

Junctions 9

ARCADY 9 - Roundabout Module

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Filename: Dawley Road-Blyth Road-Betam Road-Kestrel Way Rb OVF + DEV Mitigation.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 and 2029 scenarios
Report generation date: 23/01/2017 15:12:29

- »2029 Baseline, AM
- »2029 Baseline , PM
- »2029 Baseline+Dev, AM
- »2029 Baseline+Dev, PM
- »2024 Baseline+Dev, AM
- »2024 Baseline+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Baseline								
A - Dawley Road (N)	6.6	15.88	0.86	C	1.1	4.21	0.50	A
B - Blyth Road (E)	14.6	77.35	0.97	F	107.7	343.83	1.22	F
C - Dawley Road (S)	189.7	480.08	1.24	F	60.2	138.53	1.07	F
D - Kestral Way (SW)	0.2	17.19	0.18	C	0.7	26.75	0.41	D
E - Betam Road (NW)	0.1	7.92	0.11	A	0.4	11.95	0.29	B
2029 Baseline+Dev								
A - Dawley Road (N)	6.1	14.83	0.85	B	1.2	4.35	0.52	A
B - Blyth Road (E)	13.5	72.17	0.96	F	117.5	389.47	1.24	F
C - Dawley Road (S)	213.3	532.74	1.26	F	61.4	140.57	1.07	F
D - Kestral Way (SW)	0.2	17.24	0.18	C	0.7	26.50	0.40	D
E - Betam Road (NW)	0.1	7.93	0.11	A	0.4	11.88	0.29	B
2024 Baseline+Dev								
A - Dawley Road (N)	5.4	13.40	0.84	B	1.1	4.23	0.51	A
B - Blyth Road (E)	9.7	53.92	0.93	F	102.8	325.30	1.21	F
C - Dawley Road (S)	186.7	471.48	1.24	F	49.0	116.77	1.05	F
D - Kestral Way (SW)	0.2	17.11	0.18	C	0.7	26.11	0.40	D
E - Betam Road (NW)	0.1	7.90	0.11	A	0.4	11.72	0.28	B

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.

File summary

File Description

Title	Site 4 Base Model
Location	Hayes and Harlington
Site number	
Date	17/07/2012
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	VN50026
Enumerator	rhussain [IE-D00135]
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	-Hour	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D7	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D8	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D9	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D10	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D11	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2029 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	222.95	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Dawley Road (N)	
B	Blyth Road (E)	
C	Dawley Road (S)	
D	Kestral Way (SW)	
E	Betam Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Dawley Road (N)	3.90	9.00	33.0	17.5	34.7	17.0	
B - Blyth Road (E)	3.29	8.50	6.0	15.0	35.0	16.5	
C - Dawley Road (S)	4.97	9.46	16.0	3.0	34.7	36.0	
D - Kestral Way (SW)	3.90	4.66	3.2	3.0	34.0	28.0	
E - Betam Road (NW)	3.60	7.70	8.0	8.2	35.0	16.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Dawley Road (N)	0.785	2300
B - Blyth Road (E)	0.612	1458
C - Dawley Road (S)	0.532	1561
D - Kestral Way (SW)	0.419	958
E - Betam Road (NW)	0.609	1525

