1	9.488	A
C-ABD	19	5	0.00	475	0.041	19	0.0	0.0	7.903	A
C-D	11	3	0.00			11				
C-A	315	79	0.00			315				

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-CD	18	4	0.00	475	0.037	18	0.0	0.0	7.872	A
B-AD	110	28	0.00	365	0.302	110	0.4	0.4	14.110	B
A-BCD	23	6	0.00	562	0.041	23	0.0	0.0	6.683	A
A-B	69	17	0.00			69				
A-C	414	104	0.00			414				
D-ABC	25	6	0.00	405	0.063	25	0.1	0.1	9.491	A
C-ABD	19	5	0.00	475	0.041	19	0.0	0.0	7.904	A
C-D	11	3	0.00			11				
C-A	315	79	0.00			315				

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-CD	14	4	0.00	510	0.028	14	0.0	0.0	7.260	A
B-AD	90	22	0.00	397	0.227	90	0.4	0.3	11.773	B
A-BCD	18	5	0.00	570	0.032	18	0.0	0.0	6.524	A
A-B	57	14	0.00			57				
A-C	339	85	0.00			339				
D-ABC	21	5	0.00	430	0.048	21	0.1	0.1	8.798	A
C-ABD	16	4	0.00	491	0.032	16	0.0	0.0	7.578	A
C-D	9	2	0.00			9				
C-A	258	64	0.00			258				

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-CD	12	3	0.00	533	0.023	12	0.0	0.0	6.907	A
B-AD	75	19	0.00	420	0.179	76	0.3	0.2	10.474	B
A-BCD	15	4	0.00	577	0.026	15	0.0	0.0	6.404	A
A-B	47	12	0.00			47				
A-C	284	71	0.00			284				
D-ABC	17	4	0.00	448	0.039	17	0.1	0.0	8.360	A
C-ABD	13	3	0.00	503	0.026	13	0.0	0.0	7.348	A
C-D	8	2	0.00			8				
C-A	216	54	0.00			216				

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

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		3.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	37	Stream B-AD	3.28	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)	Run automatically
D4	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 - Greenside Road (N)		ONE HOUR	✓	466	100.000
B - Jenny Lane		ONE HOUR	✓	164	100.000
C - Greenside Road (S)		ONE HOUR	✓	281	100.000
D - Greenside Estate		ONE HOUR	✓	16	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	115	345	6
	B - Jenny Lane	137	0	27	0
	C - Greenside Road (S)	231	46	0	4
	D - Greenside Estate	13	1	2	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	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	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	0.07	8.63	0.1	A	25	37
B-AD	0.41	16.45	0.7	C	126	189
A-BCD	0.01	6.58	0.0	A	6	8
A-B					106	158
A-C					317	475
D-ABC	0.04	7.50	0.0	A	15	22
C-ABD	0.11	8.27	0.1	A	44	66
C-D					4	5
C-A					210	315

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	20	5	0.00	524	0.039	20	0.0	0.0	7.141	A
B-AD	103	26	0.00	422	0.244	102	0.0	0.3	11.189	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.309	A
A-B	87	22	0.00			87				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.985	A
C-ABD	35	9	0.00	510	0.070	35	0.0	0.1	7.590	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

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	24	6	0.00	495	0.049	24	0.0	0.1	7.643	A
B-AD	123	31	0.00	400	0.308	123	0.3	0.4	12.949	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.424	A
A-B	103	26	0.00			103				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.188	A
C-ABD	43	11	0.00	500	0.086	43	0.1	0.1	7.877	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

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	30	7	0.00	448	0.066	30	0.1	0.1	8.612	A
B-AD	151	38	0.00	370	0.408	150	0.4	0.7	16.315	C
A-BCD	7	2	0.00	553	0.012	7	0.0	0.0	6.583	A
A-B	127	32	0.00			127				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	498	0.035	18	0.0	0.0	7.496	A
C-ABD	54	13	0.00	490	0.110	54	0.1	0.1	8.264	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

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	30	7	0.00	447	0.067	30	0.1	0.1	8.632	A
B-AD	151	38	0.00	370	0.408	151	0.7	0.7	16.450	C
A-BCD	7	2	0.00	553	0.012	7	0.0	0.0	6.584	A
A-B	127	32	0.00			127				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	498	0.035	18	0.0	0.0	7.497	A
C-ABD	54	13	0.00	490	0.110	54	0.1	0.1	8.268	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

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	24	6	0.00	494	0.049	24	0.1	0.1	7.662	A
B-AD	123	31	0.00	400	0.308	124	0.7	0.5	13.079	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.425	A
A-B	103	26	0.00			103				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.193	A
C-ABD	43	11	0.00	501	0.086	43	0.1	0.1	7.885	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

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	20	5	0.00	523	0.039	20	0.1	0.0	7.160	A
B-AD	103	26	0.00	422	0.244	104	0.5	0.3	11.317	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.313	A
A-B	87	22	0.00			87				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.987	A
C-ABD	35	9	0.00	510	0.070	36	0.1	0.1	7.605	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		2.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AD	2.61	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	PM (1 - INT)	ONE HOUR	14:30	16:00	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	✓	485	100.000
B - Jenny Lane		ONE HOUR	✓	140	100.000
C - Greenside Road (S)		ONE HOUR	✓	303	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	99	369	17
	B - Jenny Lane	114	0	26	0
	C - Greenside Road (S)	266	27	0	10
	D - Greenside Estate	17	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	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	0.06	8.27	0.1	A	24	36
B-AD	0.35	15.27	0.5	C	105	157
A-BCD	0.03	6.64	0.0	A	16	24
A-B					91	136
A-C					338	507
D-ABC	0.05	8.15	0.1	A	21	32
C-ABD	0.07	8.10	0.1	A	26	38
C-D					9	14
C-A					243	365

Main Results for each time segment

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	20	5	0.00	531	0.037	19	0.0	0.0	7.041	A
B-AD	86	21	0.00	416	0.206	85	0.0	0.3	10.829	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.373	A
A-B	74	19	0.00			74				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.407	A
C-ABD	21	5	0.00	502	0.041	21	0.0	0.0	7.478	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

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	23	6	0.00	505	0.046	23	0.0	0.0	7.476	A
B-AD	102	26	0.00	393	0.261	102	0.3	0.3	12.354	B
A-BCD	16	4	0.00	570	0.027	16	0.0	0.0	6.488	A
A-B	89	22	0.00			89				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.0	0.0	7.699	A
C-ABD	25	6	0.00	490	0.051	25	0.0	0.1	7.737	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

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	29	7	0.00	464	0.062	29	0.0	0.1	8.262	A
B-AD	126	31	0.00	361	0.347	125	0.3	0.5	15.183	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.639	A
A-B	109	27	0.00			109				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.0	0.1	8.146	A
C-ABD	31	8	0.00	476	0.065	31	0.1	0.1	8.094	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:15 - 15:30

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	29	7	0.00	464	0.062	29	0.1	0.1	8.275	A
B-AD	126	31	0.00	361	0.348	125	0.5	0.5	15.268	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.640	A
A-B	109	27	0.00			109				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.1	0.1	8.148	A
C-ABD	31	8	0.00	476	0.065	31	0.1	0.1	8.096	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:30 - 15:45

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	504	0.046	23	0.1	0.0	7.489	A
B-AD	102	26	0.00	393	0.261	103	0.5	0.4	12.444	B
A-BCD	16	4	0.00	570	0.027	16	0.0	0.0	6.492	A
A-B	89	22	0.00			89				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.1	0.0	7.702	A
C-ABD	25	6	0.00	490	0.051	25	0.1	0.1	7.740	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

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-CD	20	5	0.00	530	0.037	20	0.0	0.0	7.058	A
B-AD	86	21	0.00	416	0.206	86	0.4	0.3	10.924	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.377	A
A-B	74	19	0.00			74				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.415	A
C-ABD	21	5	0.00	502	0.041	21	0.1	0.0	7.486	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		2.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	47	Stream B-AD	2.34	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
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	482	100.000
B - Jenny Lane		ONE HOUR	✓	123	100.000
C - Greenside Road (S)		ONE HOUR	✓	329	100.000
D - Greenside Estate		ONE HOUR	✓	24	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	66	395	21
	B - Jenny Lane	105	0	17	1
	C - Greenside Road (S)	301	18	0	10
	D - Greenside Estate	12	2	10	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	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	0.04	8.27	0.0	A	16	24
B-AD	0.33	14.97	0.5	B	97	145
A-BCD	0.04	6.72	0.0	A	20	30
A-B					60	91
A-C					362	543
D-ABC	0.07	9.58	0.1	A	22	33
C-ABD	0.04	7.99	0.0	A	17	25
C-D					9	14
C-A					276	414

Main Results for each time segment

15:15 - 15:30

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	13	3	0.00	521	0.025	13	0.0	0.0	7.091	A
B-AD	79	20	0.00	414	0.192	78	0.0	0.2	10.711	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.431	A
A-B	50	12	0.00			50				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	448	0.040	18	0.0	0.0	8.379	A
C-ABD	14	3	0.00	500	0.027	14	0.0	0.0	7.401	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

15:30 - 15:45

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	16	4	0.00	495	0.032	16	0.0	0.0	7.511	A
B-AD	95	24	0.00	390	0.243	94	0.2	0.3	12.182	B
A-BCD	19	5	0.00	568	0.034	19	0.0	0.0	6.558	A
A-B	59	15	0.00			59				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	429	0.050	22	0.0	0.1	8.841	A
C-ABD	17	4	0.00	487	0.034	16	0.0	0.0	7.647	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