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1410	100.000
B - Blyth Road (E)		ONE HOUR	✓	640	100.000
C - Dawley Road (S)		ONE HOUR	✓	1584	100.000
D - Kestral Way (SW)		ONE HOUR	✓	47	100.000
E - Betam Road (NW)		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	379	979	22	30
	B - Blyth Road (E)	198	0	422	3	17
	C - Dawley Road (S)	854	629	0	64	37
	D - Kestral Way (SW)	7	8	30	0	2
	E - Betam Road (NW)	21	9	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.86	15.88	6.6	C	1294	1941
B - Blyth Road (E)	0.97	77.35	14.6	F	587	881
C - Dawley Road (S)	1.24	480.08	189.7	F	1454	2180
D - Kestral Way (SW)	0.18	17.19	0.2	C	43	65
E - Betam Road (NW)	0.11	7.92	0.1	A	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1062	265	522	1890	0.562	1056	802	0.0	1.4	4.717	A
B - Blyth Road (E)	482	120	815	959	0.502	477	763	0.0	1.1	8.153	A
C - Dawley Road (S)	1193	298	202	1453	0.821	1174	1091	0.0	4.6	13.413	B
D - Kestral Way (SW)	35	9	1309	409	0.087	35	66	0.0	0.1	10.574	B
E - Betam Road (NW)	44	11	1280	745	0.059	43	64	0.0	0.1	5.643	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1268	317	610	1821	0.696	1263	939	1.4	2.5	7.044	A
B - Blyth Road (E)	575	144	976	861	0.668	571	898	1.1	2.1	13.480	B
C - Dawley Road (S)	1424	356	241	1432	0.994	1367	1306	4.6	18.9	41.701	E
D - Kestral Way (SW)	42	11	1530	316	0.134	42	78	0.1	0.2	14.419	B
E - Betam Road (NW)	52	13	1497	613	0.085	52	76	0.1	0.1	7.051	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1552	388	640	1797	0.864	1537	996	2.5	6.3	14.454	B
B - Blyth Road (E)	705	176	1188	731	0.964	670	990	2.1	10.7	49.147	E
C - Dawley Road (S)	1744	436	285	1409	1.238	1406	1573	18.9	103.5	165.840	F
D - Kestral Way (SW)	52	13	1607	284	0.182	51	84	0.2	0.2	16.971	C
E - Betam Road (NW)	64	16	1573	567	0.113	64	86	0.1	0.1	7.860	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1552	388	640	1797	0.864	1551	1001	6.3	6.6	15.883	C
B - Blyth Road (E)	705	176	1198	725	0.972	689	993	10.7	14.6	77.352	F
C - Dawley Road (S)	1744	436	292	1405	1.241	1405	1595	103.5	188.3	378.599	F
D - Kestral Way (SW)	52	13	1612	282	0.184	52	84	0.2	0.2	17.194	C
E - Betam Road (NW)	64	16	1578	564	0.113	64	86	0.1	0.1	7.917	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1268	317	631	1805	0.702	1283	983	6.6	2.7	7.811	A
B - Blyth Road (E)	575	144	991	852	0.676	624	924	14.6	2.4	20.830	C
C - Dawley Road (S)	1424	356	260	1422	1.001	1418	1355	188.3	189.7	480.079	F
D - Kestral Way (SW)	42	11	1598	288	0.147	42	80	0.2	0.2	16.139	C
E - Betam Road (NW)	52	13	1562	574	0.091	52	79	0.1	0.1	7.592	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1062	265	630	1806	0.588	1066	950	2.7	1.6	5.383	A

B - Blyth Road (E)	482	120	823	954	0.50 5	487	872	2.4	1.1	8.565	A
C - Dawley Road (S)	1193	298	205	1451	0.82 2	1443	1105	189.7	127.1	396.16 4	F
D - Kestral Way (SW)	35	9	1571	299	0.11 8	36	77	0.2	0.2	15.016	C
E - Betam Road (NW)	44	11	1536	590	0.07 4	44	71	0.1	0.1	7.256	A

2029 Baseline , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	157.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	867	100.000
B - Blyth Road (E)		ONE HOUR	✓	1002	100.000
C - Dawley Road (S)		ONE HOUR	✓	1306	100.000
D - Kestral Way (SW)		ONE HOUR	✓	92	100.000
E - Betam Road (NW)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	177	667	9	14
	B - Blyth Road (E)	404	0	585	2	11
	C - Dawley Road (S)	912	331	0	37	26
	D - Kestral Way (SW)	12	8	71	0	1
	E - Betam Road (NW)	40	23	58	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.50	4.21	1.1	A	796	1193
B - Blyth Road (E)	1.22	343.83	107.7	F	919	1379
C - Dawley Road (S)	1.07	138.53	60.2	F	1198	1798
D - Kestral Way (SW)	0.41	26.75	0.7	D	84	127
E - Betam Road (NW)	0.29	11.95	0.4	B	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	653	163	367	2012	0.324	651	1018	0.0	0.5	2.905	A
B - Blyth Road (E)	754	189	615	1082	0.697	745	403	0.0	2.4	11.443	B
C - Dawley Road (S)	983	246	328	1386	0.709	973	1031	0.0	2.6	9.366	A
D - Kestral Way (SW)	69	17	1264	428	0.162	68	37	0.0	0.2	10.988	B
E - Betam Road (NW)	92	23	1294	737	0.125	91	39	0.0	0.2	6.128	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	779	195	438	1956	0.398	779	1212	0.5	0.7	3.361	A
B - Blyth Road (E)	901	225	736	1008	0.894	882	481	2.4	7.2	28.020	D
C - Dawley Road (S)	1174	294	389	1354	0.867	1160	1229	2.6	6.2	19.081	C
D - Kestral Way (SW)	83	21	1505	327	0.253	82	44	0.2	0.4	16.111	C
E - Betam Road (NW)	110	27	1540	587	0.187	109	46	0.2	0.3	8.285	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	955	239	510	1899	0.503	953	1342	0.7	1.1	4.178	A
B - Blyth Road (E)	1103	276	900	907	1.216	900	563	7.2	58.1	143.857	F
C - Dawley Road (S)	1438	359	401	1347	1.067	1321	1399	6.2	35.6	69.019	F
D - Kestral Way (SW)	101	25	1671	257	0.393	100	50	0.4	0.7	24.952	C
E - Betam Road (NW)	134	34	1718	478	0.281	134	53	0.3	0.4	11.462	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	955	239	517	1894	0.504	955	1357	1.1	1.1	4.213	A
B - Blyth Road (E)	1103	276	903	906	1.218	905	568	58.1	107.7	330.632	F
C - Dawley Road (S)	1438	359	403	1346	1.068	1339	1404	35.6	60.2	138.527	F
D - Kestral Way (SW)	101	25	1692	249	0.407	101	51	0.7	0.7	26.746	D
E - Betam Road (NW)	134	34	1740	466	0.289	134	53	0.4	0.4	11.948	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	779	195	476	1926	0.405	781	1359	1.1	0.8	3.461	A
B - Blyth Road (E)	901	225	739	1006	0.896	996	518	107.7	84.0	343.830	F
C - Dawley Road (S)	1174	294	436	1329	0.884	1305	1299	60.2	27.5	124.600	F
D - Kestral Way (SW)	83	21	1693	248	0.333	83	48	0.7	0.6	24.092	C
E - Betam Road (NW)	110	27	1726	474	0.231	110	50	0.4	0.3	10.892	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	653	163	396	1989	0.328	654	1223	0.8	0.5	2.966	A

B - Blyth Road (E)	754	189	619	1079	0.69 9	1065	431	84.0	6.3	158.99 6	F
C - Dawley Road (S)	983	246	461	1315	0.74 8	1080	1223	27.5	3.5	23.229	C
D - Kestral Way (SW)	69	17	1501	329	0.21 1	70	40	0.6	0.3	15.377	C
E - Betam Road (NW)	92	23	1526	595	0.15 4	92	45	0.3	0.2	7.882	A

2029 Baseline+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	246.66	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1400	100.000
B - Blyth Road (E)		ONE HOUR	✓	640	100.000
C - Dawley Road (S)		ONE HOUR	✓	1611	100.000
D - Kestral Way (SW)		ONE HOUR	✓	47	100.000
E - Betam Road (NW)		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	379	969	22	30
	B - Blyth Road (E)	198	0	422	3	17
	C - Dawley Road (S)	881	629	0	64	37
	D - Kestral Way (SW)	7	8	30	0	2
	E - Betam Road (NW)	21	9	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.85	14.83	6.1	B	1285	1927
B - Blyth Road (E)	0.96	72.17	13.5	F	587	881
C - Dawley Road (S)	1.26	532.74	213.3	F	1478	2217
D - Kestral Way (SW)	0.18	17.24	0.2	C	43	65
E - Betam Road (NW)	0.11	7.93	0.1	A	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1054	263	522	1890	0.558	1049	821	0.0	1.4	4.674	A
B - Blyth Road (E)	482	120	808	964	0.500	478	762	0.0	1.1	8.079	A
C - Dawley Road (S)	1213	303	202	1453	0.835	1193	1084	0.0	5.0	14.263	B
D - Kestral Way (SW)	35	9	1328	401	0.088	35	66	0.0	0.1	10.801	B
E - Betam Road (NW)	44	11	1299	734	0.060	43	64	0.0	0.1	5.732	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1259	315	606	1825	0.690	1254	956	1.4	2.4	6.897	A
B - Blyth Road (E)	575	144	967	866	0.664	571	893	1.1	2.1	13.245	B
C - Dawley Road (S)	1448	362	241	1432	1.011	1379	1297	5.0	22.4	47.010	E
D - Kestral Way (SW)	42	11	1543	311	0.136	42	77	0.1	0.2	14.702	B
E - Betam Road (NW)	52	13	1509	606	0.086	52	76	0.1	0.1	7.150	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1541	385	631	1804	0.854	1528	1008	2.4	5.8	13.665	B
B - Blyth Road (E)	705	176	1178	737	0.956	672	981	2.1	10.2	47.034	E
C - Dawley Road (S)	1774	443	286	1408	1.259	1406	1564	22.4	114.3	183.661	F
D - Kestral Way (SW)	52	13	1609	284	0.182	51	83	0.2	0.2	17.036	C
E - Betam Road (NW)	64	16	1575	566	0.113	64	85	0.1	0.1	7.886	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1541	385	631	1805	0.854	1540	1013	5.8	6.1	14.829	B
B - Blyth Road (E)	705	176	1187	731	0.963	691	984	10.2	13.5	72.172	F
C - Dawley Road (S)	1774	443	293	1405	1.263	1404	1586	114.3	206.6	415.396	F
D - Kestral Way (SW)	52	13	1614	281	0.184	52	83	0.2	0.2	17.237	C
E - Betam Road (NW)	64	16	1580	563	0.113	64	86	0.1	0.1	7.935	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1259	315	623	1811	0.695	1273	994	6.1	2.6	7.540	A
B - Blyth Road (E)	575	144	981	858	0.671	620	915	13.5	2.4	19.525	C
C - Dawley Road (S)	1448	362	258	1423	1.018	1422	1342	206.6	213.3	532.744	F
D - Kestral Way (SW)	42	11	1601	287	0.147	42	79	0.2	0.2	16.210	C
E - Betam Road (NW)	52	13	1565	572	0.091	52	78	0.1	0.1	7.620	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1054	263	620	1813	0.581	1058	961	2.6	1.5	5.276	A