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-CD	19	5	0.00	455	0.043	19	0.0	0.0	8.261	A
B-AD	116	29	0.00	356	0.325	115	0.3	0.5	14.893	B
A-BCD	24	6	0.00	560	0.043	24	0.0	0.0	6.720	A
A-B	73	18	0.00			73				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	402	0.066	26	0.1	0.1	9.582	A
C-ABD	20	5	0.00	471	0.043	20	0.0	0.0	7.991	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

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-CD	19	5	0.00	455	0.043	19	0.0	0.0	8.272	A
B-AD	116	29	0.00	356	0.325	116	0.5	0.5	14.968	B
A-BCD	24	6	0.00	560	0.043	24	0.0	0.0	6.720	A
A-B	73	18	0.00			73				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	402	0.066	26	0.1	0.1	9.584	A
C-ABD	20	5	0.00	471	0.043	20	0.0	0.0	7.993	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

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-CD	16	4	0.00	494	0.032	16	0.0	0.0	7.522	A
B-AD	95	24	0.00	390	0.243	95	0.5	0.3	12.260	B
A-BCD	19	5	0.00	568	0.034	19	0.0	0.0	6.559	A
A-B	59	15	0.00			59				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	429	0.050	22	0.1	0.1	8.849	A
C-ABD	17	4	0.00	487	0.034	17	0.0	0.0	7.651	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

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-CD	13	3	0.00	520	0.025	13	0.0	0.0	7.104	A
B-AD	79	20	0.00	413	0.192	80	0.3	0.2	10.798	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.435	A
A-B	50	12	0.00			50				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.1	0.0	8.386	A
C-ABD	14	3	0.00	500	0.027	14	0.0	0.0	7.405	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

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		3.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	Stream B-AD	3.67	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	✓	474	100.000
B - Jenny Lane		ONE HOUR	✓	178	100.000
C - Greenside Road (S)		ONE HOUR	✓	281	100.000
D - Greenside Estate		ONE HOUR	✓	16	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	123	345	6
	B - Jenny Lane	151	0	27	0
	C - Greenside Road (S)	231	46	0	4
	D - Greenside Estate	13	1	2	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	1	2	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	4	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	0.07	9.01	0.1	A	25	37
B-AD	0.45	17.73	0.8	C	139	208
A-BCD	0.01	6.58	0.0	A	6	8
A-B					113	169
A-C					317	475
D-ABC	0.04	7.51	0.0	A	15	22
C-ABD	0.11	8.30	0.1	A	44	66
C-D					4	5
C-A					210	315

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	20	5	0.00	517	0.039	20	0.0	0.0	7.244	A
B-AD	114	28	0.00	422	0.269	112	0.0	0.4	11.555	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.308	A
A-B	93	23	0.00			93				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.990	A
C-ABD	35	9	0.00	508	0.070	35	0.0	0.1	7.611	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

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	24	6	0.00	485	0.050	24	0.0	0.1	7.815	A
B-AD	136	34	0.00	400	0.339	135	0.4	0.5	13.560	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.423	A
A-B	111	28	0.00			111				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.195	A
C-ABD	43	11	0.00	499	0.086	43	0.1	0.1	7.903	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

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	30	7	0.00	430	0.069	30	0.1	0.1	8.979	A
B-AD	166	42	0.00	369	0.450	165	0.5	0.8	17.537	C
A-BCD	7	2	0.00	554	0.012	7	0.0	0.0	6.582	A
A-B	135	34	0.00			135				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	497	0.035	18	0.0	0.0	7.506	A
C-ABD	54	13	0.00	488	0.110	54	0.1	0.1	8.299	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

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	30	7	0.00	429	0.069	30	0.1	0.1	9.011	A
B-AD	166	42	0.00	369	0.450	166	0.8	0.8	17.725	C
A-BCD	7	2	0.00	554	0.012	7	0.0	0.0	6.583	A
A-B	135	34	0.00			135				
A-C	380	95	0.00			380				
D-ABC	18	4	0.00	497	0.035	18	0.0	0.0	7.507	A
C-ABD	54	13	0.00	488	0.110	54	0.1	0.1	8.303	A
C-D	4	1	0.00			4				
C-A	251	63	0.00			251				

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	24	6	0.00	483	0.050	24	0.1	0.1	7.842	A
B-AD	136	34	0.00	400	0.339	137	0.8	0.5	13.740	B
A-BCD	5	1	0.00	566	0.010	5	0.0	0.0	6.424	A
A-B	111	28	0.00			111				
A-C	310	78	0.00			310				
D-ABC	14	4	0.00	515	0.028	14	0.0	0.0	7.200	A
C-ABD	43	11	0.00	499	0.086	43	0.1	0.1	7.910	A
C-D	4	0.89	0.00			4				
C-A	206	52	0.00			206				

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	20	5	0.00	516	0.039	20	0.1	0.0	7.268	A
B-AD	114	28	0.00	422	0.269	114	0.5	0.4	11.711	B
A-BCD	5	1	0.00	575	0.008	5	0.0	0.0	6.310	A
A-B	93	23	0.00			93				
A-C	260	65	0.00			260				
D-ABC	12	3	0.00	527	0.023	12	0.0	0.0	6.995	A
C-ABD	35	9	0.00	508	0.070	36	0.1	0.1	7.623	A
C-D	3	0.75	0.00			3				
C-A	173	43	0.00			173				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		2.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	40	Stream B-AD	2.78	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 (1 - INT)	ONE HOUR	14:30	16:00	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	✓	493	100.000
B - Jenny Lane		ONE HOUR	✓	148	100.000
C - Greenside Road (S)		ONE HOUR	✓	303	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	107	369	17
	B - Jenny Lane	122	0	26	0
	C - Greenside Road (S)	266	27	0	10
	D - Greenside Estate	17	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	1	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	0.06	8.45	0.1	A	24	36
B-AD	0.37	15.89	0.6	C	112	168
A-BCD	0.03	6.64	0.0	A	16	24
A-B					98	147
A-C					338	507
D-ABC	0.05	8.16	0.1	A	21	32
C-ABD	0.07	8.13	0.1	A	26	38
C-D					9	14
C-A					243	365

Main Results for each time segment

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	20	5	0.00	526	0.037	19	0.0	0.0	7.099	A
B-AD	92	23	0.00	416	0.221	91	0.0	0.3	11.028	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.372	A
A-B	81	20	0.00			81				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.412	A
C-ABD	21	5	0.00	501	0.041	21	0.0	0.0	7.498	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

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	23	6	0.00	499	0.047	23	0.0	0.0	7.565	A
B-AD	110	27	0.00	393	0.279	109	0.3	0.4	12.675	B
A-BCD	16	4	0.00	571	0.027	16	0.0	0.0	6.486	A
A-B	96	24	0.00			96				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.0	0.0	7.706	A
C-ABD	25	6	0.00	489	0.051	25	0.0	0.1	7.762	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

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	29	7	0.00	455	0.063	29	0.0	0.1	8.433	A
B-AD	134	34	0.00	361	0.372	134	0.4	0.6	15.788	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.636	A
A-B	118	29	0.00			118				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.0	0.1	8.155	A
C-ABD	31	8	0.00	474	0.065	31	0.1	0.1	8.128	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:15 - 15:30

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	29	7	0.00	455	0.063	29	0.1	0.1	8.449	A
B-AD	134	34	0.00	361	0.372	134	0.6	0.6	15.894	C
A-BCD	19	5	0.00	562	0.034	19	0.0	0.0	6.636	A
A-B	118	29	0.00			118				
A-C	406	101	0.00			406				
D-ABC	25	6	0.00	467	0.054	25	0.1	0.1	8.158	A
C-ABD	31	8	0.00	474	0.065	31	0.1	0.1	8.131	A
C-D	11	3	0.00			11				
C-A	292	73	0.00			292				

15:30 - 15:45

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	498	0.047	23	0.1	0.0	7.583	A
B-AD	110	27	0.00	393	0.279	110	0.6	0.4	12.782	B
A-BCD	16	4	0.00	571	0.027	16	0.0	0.0	6.490	A
A-B	96	24	0.00			96				
A-C	331	83	0.00			331				
D-ABC	21	5	0.00	488	0.042	21	0.1	0.0	7.709	A
C-ABD	25	6	0.00	489	0.051	25	0.1	0.1	7.767	A
C-D	9	2	0.00			9				
C-A	239	60	0.00			239				

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-CD	20	5	0.00	526	0.037	20	0.0	0.0	7.115	A
B-AD	92	23	0.00	416	0.221	92	0.4	0.3	11.137	B
A-BCD	13	3	0.00	578	0.022	13	0.0	0.0	6.373	A
A-B	81	20	0.00			81				
A-C	278	69	0.00			278				
D-ABC	17	4	0.00	503	0.034	17	0.0	0.0	7.418	A
C-ABD	21	5	0.00	501	0.041	21	0.1	0.0	7.506	A
C-D	8	2	0.00			8				
C-A	200	50	0.00			200				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		2.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-AD	2.47	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)	Run automatically
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	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	✓	496	100.000
B - Jenny Lane		ONE HOUR	✓	130	100.000
C - Greenside Road (S)		ONE HOUR	✓	329	100.000
D - Greenside Estate		ONE HOUR	✓	24	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	80	395	21
	B - Jenny Lane	112	0	17	1
	C - Greenside Road (S)	301	18	0	10
	D - Greenside Estate	12	2	10	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	1	0
	B - Jenny Lane	0	0	0	0
	C - Greenside Road (S)	2	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	0.04	8.43	0.0	A	16	24
B-AD	0.35	15.54	0.5	C	103	155
A-BCD	0.04	6.71	0.0	A	20	30
A-B					73	110
A-C					362	543
D-ABC	0.07	9.61	0.1	A	22	33
C-ABD	0.04	8.05	0.0	A	17	25
C-D					9	14
C-A					276	414