B - Blyth Road (E)	482	120	815	959	0.50 2	487	863	2.4	1.1	8.472	A
C - Dawley Road (S)	1213	303	205	1451	0.83 6	1444	1097	213.3	155.5	460.54 3	F
D - Kestral Way (SW)	35	9	1573	299	0.11 8	36	76	0.2	0.2	15.060	C
E - Betam Road (NW)	44	11	1538	588	0.07 4	44	70	0.1	0.1	7.275	A

2029 Baseline+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	170.16	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	895	100.000
B - Blyth Road (E)		ONE HOUR	✓	1002	100.000
C - Dawley Road (S)		ONE HOUR	✓	1312	100.000
D - Kestral Way (SW)		ONE HOUR	✓	92	100.000
E - Betam Road (NW)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	177	695	9	14
	B - Blyth Road (E)	404	0	585	2	11
	C - Dawley Road (S)	918	331	0	37	26
	D - Kestral Way (SW)	12	8	71	0	1
	E - Betam Road (NW)	40	23	58	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.52	4.35	1.2	A	821	1232
B - Blyth Road (E)	1.24	389.47	117.5	F	919	1379
C - Dawley Road (S)	1.07	140.57	61.4	F	1204	1806
D - Kestral Way (SW)	0.40	26.50	0.7	D	84	127
E - Betam Road (NW)	0.29	11.88	0.4	B	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	674	168	367	2012	0.335	672	1023	0.0	0.6	2.948	A
B - Blyth Road (E)	754	189	636	1069	0.706	744	403	0.0	2.5	11.859	B
C - Dawley Road (S)	988	247	328	1386	0.713	977	1052	0.0	2.6	9.459	A
D - Kestral Way (SW)	69	17	1268	426	0.163	68	37	0.0	0.2	11.042	B
E - Betam Road (NW)	92	23	1298	734	0.125	91	39	0.0	0.2	6.152	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	805	201	438	1956	0.411	804	1216	0.6	0.8	3.434	A
B - Blyth Road (E)	901	225	761	992	0.908	879	480	2.5	7.9	30.517	D
C - Dawley Road (S)	1179	295	388	1354	0.871	1164	1253	2.6	6.4	19.456	C
D - Kestral Way (SW)	83	21	1508	326	0.254	82	44	0.2	0.4	16.217	C
E - Betam Road (NW)	110	27	1544	584	0.188	109	46	0.2	0.3	8.326	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	985	246	510	1900	0.519	984	1340	0.8	1.2	4.316	A
B - Blyth Road (E)	1103	276	931	888	1.242	882	563	7.9	63.2	158.107	F
C - Dawley Road (S)	1445	361	393	1351	1.069	1325	1420	6.4	36.2	69.914	F
D - Kestral Way (SW)	101	25	1669	259	0.392	100	50	0.4	0.7	24.789	C
E - Betam Road (NW)	134	34	1716	480	0.280	134	52	0.3	0.4	11.415	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	985	246	516	1895	0.520	985	1355	1.2	1.2	4.354	A
B - Blyth Road (E)	1103	276	933	887	1.244	886	568	63.2	117.5	365.139	F
C - Dawley Road (S)	1445	361	395	1350	1.070	1344	1424	36.2	61.4	140.570	F
D - Kestral Way (SW)	101	25	1688	250	0.405	101	51	0.7	0.7	26.497	D
E - Betam Road (NW)	134	34	1737	467	0.287	134	53	0.4	0.4	11.882	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	805	201	476	1927	0.418	806	1358	1.2	0.8	3.538	A
B - Blyth Road (E)	901	225	764	990	0.910	981	517	117.5	97.4	389.467	F
C - Dawley Road (S)	1179	295	430	1332	0.886	1308	1315	61.4	29.2	128.042	F
D - Kestral Way (SW)	83	21	1690	249	0.332	83	48	0.7	0.6	23.950	C
E - Betam Road (NW)	110	27	1723	475	0.231	110	50	0.4	0.3	10.854	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	674	168	398	1988	0.339	675	1228	0.8	0.6	3.019	A

B - Blyth Road (E)	754	189	640	1066	0.708	1054	432	97.4	22.4	208.999	F
C - Dawley Road (S)	988	247	457	1317	0.750	1090	1238	29.2	3.5	24.786	C
D - Kestral Way (SW)	69	17	1507	326	0.212	70	40	0.6	0.3	15.533	C
E - Betam Road (NW)	92	23	1533	592	0.155	92	45	0.3	0.2	7.941	A

2024 Baseline+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	217.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1373	100.000
B - Blyth Road (E)		ONE HOUR	✓	628	100.000
C - Dawley Road (S)		ONE HOUR	✓	1583	100.000
D - Kestral Way (SW)		ONE HOUR	✓	46	100.000
E - Betam Road (NW)		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	374	949	21	29
	B - Blyth Road (E)	195	0	414	3	16
	C - Dawley Road (S)	864	620	0	63	36
	D - Kestral Way (SW)	7	8	29	0	2
	E - Betam Road (NW)	20	9	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.84	13.40	5.4	B	1260	1890
B - Blyth Road (E)	0.93	53.92	9.7	F	576	864
C - Dawley Road (S)	1.24	471.48	186.7	F	1453	2179
D - Kestral Way (SW)	0.18	17.11	0.2	C	42	63
E - Betam Road (NW)	0.11	7.90	0.1	A	51	77

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1034	258	514	1896	0.545	1028	806	0.0	1.3	4.536	A
B - Blyth Road (E)	473	118	790	974	0.485	469	752	0.0	1.0	7.770	A
C - Dawley Road (S)	1192	298	197	1456	0.819	1173	1062	0.0	4.6	13.288	B
D - Kestral Way (SW)	35	9	1306	410	0.084	34	65	0.0	0.1	10.514	B
E - Betam Road (NW)	42	11	1278	746	0.056	42	62	0.0	0.1	5.620	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1234	309	601	1828	0.675	1231	945	1.3	2.2	6.585	A
B - Blyth Road (E)	565	141	945	879	0.642	561	886	1.0	1.9	12.304	B
C - Dawley Road (S)	1423	356	236	1435	0.992	1368	1271	4.6	18.4	40.919	E
D - Kestral Way (SW)	41	10	1528	318	0.130	41	76	0.1	0.2	14.312	B
E - Betam Road (NW)	50	13	1496	614	0.082	50	73	0.1	0.1	7.020	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1512	378	631	1804	0.838	1500	1005	2.2	5.2	12.523	B
B - Blyth Road (E)	691	173	1153	753	0.919	667	978	1.9	7.9	38.801	E
C - Dawley Road (S)	1743	436	282	1410	1.236	1407	1538	18.4	102.4	163.733	F
D - Kestral Way (SW)	51	13	1607	284	0.178	50	82	0.2	0.2	16.902	C
E - Betam Road (NW)	62	15	1574	566	0.109	62	83	0.1	0.1	7.845	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1512	378	631	1804	0.838	1511	1010	5.2	5.4	13.399	B
B - Blyth Road (E)	691	173	1161	747	0.925	684	981	7.9	9.7	53.917	F
C - Dawley Road (S)	1743	436	288	1407	1.239	1407	1557	102.4	186.5	374.048	F
D - Kestral Way (SW)	51	13	1613	282	0.180	51	82	0.2	0.2	17.115	C
E - Betam Road (NW)	62	15	1580	563	0.110	62	84	0.1	0.1	7.899	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1234	309	623	1811	0.682	1246	985	5.4	2.4	7.159	A
B - Blyth Road (E)	565	141	957	872	0.647	595	912	9.7	2.1	15.725	C
C - Dawley Road (S)	1423	356	248	1428	0.996	1422	1304	186.5	186.7	471.485	F
D - Kestral Way (SW)	41	10	1592	291	0.142	42	79	0.2	0.2	15.913	C
E - Betam Road (NW)	50	13	1558	576	0.087	50	76	0.1	0.1	7.535	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1034	258	621	1812	0.570	1037	957	2.4	1.5	5.134	A

B - Blyth Road (E)	473	118	797	970	0.48 7	477	862	2.1	1.1	8.096	A
C - Dawley Road (S)	1192	298	200	1454	0.82 0	1445	1074	186.7	123.3	386.97 4	F
D - Kestral Way (SW)	35	9	1570	300	0.11 6	35	76	0.2	0.1	14.954	B
E - Betam Road (NW)	42	11	1536	589	0.07 2	42	68	0.1	0.1	7.239	A

2024 Baseline+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	142.64	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	876	100.000
B - Blyth Road (E)		ONE HOUR	✓	988	100.000
C - Dawley Road (S)		ONE HOUR	✓	1282	100.000
D - Kestral Way (SW)		ONE HOUR	✓	90	100.000
E - Betam Road (NW)		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	174	679	9	14
	B - Blyth Road (E)	401	0	574	2	11
	C - Dawley Road (S)	897	324	0	36	25
	D - Kestral Way (SW)	12	8	69	0	1
	E - Betam Road (NW)	39	22	57	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.51	4.23	1.1	A	804	1206
B - Blyth Road (E)	1.21	325.30	102.8	F	907	1360
C - Dawley Road (S)	1.05	116.77	49.0	F	1176	1765
D - Kestral Way (SW)	0.40	26.11	0.7	D	83	124
E - Betam Road (NW)	0.28	11.72	0.4	B	109	164