Main Results for each time segment

15:15 - 15:30

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	13	3	0.00	517	0.026	13	0.0	0.0	7.148	A
B-AD	85	21	0.00	413	0.205	84	0.0	0.3	10.898	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.428	A
A-B	60	15	0.00			60				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.0	0.0	8.389	A
C-ABD	14	3	0.00	498	0.028	14	0.0	0.0	7.436	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

15:30 - 15:45

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	16	4	0.00	490	0.032	16	0.0	0.0	7.597	A
B-AD	101	25	0.00	389	0.260	101	0.3	0.3	12.481	B
A-BCD	19	5	0.00	569	0.034	19	0.0	0.0	6.553	A
A-B	72	18	0.00			72				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	428	0.050	22	0.0	0.1	8.855	A
C-ABD	17	4	0.00	485	0.034	16	0.0	0.0	7.691	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

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-CD	19	5	0.00	447	0.044	19	0.0	0.0	8.419	A
B-AD	124	31	0.00	355	0.348	123	0.3	0.5	15.449	C
A-BCD	24	6	0.00	561	0.043	24	0.0	0.0	6.712	A
A-B	88	22	0.00			88				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	401	0.066	26	0.1	0.1	9.603	A
C-ABD	20	5	0.00	468	0.044	20	0.0	0.0	8.049	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

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-CD	19	5	0.00	446	0.044	19	0.0	0.0	8.433	A
B-AD	124	31	0.00	355	0.348	124	0.5	0.5	15.540	C
A-BCD	24	6	0.00	561	0.043	24	0.0	0.0	6.712	A
A-B	88	22	0.00			88				
A-C	434	109	0.00			434				
D-ABC	26	7	0.00	401	0.066	26	0.1	0.1	9.606	A
C-ABD	20	5	0.00	468	0.044	20	0.0	0.0	8.051	A
C-D	11	3	0.00			11				
C-A	331	83	0.00			331				

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-CD	16	4	0.00	489	0.032	16	0.0	0.0	7.613	A
B-AD	101	25	0.00	389	0.260	102	0.5	0.4	12.576	B
A-BCD	19	5	0.00	569	0.034	19	0.0	0.0	6.557	A
A-B	72	18	0.00			72				
A-C	355	89	0.00			355				
D-ABC	22	5	0.00	428	0.050	22	0.1	0.1	8.862	A
C-ABD	17	4	0.00	485	0.034	17	0.0	0.0	7.693	A
C-D	9	2	0.00			9				
C-A	270	68	0.00			270				

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-CD	13	3	0.00	516	0.026	13	0.0	0.0	7.162	A
B-AD	85	21	0.00	413	0.205	85	0.4	0.3	10.996	B
A-BCD	16	4	0.00	576	0.028	16	0.0	0.0	6.434	A
A-B	60	15	0.00			60				
A-C	297	74	0.00			297				
D-ABC	18	5	0.00	447	0.040	18	0.1	0.0	8.396	A
C-ABD	14	3	0.00	498	0.028	14	0.0	0.0	7.443	A
C-D	8	2	0.00			8				
C-A	226	57	0.00			226				

Appendix J Proposed Hepworth Lane Site Egress Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260618 J2 Hepworth Lane Egress.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 11:35:29

»D1 - 2030 | Design | AM
»D2 - 2030 | Design | PM (1 - INT)
»D3 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2030 - Design																	
Stream B-AC	D1	0.1	5.56	0.06	A	900 %	D2	0.0	5.48	0.04	A	900 %	D3	0.0	5.45	0.02	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]

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.

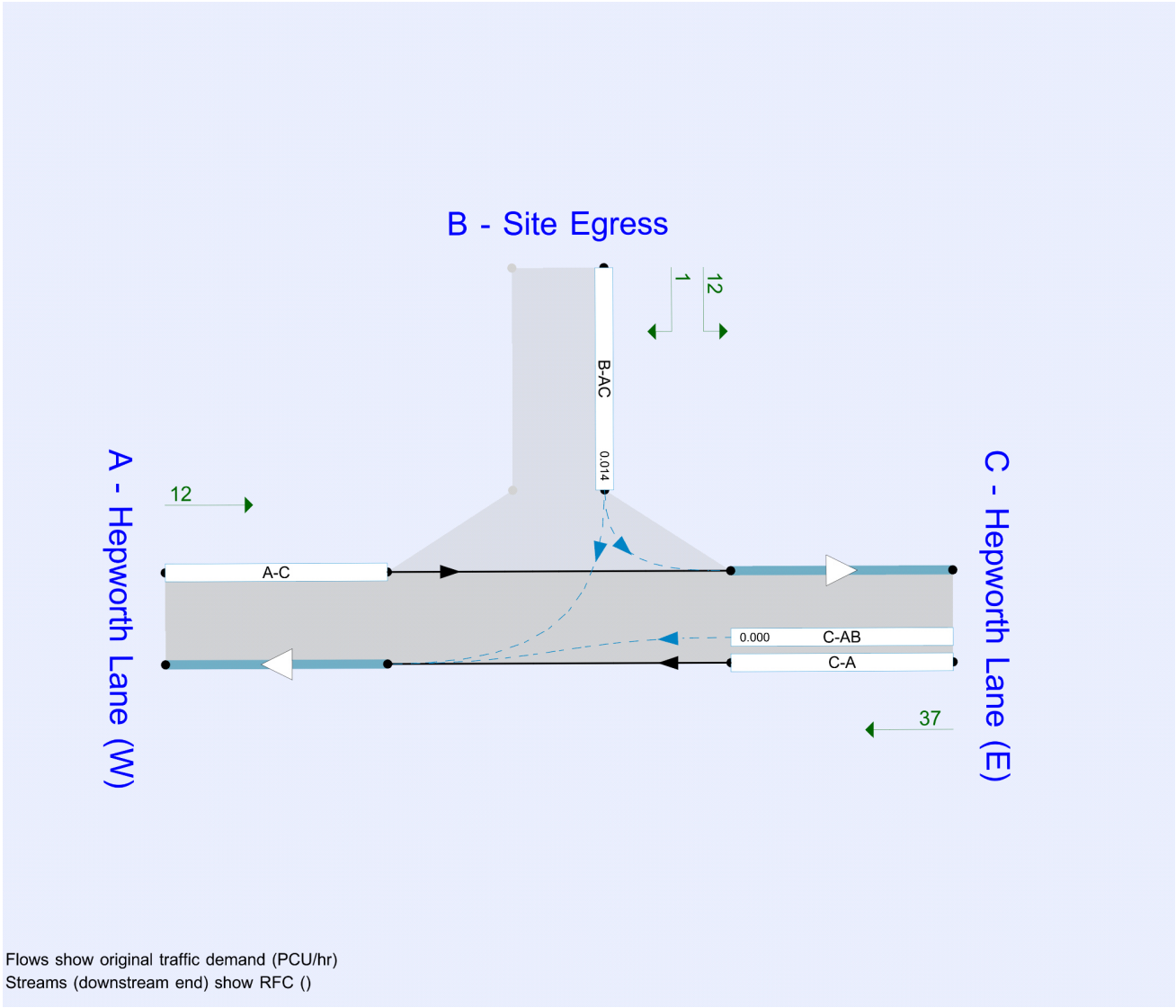
File summary

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



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

The junction diagram reflects the last run of Junctions.

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	2030	Design	AM	ONE HOUR	07:45	09:15	15
D2	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D3	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

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		1.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.87	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	3.82	28	28

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	542	0.099	0.249	0.157	0.356
B-C	694	0.106	0.269	-	-
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	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 - Hepworth Lane (W)		✓	6	100.000
B - Site Egress		✓	35	100.000
C - Hepworth Lane (E)		✓	63	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	6
	B - Site Egress	1	0	34
	C - Hepworth Lane (E)	63	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	3
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	5.56	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	26	0.00	687	0.038	26	0.0	5.445	A
C-AB	0	0.00	1152	0.000	0	0.0	0.000	A
C-A	47	0.00			47			
A-B	0	0.00			0			
A-C	5	0.00			5			

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	31	0.00	687	0.046	31	0.0	5.492	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	57	0.00			57			
A-B	0	0.00			0			
A-C	5	0.00			5			

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	39	0.00	686	0.056	38	0.1	5.556	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	7	0.00			7			

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	39	0.00	686	0.056	39	0.1	5.556	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	7	0.00			7			

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	31	0.00	687	0.046	32	0.0	5.493	A
C-AB	0	0.00	1151	0.000	0	0.0	0.000	A
C-A	57	0.00			57			
A-B	0	0.00			0			
A-C	5	0.00			5			

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	26	0.00	687	0.038	26	0.0	5.450	A
C-AB	0	0.00	1152	0.000	0	0.0	0.000	A
C-A	47	0.00			47			
A-B	0	0.00			0			
A-C	5	0.00			5			