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	659	165	359	2018	0.327	657	1005	0.0	0.5	2.906	A
B - Blyth Road (E)	744	186	622	1078	0.690	734	394	0.0	2.4	11.244	B
C - Dawley Road (S)	965	241	326	1387	0.696	955	1030	0.0	2.4	8.982	A
D - Kestral Way (SW)	68	17	1245	436	0.155	67	36	0.0	0.2	10.711	B
E - Betam Road (NW)	90	22	1274	749	0.120	89	38	0.0	0.1	5.996	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	788	197	429	1964	0.401	787	1197	0.5	0.7	3.363	A
B - Blyth Road (E)	888	222	744	1003	0.886	871	471	2.4	6.8	26.963	D
C - Dawley Road (S)	1152	288	386	1355	0.851	1140	1228	2.4	5.6	17.465	C
D - Kestral Way (SW)	81	20	1484	336	0.241	80	43	0.2	0.3	15.452	C
E - Betam Road (NW)	107	27	1519	600	0.178	107	45	0.1	0.2	8.018	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	964	241	503	1905	0.506	963	1337	0.7	1.1	4.197	A
B - Blyth Road (E)	1088	272	910	901	1.207	893	556	6.8	55.5	139.041	F
C - Dawley Road (S)	1412	353	400	1347	1.048	1313	1403	5.6	30.1	60.930	F
D - Kestral Way (SW)	99	25	1664	260	0.381	98	50	0.3	0.6	24.191	C
E - Betam Road (NW)	131	33	1710	484	0.271	130	52	0.2	0.4	11.190	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	964	241	510	1899	0.508	964	1355	1.1	1.1	4.235	A
B - Blyth Road (E)	1088	272	913	900	1.209	899	562	55.5	102.8	318.621	F
C - Dawley Road (S)	1412	353	403	1346	1.049	1336	1408	30.1	49.0	116.769	F
D - Kestral Way (SW)	99	25	1688	250	0.396	99	50	0.6	0.7	26.110	D
E - Betam Road (NW)	131	33	1735	469	0.280	131	53	0.4	0.4	11.725	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	788	197	471	1930	0.408	789	1359	1.1	0.8	3.473	A
B - Blyth Road (E)	888	222	747	1001	0.888	990	513	102.8	77.3	325.302	F
C - Dawley Road (S)	1152	288	437	1328	0.868	1302	1301	49.0	11.6	91.112	F
D - Kestral Way (SW)	81	20	1691	249	0.325	82	48	0.7	0.5	23.723	C
E - Betam Road (NW)	107	27	1723	476	0.225	107	50	0.4	0.3	10.757	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	659	165	372	2008	0.328	660	1160	0.8	0.5	2.942	A

B - Blyth Road (E)	744	186	626	1075	0.69 2	1040	406	77.3	3.2	136.30 0	F
C - Dawley Road (S)	965	241	454	1319	0.73 2	999	1212	11.6	3.1	13.585	B
D - Kestral Way (SW)	68	17	1416	365	0.18 6	69	38	0.5	0.3	13.447	B
E - Betam Road (NW)	90	22	1442	647	0.13 9	90	42	0.3	0.2	7.121	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Dawley Road-Blyth Road-Betam Road-Kestrel Way Rb OVF + DEV Mitigation.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 Cumulative
Report generation date: 24/01/2017 10:20:12

»2024 Baseline+Dev, AM

»2024 Baseline+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2024 Baseline+Dev							
A - Dawley Road (N)	6.1	14.78	0.85	B	1.2	4.33	0.52	A
B - Blyth Road (E)	12.2	66.78	0.95	F	111.1	364.00	1.23	F
C - Dawley Road (S)	208.7	521.65	1.26	F	64.1	145.75	1.07	F
D - Kestrel Way (SW)	0.2	17.12	0.18	C	0.7	26.28	0.40	D
E - Betam Road (NW)	0.1	7.91	0.11	A	0.4	11.79	0.28	B

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.

File summary

File Description

Title	Site 4 Base Model
Location	Hayes and Harlington
Site number	
Date	17/07/2012
Version	
Status	Draft 1
Identifier	
Client	
Jobnumber	VN50026
Enumerator	rhussain [IE-D00135]
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	-Hour	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D11	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	241.26	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Dawley Road (N)	
B	Blyth Road (E)	
C	Dawley Road (S)	
D	Kestral Way (SW)	
E	Betam Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Dawley Road (N)	3.90	9.00	33.0	17.5	34.7	17.0	

B - Blyth Road (E)	3.29	8.50	6.0	15.0	35.0	16.5	
C - Dawley Road (S)	4.97	9.46	16.0	3.0	34.7	36.0	
D - Kestral Way (SW)	3.90	4.66	3.2	3.0	34.0	28.0	
E - Betam Road (NW)	3.60	7.70	8.0	8.2	35.0	16.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Dawley Road (N)	0.785	2300
B - Blyth Road (E)	0.612	1458
C - Dawley Road (S)	0.532	1561
D - Kestral Way (SW)	0.419	958
E - Betam Road (NW)	0.609	1525

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1405	100.000
B - Blyth Road (E)		ONE HOUR	✓	628	100.000
C - Dawley Road (S)		ONE HOUR	✓	1609	100.000
D - Kestral Way (SW)		ONE HOUR	✓	46	100.000
E - Betam Road (NW)		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	374	981	21	29
	B - Blyth Road (E)	195	0	414	3	16
	C - Dawley Road (S)	890	620	0	63	36
	D - Kestral Way (SW)	7	8	29	0	2
	E - Betam Road (NW)	20	9	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.85	14.78	6.1	B	1289	1934
B - Blyth Road (E)	0.95	66.78	12.2	F	576	864
C - Dawley Road (S)	1.26	521.65	208.7	F	1476	2215
D - Kestral Way (SW)	0.18	17.12	0.2	C	42	63
E - Betam Road (NW)	0.11	7.91	0.1	A	51	77

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1058	264	514	1897	0.558	1052	825	0.0	1.4	4.660	A
B - Blyth Road (E)	473	118	814	960	0.493	469	752	0.0	1.0	7.995	A
C - Dawley Road (S)	1211	303	197	1456	0.832	1191	1085	0.0	5.0	14.090	B
D - Kestral Way (SW)	35	9	1324	403	0.086	34	65	0.0	0.1	10.728	B
E - Betam Road (NW)	42	11	1296	735	0.057	42	62	0.0	0.1	5.710	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1263	316	597	1831	0.690	1259	961	1.4	2.4	6.870	A
B - Blyth Road (E)	565	141	974	862	0.655	561	882	1.0	2.0	12.984	B
C - Dawley Road (S)	1446	362	236	1435	1.008	1380	1299	5.0	21.7	45.910	E
D - Kestral Way (SW)	41	10	1540	312	0.132	41	76	0.1	0.2	14.583	B
E - Betam Road (NW)	50	13	1508	606	0.083	50	73	0.1	0.1	7.116	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1547	387	623	1811	0.854	1533	1014	2.4	5.8	13.617	B

B - Blyth Road (E)	691	173	1186	732	0.945	662	970	2.0	9.4	44.770	E
C - Dawley Road (S)	1772	443	280	1411	1.255	1409	1568	21.7	112.4	180.009	F
D - Kestral Way (SW)	51	13	1608	284	0.178	50	81	0.2	0.2	16.927	C
E - Betam Road (NW)	62	15	1576	565	0.109	62	82	0.1	0.1	7.859	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1547	387	623	1811	0.854	1546	1020	5.8	6.1	14.777	B
B - Blyth Road (E)	691	173	1196	726	0.952	680	973	9.4	12.2	66.782	F
C - Dawley Road (S)	1772	443	287	1408	1.258	1408	1589	112.4	203.4	407.855	F
D - Kestral Way (SW)	51	13	1613	282	0.180	51	81	0.2	0.2	17.125	C
E - Betam Road (NW)	62	15	1581	562	0.110	62	83	0.1	0.1	7.908	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1263	316	615	1817	0.695	1277	1000	6.1	2.6	7.520	A
B - Blyth Road (E)	565	141	988	853	0.661	604	904	12.2	2.3	18.224	C
C - Dawley Road (S)	1446	362	251	1427	1.014	1425	1341	203.4	208.7	521.646	F
D - Kestral Way (SW)	41	10	1599	288	0.144	42	78	0.2	0.2	16.094	C
E - Betam Road (NW)	50	13	1565	572	0.088	50	75	0.1	0.1	7.593	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1058	264	612	1819	0.581	1062	969	2.6	1.5	5.256	A
B - Blyth Road (E)	473	118	821	955	0.495	477	853	2.3	1.1	8.367	A
C - Dawley Road (S)	1211	303	200	1454	0.833	1446	1098	208.7	150.0	447.234	F
D - Kestral Way (SW)	35	9	1572	299	0.116	35	75	0.2	0.1	14.996	B
E - Betam Road (NW)	42	11	1539	588	0.072	42	68	0.1	0.1	7.258	A

2024 Baseline+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
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Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	163.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	900	100.000
B - Blyth Road (E)		ONE HOUR	✓	988	100.000
C - Dawley Road (S)		ONE HOUR	✓	1317	100.000
D - Kestral Way (SW)		ONE HOUR	✓	90	100.000
E - Betam Road (NW)		ONE HOUR	✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	174	703	9	14
	B - Blyth Road (E)	401	0	574	2	11
	C - Dawley Road (S)	932	324	0	36	25
	D - Kestral Way (SW)	12	8	69	0	1
	E - Betam Road (NW)	39	22	57	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.52	4.33	1.2	A	826	1239
B - Blyth Road (E)	1.23	364.00	111.1	F	907	1360
C - Dawley Road (S)	1.07	145.75	64.1	F	1209	1813
D - Kestral Way (SW)	0.40	26.28	0.7	D	83	124
E - Betam Road (NW)	0.28	11.79	0.4	B	109	164