D2 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		1.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.50	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	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	12	100.000
B - Site Egress		✓	23	100.000
C - Hepworth Lane (E)		✓	49	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	12
	B - Site Egress	1	0	22
	C - Hepworth Lane (E)	49	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	9
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	5.48	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

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	683	0.025	17	0.0	5.407	A
C-AB	0	0.00	1161	0.000	0	0.0	0.000	A
C-A	37	0.00			37			
A-B	0	0.00			0			
A-C	9	0.00			9			

14:45 - 15:00

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	21	0.00	682	0.030	21	0.0	5.439	A
C-AB	0	0.00	1160	0.000	0	0.0	0.000	A
C-A	44	0.00			44			
A-B	0	0.00			0			
A-C	11	0.00			11			

15:00 - 15:15

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	25	0.00	682	0.037	25	0.0	5.484	A
C-AB	0	0.00	1159	0.000	0	0.0	0.000	A
C-A	54	0.00			54			
A-B	0	0.00			0			
A-C	13	0.00			13			

15:15 - 15:30

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	25	0.00	682	0.037	25	0.0	5.484	A
C-AB	0	0.00	1159	0.000	0	0.0	0.000	A
C-A	54	0.00			54			
A-B	0	0.00			0			
A-C	13	0.00			13			

15:30 - 15:45

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	21	0.00	682	0.030	21	0.0	5.442	A
C-AB	0	0.00	1160	0.000	0	0.0	0.000	A
C-A	44	0.00			44			
A-B	0	0.00			0			
A-C	11	0.00			11			

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	17	0.00	683	0.025	17	0.0	5.409	A
C-AB	0	0.00	1161	0.000	0	0.0	0.000	A
C-A	37	0.00			37			
A-B	0	0.00			0			
A-C	9	0.00			9			

D3 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		1.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		1.14	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)
D3	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Hepworth Lane (W)		✓	12	100.000
B - Site Egress		✓	13	100.000
C - Hepworth Lane (E)		✓	37	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	12
	B - Site Egress	1	0	12
	C - Hepworth Lane (E)	37	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	7
	B - Site Egress	0	0	0
	C - Hepworth Lane (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	5.45	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

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	677	0.014	10	0.0	5.398	A
C-AB	0	0.00	1167	0.000	0	0.0	0.000	A
C-A	28	0.00			28			
A-B	0	0.00			0			
A-C	9	0.00			9			

15:30 - 15:45

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	12	0.00	676	0.017	12	0.0	5.418	A
C-AB	0	0.00	1166	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
A-B	0	0.00			0			
A-C	11	0.00			11			

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	14	0.00	675	0.021	14	0.0	5.446	A
C-AB	0	0.00	1165	0.000	0	0.0	0.000	A
C-A	41	0.00			41			
A-B	0	0.00			0			
A-C	13	0.00			13			

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	14	0.00	675	0.021	14	0.0	5.446	A
C-AB	0	0.00	1165	0.000	0	0.0	0.000	A
C-A	41	0.00			41			
A-B	0	0.00			0			
A-C	13	0.00			13			

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	12	0.00	676	0.017	12	0.0	5.421	A
C-AB	0	0.00	1166	0.000	0	0.0	0.000	A
C-A	33	0.00			33			
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	677	0.014	10	0.0	5.401	A
C-AB	0	0.00	1167	0.000	0	0.0	0.000	A
C-A	28	0.00			28			
A-B	0	0.00			0			
A-C	9	0.00			9			

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

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J4 Hepworth Lane - Shillbank Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 22/06/2026 15:31:33

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.0	8.49	0.02	A	154 % [Stream B-AC]	D2	0.0	7.36	0.02	A	248 % [Stream B-AC]	D3	0.0	6.80	0.01	A	246 % [Stream B-AC]
Stream C-AB		0.2	6.28	0.13	A			0.1	5.85	0.06	A			0.0	5.80	0.03	A	
	2030 - Base																	
Stream B-AC	D4	0.0	8.66	0.02	A	144 % [Stream B-AC]	D5	0.0	7.45	0.02	A	233 % [Stream B-AC]	D6	0.0	6.89	0.01	A	229 % [Stream B-AC]
Stream C-AB		0.3	6.31	0.13	A			0.1	5.83	0.07	A			0.0	5.79	0.03	A	
	2030 - Design																	
Stream B-AC	D7	0.1	7.78	0.09	A	152 % [Stream B-AC]	D8	0.1	7.07	0.06	A	235 % [Stream B-AC]	D9	0.0	7.08	0.04	A	217 % [Stream B-AC]
Stream C-AB		0.3	6.32	0.14	A			0.1	5.85	0.07	A			0.1	5.83	0.05	A	

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.

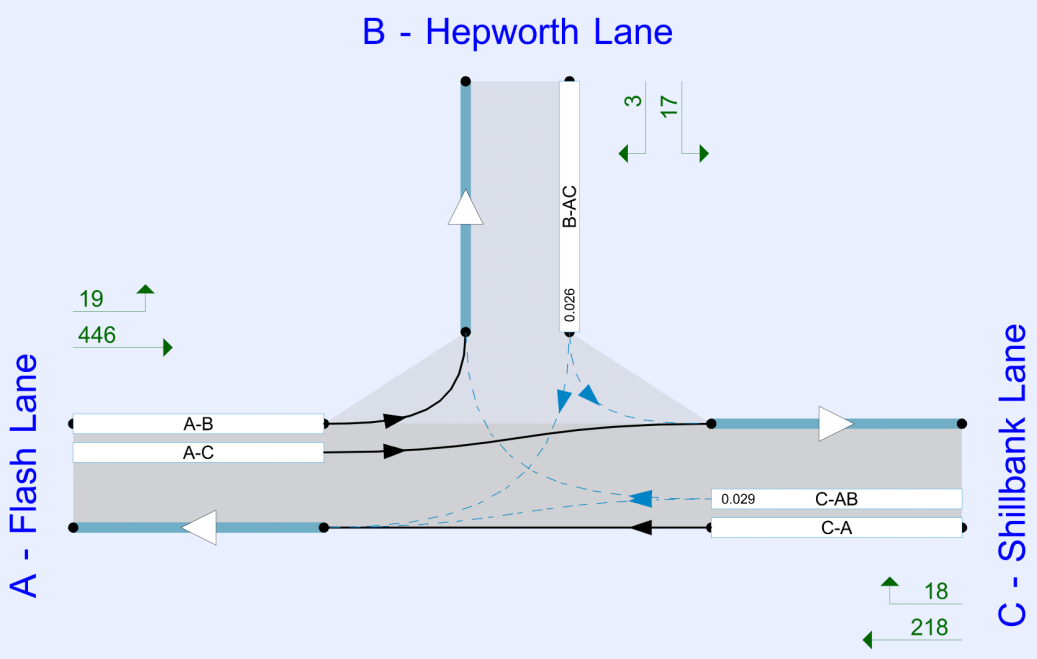
File summary

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



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

The junction diagram reflects the last run of Junctions.

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	2026	Count	AM	ONE HOUR	07:45	09:15	15
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

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	154	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	2026	Count	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		✓	515	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	279	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	16	499
	B - Hepworth Lane	4	0	3
	C - Shillbank Lane	232	47	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.49	0.0	A
C-AB	0.13	6.28	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	5	0.00	488	0.011	5	0.0	7.461	A
C-AB	49	0.00	640	0.076	48	0.1	6.134	A
C-A	161	0.00			161			
A-B	12	0.00			12			
A-C	376	0.00			376			

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	6	0.00	464	0.014	6	0.0	7.861	A
C-AB	62	0.00	650	0.096	62	0.2	6.183	A
C-A	188	0.00			188			
A-B	14	0.00			14			
A-C	449	0.00			449			

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	8	0.00	432	0.018	8	0.0	8.493	A
C-AB	84	0.00	665	0.127	84	0.2	6.268	A
C-A	223	0.00			223			
A-B	18	0.00			18			
A-C	549	0.00			549			

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	8	0.00	432	0.018	8	0.0	8.494	A
C-AB	84	0.00	665	0.127	84	0.2	6.277	A
C-A	223	0.00			223			
A-B	18	0.00			18			
A-C	549	0.00			549			

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	6	0.00	464	0.014	6	0.0	7.864	A
C-AB	63	0.00	650	0.096	63	0.2	6.204	A
C-A	188	0.00			188			
A-B	14	0.00			14			
A-C	449	0.00			449			

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	5	0.00	488	0.011	5	0.0	7.466	A
C-AB	49	0.00	640	0.076	49	0.1	6.154	A
C-A	161	0.00			161			
A-B	12	0.00			12			
A-C	376	0.00			376			

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		0.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	248	Stream B-AC	0.44	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	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	378	100.000
B - Hepworth Lane		✓	9	100.000
C - Shillbank Lane		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	18	360
	B - Hepworth Lane	4	0	5
	C - Shillbank Lane	203	25	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.36	0.0	A
C-AB	0.06	5.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

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	7	0.00	538	0.013	7	0.0	6.771	A
C-AB	25	0.00	644	0.038	24	0.1	5.835	A
C-A	147	0.00			147			
A-B	14	0.00			14			
A-C	271	0.00			271			

14:45 - 15:00

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	522	0.016	8	0.0	7.005	A
C-AB	31	0.00	654	0.048	31	0.1	5.807	A
C-A	174	0.00			174			
A-B	16	0.00			16			
A-C	324	0.00			324			

15:00 - 15:15

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	10	0.00	499	0.020	10	0.0	7.360	A
C-AB	41	0.00	669	0.062	41	0.1	5.767	A
C-A	210	0.00			210			
A-B	20	0.00			20			
A-C	396	0.00			396			

15:15 - 15:30

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	499	0.020	10	0.0	7.360	A
C-AB	41	0.00	669	0.062	41	0.1	5.775	A
C-A	210	0.00			210			
A-B	20	0.00			20			
A-C	396	0.00			396			

15:30 - 15:45

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	522	0.016	8	0.0	7.006	A
C-AB	31	0.00	655	0.048	31	0.1	5.815	A
C-A	174	0.00			174			
A-B	16	0.00			16			
A-C	324	0.00			324			

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	538	0.013	7	0.0	6.772	A
C-AB	25	0.00	644	0.038	25	0.1	5.846	A
C-A	147	0.00			147			
A-B	14	0.00			14			
A-C	271	0.00			271			

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	246	Stream B-AC	0.22	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	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	451	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	18	433
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	208	12	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.80	0.0	A
C-AB	0.03	5.80	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

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	5	0.00	577	0.009	5	0.0	6.294	A
C-AB	12	0.00	636	0.019	12	0.0	5.795	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	326	0.00			326			

15:30 - 15:45

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	6	0.00	560	0.011	6	0.0	6.498	A
C-AB	15	0.00	645	0.024	15	0.0	5.744	A
C-A	183	0.00			183			
A-B	16	0.00			16			
A-C	389	0.00			389			

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	8	0.00	537	0.014	8	0.0	6.803	A
C-AB	20	0.00	658	0.031	20	0.0	5.676	A
C-A	222	0.00			222			
A-B	20	0.00			20			
A-C	477	0.00			477			

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	537	0.014	8	0.0	6.803	A
C-AB	20	0.00	658	0.031	20	0.0	5.680	A
C-A	222	0.00			222			
A-B	20	0.00			20			
A-C	477	0.00			477			

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	6	0.00	560	0.011	6	0.0	6.498	A
C-AB	15	0.00	645	0.024	15	0.0	5.754	A
C-A	183	0.00			183			
A-B	16	0.00			16			
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	5	0.00	577	0.009	5	0.0	6.297	A
C-AB	12	0.00	636	0.019	12	0.0	5.799	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	326	0.00			326			

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

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	144	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)
D4	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		✓	538	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	17	521
	B - Hepworth Lane	4	0	3
	C - Shillbank Lane	242	49	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.66	0.0	A
C-AB	0.13	6.31	0.3	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	5	0.00	482	0.011	5	0.0	7.543	A
C-AB	52	0.00	642	0.080	51	0.1	6.141	A
C-A	168	0.00			168			
A-B	13	0.00			13			
A-C	392	0.00			392			

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	6	0.00	458	0.014	6	0.0	7.972	A
C-AB	66	0.00	653	0.102	66	0.2	6.199	A
C-A	195	0.00			195			
A-B	15	0.00			15			
A-C	468	0.00			468			

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	8	0.00	424	0.018	8	0.0	8.654	A
C-AB	90	0.00	669	0.135	90	0.3	6.294	A
C-A	230	0.00			230			
A-B	19	0.00			19			
A-C	574	0.00			574			

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	8	0.00	424	0.018	8	0.0	8.655	A
C-AB	90	0.00	669	0.135	90	0.3	6.306	A
C-A	230	0.00			230			
A-B	19	0.00			19			
A-C	574	0.00			574			

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	6	0.00	458	0.014	6	0.0	7.975	A
C-AB	66	0.00	653	0.102	67	0.2	6.221	A
C-A	195	0.00			195			
A-B	15	0.00			15			
A-C	468	0.00			468			

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	5	0.00	482	0.011	5	0.0	7.549	A
C-AB	52	0.00	642	0.081	52	0.1	6.165	A
C-A	167	0.00			167			
A-B	13	0.00			13			
A-C	392	0.00			392			

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		0.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	233	Stream B-AC	0.44	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	PM (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	396	100.000
B - Hepworth Lane		✓	9	100.000
C - Shillbank Lane		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	377
	B - Hepworth Lane	4	0	5
	C - Shillbank Lane	213	26	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.45	0.0	A
C-AB	0.07	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

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	7	0.00	534	0.013	7	0.0	6.822	A
C-AB	26	0.00	647	0.040	26	0.1	5.824	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	284	0.00			284			

14:45 - 15:00

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	517	0.016	8	0.0	7.071	A
C-AB	33	0.00	658	0.050	33	0.1	5.795	A
C-A	182	0.00			182			
A-B	17	0.00			17			
A-C	339	0.00			339			

15:00 - 15:15

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	10	0.00	493	0.020	10	0.0	7.450	A
C-AB	44	0.00	674	0.065	44	0.1	5.756	A
C-A	219	0.00			219			
A-B	21	0.00			21			
A-C	415	0.00			415			

15:15 - 15:30

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	493	0.020	10	0.0	7.451	A
C-AB	44	0.00	674	0.065	44	0.1	5.759	A
C-A	219	0.00			219			
A-B	21	0.00			21			
A-C	415	0.00			415			

15:30 - 15:45

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	517	0.016	8	0.0	7.072	A
C-AB	33	0.00	658	0.050	33	0.1	5.805	A
C-A	182	0.00			182			
A-B	17	0.00			17			
A-C	339	0.00			339			

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	534	0.013	7	0.0	6.826	A
C-AB	26	0.00	647	0.040	26	0.1	5.835	A
C-A	154	0.00			154			
A-B	14	0.00			14			
A-C	284	0.00			284			

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		0.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	229	Stream B-AC	0.22	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 (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	473	100.000
B - Hepworth Lane		✓	7	100.000
C - Shillbank Lane		✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	454
	B - Hepworth Lane	1	0	6
	C - Shillbank Lane	218	13	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	6.89	0.0	A
C-AB	0.03	5.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

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	5	0.00	573	0.009	5	0.0	6.341	A
C-AB	13	0.00	638	0.021	13	0.0	5.787	A
C-A	161	0.00			161			
A-B	14	0.00			14			
A-C	342	0.00			342			

15:30 - 15:45

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	6	0.00	555	0.011	6	0.0	6.558	A
C-AB	17	0.00	648	0.026	17	0.0	5.735	A
C-A	191	0.00			191			
A-B	17	0.00			17			
A-C	408	0.00			408			

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	8	0.00	530	0.015	8	0.0	6.885	A
C-AB	23	0.00	662	0.034	22	0.0	5.666	A
C-A	232	0.00			232			
A-B	21	0.00			21			
A-C	500	0.00			500			

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	530	0.015	8	0.0	6.885	A
C-AB	23	0.00	662	0.034	23	0.0	5.670	A
C-A	232	0.00			232			
A-B	21	0.00			21			
A-C	500	0.00			500			

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	6	0.00	555	0.011	6	0.0	6.558	A
C-AB	17	0.00	648	0.026	17	0.0	5.743	A
C-A	191	0.00			191			
A-B	17	0.00			17			
A-C	408	0.00			408			

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	5	0.00	573	0.009	5	0.0	6.341	A
C-AB	13	0.00	638	0.021	13	0.0	5.791	A
C-A	161	0.00			161			
A-B	14	0.00			14			
A-C	342	0.00			342			

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

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		0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	152	Stream B-AC	0.98	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)
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		✓	513	100.000
B - Hepworth Lane		✓	41	100.000
C - Shillbank Lane		✓	295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	17	496
	B - Hepworth Lane	7	0	34
	C - Shillbank Lane	242	53	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	31	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	7.78	0.1	A
C-AB	0.14	6.32	0.3	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	31	0.00	557	0.055	31	0.1	6.841	A
C-AB	56	0.00	645	0.086	55	0.1	6.146	A
C-A	166	0.00			166			
A-B	13	0.00			13			
A-C	373	0.00			373			

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	37	0.00	536	0.069	37	0.1	7.208	A
C-AB	71	0.00	657	0.109	71	0.2	6.209	A
C-A	194	0.00			194			
A-B	15	0.00			15			
A-C	446	0.00			446			

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	45	0.00	508	0.089	45	0.1	7.778	A
C-AB	97	0.00	673	0.144	97	0.3	6.311	A
C-A	228	0.00			228			
A-B	19	0.00			19			
A-C	546	0.00			546			

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	45	0.00	508	0.089	45	0.1	7.782	A
C-AB	97	0.00	674	0.144	97	0.3	6.324	A
C-A	228	0.00			228			
A-B	19	0.00			19			
A-C	546	0.00			546			

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	37	0.00	536	0.069	37	0.1	7.211	A
C-AB	72	0.00	657	0.109	72	0.2	6.232	A
C-A	194	0.00			194			
A-B	15	0.00			15			
A-C	446	0.00			446			

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	31	0.00	557	0.055	31	0.1	6.849	A
C-AB	56	0.00	646	0.086	56	0.1	6.168	A
C-A	166	0.00			166			
A-B	13	0.00			13			
A-C	373	0.00			373			

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		0.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	235	Stream B-AC	0.72	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 (1 - INT)	ONE HOUR	14:30	16:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	380	100.000
B - Hepworth Lane		✓	31	100.000
C - Shillbank Lane		✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	361
	B - Hepworth Lane	6	0	25
	C - Shillbank Lane	213	30	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.07	0.1	A
C-AB	0.07	5.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:30 - 14:45

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	23	0.00	580	0.040	23	0.0	6.468	A
C-AB	30	0.00	649	0.046	30	0.1	5.840	A
C-A	153	0.00			153			
A-B	14	0.00			14			
A-C	272	0.00			272			

14:45 - 15:00

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	28	0.00	565	0.049	28	0.1	6.707	A
C-AB	38	0.00	661	0.058	38	0.1	5.814	A
C-A	180	0.00			180			
A-B	17	0.00			17			
A-C	325	0.00			325			

15:00 - 15:15

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	544	0.063	34	0.1	7.065	A
C-AB	51	0.00	677	0.075	51	0.1	5.785	A
C-A	217	0.00			217			
A-B	21	0.00			21			
A-C	397	0.00			397			

15:15 - 15:30

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	34	0.00	544	0.063	34	0.1	7.066	A
C-AB	51	0.00	677	0.075	51	0.1	5.793	A
C-A	217	0.00			217			
A-B	21	0.00			21			
A-C	397	0.00			397			

15:30 - 15:45

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	28	0.00	565	0.049	28	0.1	6.711	A
C-AB	38	0.00	661	0.058	38	0.1	5.825	A
C-A	180	0.00			180			
A-B	17	0.00			17			
A-C	325	0.00			325			

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	23	0.00	580	0.040	23	0.0	6.474	A
C-AB	30	0.00	649	0.046	30	0.1	5.851	A
C-A	153	0.00			153			
A-B	14	0.00			14			
A-C	272	0.00			272			

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		0.41	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	217	Stream B-AC	0.41	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)
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane		✓	465	100.000
B - Hepworth Lane		✓	20	100.000
C - Shillbank Lane		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	19	446
	B - Hepworth Lane	3	0	17
	C - Shillbank Lane	218	18	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - Flash Lane	B - Hepworth Lane	C - Shillbank Lane
From	A - Flash Lane	0	0	1
	B - Hepworth Lane	0	0	0
	C - Shillbank Lane	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.08	0.0	A
C-AB	0.05	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:15 - 15:30

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	15	0.00	573	0.026	15	0.0	6.454	A
C-AB	18	0.00	639	0.029	18	0.0	5.823	A
C-A	159	0.00			159			
A-B	14	0.00			14			
A-C	336	0.00			336			

15:30 - 15:45

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	18	0.00	555	0.032	18	0.0	6.701	A
C-AB	23	0.00	649	0.036	23	0.0	5.781	A
C-A	189	0.00			189			
A-B	17	0.00			17			
A-C	401	0.00			401			

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	22	0.00	531	0.042	22	0.0	7.076	A
C-AB	31	0.00	664	0.047	31	0.1	5.728	A
C-A	229	0.00			229			
A-B	21	0.00			21			
A-C	491	0.00			491			

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	22	0.00	531	0.042	22	0.0	7.076	A
C-AB	31	0.00	664	0.047	31	0.1	5.735	A
C-A	229	0.00			229			
A-B	21	0.00			21			
A-C	491	0.00			491			

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	18	0.00	555	0.032	18	0.0	6.704	A
C-AB	23	0.00	649	0.036	23	0.0	5.790	A
C-A	189	0.00			189			
A-B	17	0.00			17			
A-C	401	0.00			401			

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	15	0.00	573	0.026	15	0.0	6.455	A
C-AB	18	0.00	639	0.029	18	0.0	5.830	A
C-A	159	0.00			159			
A-B	14	0.00			14			
A-C	336	0.00			336			

Appendix L Wellhouse Lane / Flash Lane Junctions 9 Output

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: 260622 J3 Wellhouse Lane - Flash Lane.j11
Path: C:\Users\Optima\OneDrive - Optima Highways\Projects - Documents\Woodward Court, Mirfield\ANALYSIS\CAPACITY\Priority Junctions\260618 Modelling
Report generation date: 23/06/2026 10:48:37

»D1 - 2026 | Count | AM
»D2 - 2026 | Count | PM (1 - INT)
»D3 - 2026 | Count | PM (2 - EXT)
»D4 - 2030 | Base | AM
»D5 - 2030 | Base | PM (1 - INT)
»D6 - 2030 | Base | PM (2 - EXT)
»D7 - 2030 | Design | AM
»D8 - 2030 | Design | PM (1 - INT)
»D9 - 2030 | Design | PM (2 - EXT)

Summary of junction performance

	AM						PM (1 - INT)						PM (2 - EXT)					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Count																	
Stream B-AC	D1	0.6	13.46	0.36	B	59 % [Stream B-AC]	D2	0.3	9.78	0.21	A	134 % [Stream B-AC]	D3	0.2	9.81	0.16	A	134 % [Stream B-AC]
Stream C-AB		0.0	5.48	0.01	A			0.0	5.63	0.02	A			0.0	5.70	0.03	A	
	2030 - Base																	
Stream B-AC	D4	0.6	14.13	0.38	B	52 % [Stream B-AC]	D5	0.3	10.02	0.22	B	124 % [Stream B-AC]	D6	0.2	10.06	0.17	B	123 % [Stream B-AC]
Stream C-AB		0.0	5.46	0.01	A			0.0	5.61	0.02	A			0.0	5.70	0.03	A	
	2030 - Design																	
Stream B-AC	D7	0.5	13.63	0.33	B	60 % [Stream B-AC]	D8	0.2	9.95	0.19	A	135 % [Stream B-AC]	D9	0.2	10.14	0.16	B	125 % [Stream B-AC]
Stream C-AB		0.0	5.45	0.01	A			0.0	5.61	0.02	A			0.0	5.70	0.03	A	

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.

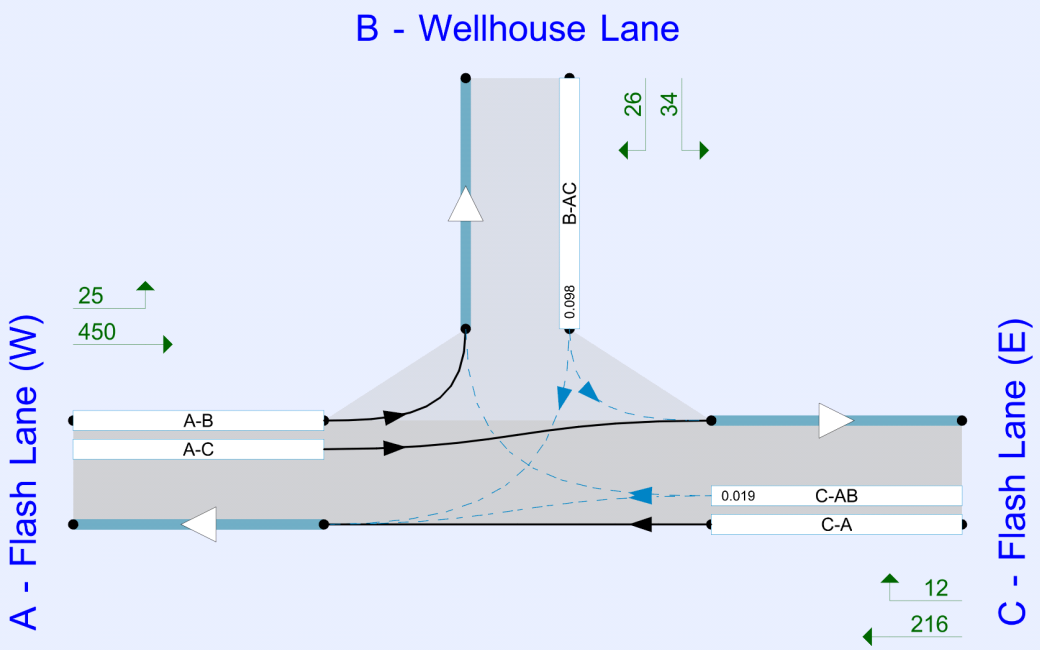
File summary

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



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

The junction diagram reflects the last run of Junctions.

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	2026	Count	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D4	2030	Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2030	Base	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D6	2030	Base	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓
D7	2030	Design	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030	Design	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Analysis Set Details

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

D1 - 2026 | Count | AM

Data Errors and Warnings

No errors or warnings

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		2.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	59	Stream B-AC	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Flash Lane (W)		Major
B	Wellhouse Lane		Minor
C	Flash 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 - Flash Lane (E)	8.12			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 - Wellhouse Lane	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	0.215	0.215	-	-

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	2026	Count	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 - Flash Lane (W)		ONE HOUR	✓	460	100.000
B - Wellhouse Lane		ONE HOUR	✓	136	100.000
C - Flash Lane (E)		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	17	443
	B - Wellhouse Lane	63	0	73
	C - Flash Lane (E)	247	5	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.36	13.46	0.6	B	125	187
C-AB	0.01	5.48	0.0	A	7	10
C-A					224	336
A-B					16	23
A-C					407	610

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	102	26	0.00	458	0.224	101	0.0	0.3	10.029	B
C-AB	5	1	0.00	666	0.008	5	0.0	0.0	5.475	A
C-A	184	46	0.00			184				
A-B	13	3	0.00			13				
A-C	334	83	0.00			334				

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	122	31	0.00	441	0.277	122	0.3	0.4	11.272	B
C-AB	7	2	0.00	679	0.010	7	0.0	0.0	5.387	A
C-A	220	55	0.00			220				
A-B	15	4	0.00			15				
A-C	398	100	0.00			398				

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	150	37	0.00	417	0.359	149	0.4	0.5	13.398	B
C-AB	9	2	0.00	697	0.013	9	0.0	0.0	5.266	A
C-A	268	67	0.00			268				
A-B	19	5	0.00			19				
A-C	488	122	0.00			488				

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	150	37	0.00	417	0.359	150	0.5	0.6	13.464	B
C-AB	9	2	0.00	697	0.013	9	0.0	0.0	5.271	A
C-A	268	67	0.00			268				
A-B	19	5	0.00			19				
A-C	488	122	0.00			488				

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	122	31	0.00	441	0.277	123	0.6	0.4	11.345	B
C-AB	7	2	0.00	679	0.010	7	0.0	0.0	5.395	A
C-A	220	55	0.00			220				
A-B	15	4	0.00			15				
A-C	398	100	0.00			398				

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	102	26	0.00	458	0.224	103	0.4	0.3	10.148	B
C-AB	5	1	0.00	666	0.008	5	0.0	0.0	5.479	A
C-A	184	46	0.00			184				
A-B	13	3	0.00			13				
A-C	334	83	0.00			334				

D2 - 2026 | Count | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		1.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	Stream B-AC	1.42	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	2026	Count	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	362	100.000
B - Wellhouse Lane		ONE HOUR	✓	87	100.000
C - Flash Lane (E)		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	16	346
	B - Wellhouse Lane	30	0	57
	C - Flash Lane (E)	197	10	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	3	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	0.21	9.78	0.3	A	80	120
C-AB	0.02	5.63	0.0	A	13	19
C-A					177	266
A-B					15	22
A-C					317	476

Main Results for each time segment

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-AC	65	16	0.00	495	0.132	65	0.0	0.2	8.356	A
C-AB	10	2	0.00	654	0.015	10	0.0	0.0	5.621	A
C-A	146	37	0.00			146				
A-B	12	3	0.00			12				
A-C	260	65	0.00			260				

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-AC	78	20	0.00	482	0.162	78	0.2	0.2	8.909	A
C-AB	12	3	0.00	664	0.018	12	0.0	0.0	5.563	A
C-A	174	43	0.00			174				
A-B	14	4	0.00			14				
A-C	311	78	0.00			311				

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-AC	96	24	0.00	464	0.207	96	0.2	0.3	9.771	A
C-AB	16	4	0.00	678	0.024	16	0.0	0.0	5.485	A
C-A	212	53	0.00			212				
A-B	18	4	0.00			18				
A-C	381	95	0.00			381				

15:15 - 15:30

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	96	24	0.00	464	0.207	96	0.3	0.3	9.785	A
C-AB	16	4	0.00	678	0.024	16	0.0	0.0	5.492	A
C-A	212	53	0.00			212				
A-B	18	4	0.00			18				
A-C	381	95	0.00			381				

15:30 - 15:45

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	78	20	0.00	482	0.162	78	0.3	0.2	8.929	A
C-AB	12	3	0.00	664	0.019	12	0.0	0.0	5.572	A
C-A	174	43	0.00			174				
A-B	14	4	0.00			14				
A-C	311	78	0.00			311				

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	65	16	0.00	495	0.132	66	0.2	0.2	8.386	A
C-AB	10	2	0.00	654	0.015	10	0.0	0.0	5.628	A
C-A	146	37	0.00			146				
A-B	12	3	0.00			12				
A-C	260	65	0.00			260				

D3 - 2026 | Count | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		0.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	134	Stream B-AC	0.98	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
D3	2026	Count	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	449	100.000
B - Wellhouse Lane		ONE HOUR	✓	64	100.000
C - Flash Lane (E)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	20	429
	B - Wellhouse Lane	24	0	40
	C - Flash Lane (E)	205	11	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	9.81	0.2	A	59	88
C-AB	0.03	5.70	0.0	A	14	22
C-A					184	276
A-B					18	28
A-C					394	590

Main Results for each time segment

15:15 - 15:30

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	48	12	0.00	476	0.101	48	0.0	0.1	8.399	A
C-AB	11	3	0.00	646	0.017	11	0.0	0.0	5.697	A
C-A	152	38	0.00			152				
A-B	15	4	0.00			15				
A-C	323	81	0.00			323				

15:30 - 15:45

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	58	14	0.00	460	0.125	57	0.1	0.1	8.942	A
C-AB	14	3	0.00	654	0.021	14	0.0	0.0	5.651	A
C-A	180	45	0.00			180				
A-B	18	4	0.00			18				
A-C	386	96	0.00			386				

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	70	18	0.00	438	0.161	70	0.1	0.2	9.797	A
C-AB	18	5	0.00	666	0.028	18	0.0	0.0	5.589	A
C-A	219	55	0.00			219				
A-B	22	6	0.00			22				
A-C	472	118	0.00			472				

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	70	18	0.00	438	0.161	70	0.2	0.2	9.807	A
C-AB	18	5	0.00	666	0.028	18	0.0	0.0	5.592	A
C-A	219	55	0.00			219				
A-B	22	6	0.00			22				
A-C	472	118	0.00			472				

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	58	14	0.00	460	0.125	58	0.2	0.1	8.956	A
C-AB	14	3	0.00	654	0.021	14	0.0	0.0	5.660	A
C-A	180	45	0.00			180				
A-B	18	4	0.00			18				
A-C	386	96	0.00			386				

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	48	12	0.00	476	0.101	48	0.1	0.1	8.421	A
C-AB	11	3	0.00	646	0.017	11	0.0	0.0	5.701	A
C-A	152	38	0.00			152				
A-B	15	4	0.00			15				
A-C	323	81	0.00			323				

D4 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

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		2.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	52	Stream B-AC	2.31	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	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 - Flash Lane (W)		ONE HOUR	✓	481	100.000
B - Wellhouse Lane		ONE HOUR	✓	142	100.000
C - Flash Lane (E)		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	18	463
	B - Wellhouse Lane	66	0	76
	C - Flash Lane (E)	258	5	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	14.13	0.6	B	130	195
C-AB	0.01	5.46	0.0	A	7	11
C-A					234	351
A-B					17	25
A-C					425	637

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	107	27	0.00	454	0.236	106	0.0	0.3	10.306	B
C-AB	5	1	0.00	669	0.008	5	0.0	0.0	5.454	A
C-A	193	48	0.00			193				
A-B	14	3	0.00			14				
A-C	349	87	0.00			349				

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	128	32	0.00	436	0.293	127	0.3	0.4	11.647	B
C-AB	7	2	0.00	682	0.010	7	0.0	0.0	5.361	A
C-A	230	57	0.00			230				
A-B	16	4	0.00			16				
A-C	416	104	0.00			416				

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	156	39	0.00	411	0.380	156	0.4	0.6	14.054	B
C-AB	9	2	0.00	702	0.013	9	0.0	0.0	5.234	A
C-A	280	70	0.00			280				
A-B	20	5	0.00			20				
A-C	510	127	0.00			510				

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	156	39	0.00	411	0.380	156	0.6	0.6	14.134	B
C-AB	9	2	0.00	702	0.013	9	0.0	0.0	5.237	A
C-A	280	70	0.00			280				
A-B	20	5	0.00			20				
A-C	510	127	0.00			510				

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	128	32	0.00	436	0.293	128	0.6	0.4	11.735	B
C-AB	7	2	0.00	682	0.010	7	0.0	0.0	5.370	A
C-A	230	57	0.00			230				
A-B	16	4	0.00			16				
A-C	416	104	0.00			416				

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	107	27	0.00	454	0.236	107	0.4	0.3	10.404	B
C-AB	5	1	0.00	669	0.008	5	0.0	0.0	5.460	A
C-A	193	48	0.00			193				
A-B	14	3	0.00			14				
A-C	349	87	0.00			349				

D5 - 2030 | Base | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		1.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	124	Stream B-AC	1.44	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	PM (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	380	100.000
B - Wellhouse Lane		ONE HOUR	✓	91	100.000
C - Flash Lane (E)		ONE HOUR	✓	216	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	17	363
	B - Wellhouse Lane	31	0	60
	C - Flash Lane (E)	206	10	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	3	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	0.22	10.02	0.3	B	84	125
C-AB	0.02	5.61	0.0	A	13	19
C-A					185	278
A-B					16	23
A-C					333	500

Main Results for each time segment

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-AC	69	17	0.00	493	0.139	68	0.0	0.2	8.464	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.606	A
C-A	153	38	0.00			153				
A-B	13	3	0.00			13				
A-C	273	68	0.00			273				

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-AC	82	20	0.00	479	0.171	82	0.2	0.2	9.061	A
C-AB	12	3	0.00	667	0.019	12	0.0	0.0	5.544	A
C-A	182	45	0.00			182				
A-B	15	4	0.00			15				
A-C	326	82	0.00			326				

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-AC	100	25	0.00	460	0.218	100	0.2	0.3	9.999	A
C-AB	17	4	0.00	681	0.024	17	0.0	0.0	5.463	A
C-A	221	55	0.00			221				
A-B	19	5	0.00			19				
A-C	400	100	0.00			400				

15:15 - 15:30

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	100	25	0.00	460	0.218	100	0.3	0.3	10.015	B
C-AB	17	4	0.00	681	0.024	17	0.0	0.0	5.469	A
C-A	221	55	0.00			221				
A-B	19	5	0.00			19				
A-C	400	100	0.00			400				

15:30 - 15:45

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	82	20	0.00	479	0.171	82	0.3	0.2	9.082	A
C-AB	12	3	0.00	667	0.019	13	0.0	0.0	5.556	A
C-A	182	45	0.00			182				
A-B	15	4	0.00			15				
A-C	326	82	0.00			326				

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	69	17	0.00	493	0.139	69	0.2	0.2	8.498	A
C-AB	10	2	0.00	656	0.015	10	0.0	0.0	5.613	A
C-A	153	38	0.00			153				
A-B	13	3	0.00			13				
A-C	273	68	0.00			273				

D6 - 2030 | Base | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		1.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	123	Stream B-AC	1.01	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 (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	471	100.000
B - Wellhouse Lane		ONE HOUR	✓	67	100.000
C - Flash Lane (E)		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	21	450
	B - Wellhouse Lane	25	0	42
	C - Flash Lane (E)	215	12	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	10.06	0.2	B	61	92
C-AB	0.03	5.70	0.0	A	16	24
C-A					192	289
A-B					19	29
A-C					413	619

Main Results for each time segment

15:15 - 15:30

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	13	0.00	472	0.107	50	0.0	0.1	8.518	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.691	A
C-A	159	40	0.00			159				
A-B	16	4	0.00			16				
A-C	339	85	0.00			339				

15:30 - 15:45

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	60	15	0.00	455	0.132	60	0.1	0.2	9.107	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.643	A
C-A	189	47	0.00			189				
A-B	19	5	0.00			19				
A-C	405	101	0.00			405				

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	74	18	0.00	432	0.171	74	0.2	0.2	10.043	B
C-AB	20	5	0.00	670	0.031	20	0.0	0.0	5.579	A
C-A	229	57	0.00			229				
A-B	23	6	0.00			23				
A-C	495	124	0.00			495				

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	74	18	0.00	432	0.171	74	0.2	0.2	10.055	B
C-AB	20	5	0.00	670	0.031	20	0.0	0.0	5.585	A
C-A	229	57	0.00			229				
A-B	23	6	0.00			23				
A-C	495	124	0.00			495				

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	60	15	0.00	455	0.132	60	0.2	0.2	9.124	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.650	A
C-A	189	47	0.00			189				
A-B	19	5	0.00			19				
A-C	405	101	0.00			405				

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	50	13	0.00	472	0.107	51	0.2	0.1	8.542	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.697	A
C-A	159	40	0.00			159				
A-B	16	4	0.00			16				
A-C	339	85	0.00			339				

D7 - 2030 | Design | AM

Data Errors and Warnings

No errors or warnings

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		1.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	60	Stream B-AC	1.90	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)	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 - Flash Lane (W)		ONE HOUR	✓	483	100.000
B - Wellhouse Lane		ONE HOUR	✓	118	100.000
C - Flash Lane (E)		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	20	463
	B - Wellhouse Lane	67	0	51
	C - Flash Lane (E)	261	5	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	13.63	0.5	B	108	162
C-AB	0.01	5.45	0.0	A	7	11
C-A					237	355
A-B					18	28
A-C					425	637

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	89	22	0.00	438	0.203	88	0.0	0.3	10.262	B
C-AB	5	1	0.00	670	0.008	5	0.0	0.0	5.444	A
C-A	195	49	0.00			195				
A-B	15	4	0.00			15				
A-C	349	87	0.00			349				

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	106	27	0.00	419	0.253	106	0.3	0.3	11.463	B
C-AB	7	2	0.00	684	0.010	7	0.0	0.0	5.349	A
C-A	232	58	0.00			232				
A-B	18	4	0.00			18				
A-C	416	104	0.00			416				

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	130	32	0.00	394	0.330	129	0.3	0.5	13.570	B
C-AB	9	2	0.00	704	0.013	9	0.0	0.0	5.220	A
C-A	284	71	0.00			284				
A-B	22	6	0.00			22				
A-C	510	127	0.00			510				

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	130	32	0.00	394	0.330	130	0.5	0.5	13.629	B
C-AB	9	2	0.00	704	0.013	9	0.0	0.0	5.223	A
C-A	284	71	0.00			284				
A-B	22	6	0.00			22				
A-C	510	127	0.00			510				

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	106	27	0.00	419	0.253	107	0.5	0.3	11.530	B
C-AB	7	2	0.00	684	0.010	7	0.0	0.0	5.356	A
C-A	232	58	0.00			232				
A-B	18	4	0.00			18				
A-C	416	104	0.00			416				

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	89	22	0.00	438	0.203	89	0.3	0.3	10.339	B
C-AB	5	1	0.00	670	0.008	5	0.0	0.0	5.447	A
C-A	195	49	0.00			195				
A-B	15	4	0.00			15				
A-C	349	87	0.00			349				

D8 - 2030 | Design | PM (1 - INT)

Data Errors and Warnings

No errors or warnings

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		1.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	135	Stream B-AC	1.22	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 (1 - INT)	ONE HOUR	14:30	16:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	382	100.000
B - Wellhouse Lane		ONE HOUR	✓	75	100.000
C - Flash Lane (E)		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	19	363
	B - Wellhouse Lane	32	0	43
	C - Flash Lane (E)	208	10	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	3	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	0.19	9.95	0.2	A	69	103
C-AB	0.02	5.61	0.0	A	13	20
C-A					187	281
A-B					17	26
A-C					333	500

Main Results for each time segment

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-AC	56	14	0.00	478	0.118	56	0.0	0.1	8.517	A
C-AB	10	2	0.00	657	0.015	10	0.0	0.0	5.600	A
C-A	154	39	0.00			154				
A-B	14	4	0.00			14				
A-C	273	68	0.00			273				

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-AC	67	17	0.00	464	0.145	67	0.1	0.2	9.072	A
C-AB	13	3	0.00	668	0.019	12	0.0	0.0	5.537	A
C-A	183	46	0.00			183				
A-B	17	4	0.00			17				
A-C	326	82	0.00			326				

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-AC	83	21	0.00	444	0.186	82	0.2	0.2	9.939	A
C-AB	17	4	0.00	683	0.024	17	0.0	0.0	5.454	A
C-A	223	56	0.00			223				
A-B	21	5	0.00			21				
A-C	400	100	0.00			400				

15:15 - 15:30

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	83	21	0.00	444	0.186	83	0.2	0.2	9.951	A
C-AB	17	4	0.00	683	0.024	17	0.0	0.0	5.459	A
C-A	223	56	0.00			223				
A-B	21	5	0.00			21				
A-C	400	100	0.00			400				

15:30 - 15:45

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	67	17	0.00	464	0.145	68	0.2	0.2	9.087	A
C-AB	13	3	0.00	668	0.019	13	0.0	0.0	5.547	A
C-A	183	46	0.00			183				
A-B	17	4	0.00			17				
A-C	326	82	0.00			326				

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	56	14	0.00	478	0.118	57	0.2	0.1	8.545	A
C-AB	10	2	0.00	657	0.015	10	0.0	0.0	5.607	A
C-A	154	39	0.00			154				
A-B	14	4	0.00			14				
A-C	273	68	0.00			273				

D9 - 2030 | Design | PM (2 - EXT)

Data Errors and Warnings

No errors or warnings

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		0.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	125	Stream B-AC	0.93	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
D9	2030	Design	PM (2 - EXT)	ONE HOUR	15:15	16:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Flash Lane (W)		ONE HOUR	✓	475	100.000
B - Wellhouse Lane		ONE HOUR	✓	60	100.000
C - Flash Lane (E)		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	25	450
	B - Wellhouse Lane	26	0	34
	C - Flash Lane (E)	216	12	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Flash Lane (W)	B - Wellhouse Lane	C - Flash Lane (E)
From	A - Flash Lane (W)	0	0	1
	B - Wellhouse Lane	0	0	0
	C - Flash Lane (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	10.14	0.2	B	55	83
C-AB	0.03	5.70	0.0	A	16	24
C-A					193	290
A-B					23	34
A-C					413	619

Main Results for each time segment

15:15 - 15:30

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	45	11	0.00	462	0.098	45	0.0	0.1	8.619	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.691	A
C-A	160	40	0.00			160				
A-B	19	5	0.00			19				
A-C	339	85	0.00			339				

15:30 - 15:45

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	54	13	0.00	445	0.121	54	0.1	0.1	9.203	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.644	A
C-A	190	47	0.00			190				
A-B	22	6	0.00			22				
A-C	405	101	0.00			405				

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	66	17	0.00	421	0.157	66	0.1	0.2	10.132	B
C-AB	21	5	0.00	670	0.031	20	0.0	0.0	5.580	A
C-A	231	58	0.00			231				
A-B	28	7	0.00			28				
A-C	495	124	0.00			495				

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	66	17	0.00	421	0.157	66	0.2	0.2	10.142	B
C-AB	21	5	0.00	670	0.031	21	0.0	0.0	5.586	A
C-A	230	58	0.00			230				
A-B	28	7	0.00			28				
A-C	495	124	0.00			495				

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	54	13	0.00	445	0.121	54	0.2	0.1	9.219	A
C-AB	15	4	0.00	657	0.023	15	0.0	0.0	5.651	A
C-A	190	47	0.00			190				
A-B	22	6	0.00			22				
A-C	405	101	0.00			405				

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	45	11	0.00	462	0.098	45	0.1	0.1	8.643	A
C-AB	12	3	0.00	648	0.019	12	0.0	0.0	5.697	A
C-A	160	40	0.00			160				
A-B	19	5	0.00			19				
A-C	339	85	0.00			339				