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	678	169	358	2019	0.336	675	1030	0.0	0.6	2.943	A
B - Blyth Road (E)	744	186	639	1067	0.697	734	394	0.0	2.4	11.597	B
C - Dawley Road (S)	992	248	326	1387	0.715	981	1048	0.0	2.7	9.514	A
D - Kestral Way (SW)	68	17	1271	425	0.159	67	36	0.0	0.2	11.025	B
E - Betam Road (NW)	90	22	1300	733	0.122	89	38	0.0	0.2	6.140	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	809	202	428	1964	0.412	808	1225	0.6	0.8	3.425	A
B - Blyth Road (E)	888	222	765	989	0.898	869	471	2.4	7.3	28.962	D
C - Dawley Road (S)	1184	296	386	1355	0.874	1169	1249	2.7	6.5	19.725	C
D - Kestral Way (SW)	81	20	1511	324	0.249	80	43	0.2	0.4	16.184	C
E - Betam Road (NW)	107	27	1546	583	0.183	107	45	0.2	0.2	8.309	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	991	248	498	1909	0.519	989	1351	0.8	1.2	4.296	A

B - Blyth Road (E)	1088	272	937	885	1.229	878	550	7.3	59.8	150.922	F
C - Dawley Road (S)	1450	363	394	1351	1.074	1326	1420	6.5	37.5	71.748	F
D - Kestral Way (SW)	99	25	1671	257	0.385	98	49	0.4	0.7	24.641	C
E - Betam Road (NW)	131	33	1718	479	0.274	130	51	0.2	0.4	11.341	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	991	248	503	1905	0.520	991	1365	1.2	1.2	4.332	A
B - Blyth Road (E)	1088	272	939	883	1.232	883	555	59.8	111.1	347.800	F
C - Dawley Road (S)	1450	363	396	1350	1.074	1344	1425	37.5	64.1	145.752	F
D - Kestral Way (SW)	99	25	1691	249	0.397	99	50	0.7	0.7	26.279	D
E - Betam Road (NW)	131	33	1738	467	0.281	131	52	0.4	0.4	11.788	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	809	202	464	1936	0.418	811	1369	1.2	0.8	3.523	A
B - Blyth Road (E)	888	222	769	987	0.899	978	506	111.1	88.7	364.004	F
C - Dawley Road (S)	1184	296	431	1331	0.890	1308	1315	64.1	32.9	136.436	F
D - Kestral Way (SW)	81	20	1693	248	0.326	82	47	0.7	0.6	23.847	C
E - Betam Road (NW)	107	27	1725	474	0.226	107	49	0.4	0.3	10.805	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	678	169	392	1992	0.340	678	1250	0.8	0.6	3.015	A
B - Blyth Road (E)	744	186	644	1064	0.699	1051	427	88.7	11.9	177.885	F
C - Dawley Road (S)	992	248	458	1317	0.753	1109	1236	32.9	3.6	28.862	D
D - Kestral Way (SW)	68	17	1527	318	0.213	69	40	0.6	0.3	15.965	C
E - Betam Road (NW)	90	22	1552	580	0.155	90	44	0.3	0.2	8.093	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Dawley Road-Blyth Road-Betam Road-Kestrel Way Rb OVF + DEV Mitigation.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2029 Cumulative
Report generation date: 24/01/2017 15:31:39

- »2029 Baseline, AM
- »2029 Baseline , PM
- »2029 Baseline+Dev, AM
- »2029 Baseline+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Baseline								
A - Dawley Road (N)	6.7	16.11	0.87	C	1.2	4.30	0.51	A
B - Blyth Road (E)	15.6	81.94	0.98	F	114.7	376.24	1.24	F
C - Dawley Road (S)	206.2	516.90	1.26	F	65.8	149.30	1.08	F
D - Kestrel Way (SW)	0.2	17.21	0.18	C	0.7	26.66	0.41	D
E - Betam Road (NW)	0.1	7.93	0.11	A	0.4	11.93	0.29	B
2029 Baseline+Dev								
A - Dawley Road (N)	6.9	16.55	0.87	C	1.2	4.45	0.53	A
B - Blyth Road (E)	17.5	90.70	0.99	F	125.6	428.37	1.27	F
C - Dawley Road (S)	236.0	582.62	1.28	F	77.2	176.96	1.09	F
D - Kestrel Way (SW)	0.2	17.23	0.18	C	0.7	26.54	0.41	D
E - Betam Road (NW)	0.1	7.94	0.11	A	0.4	11.91	0.29	B

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.

File summary

File Description

Title	Site 4 Base Model
Location	Hayes and Harlington
Site number	
Date	17/07/2012
Version	

Status	Draft 1
Identifier	
Client	
Jobnumber	VN50026
Enumerator	rhussain [IE-D00135]
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	-Hour	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D7	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D8	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D9	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2029 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	240.35	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Dawley Road (N)	
B	Blyth Road (E)	
C	Dawley Road (S)	
D	Kestral Way (SW)	
E	Betam Road (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Dawley Road (N)	3.90	9.00	33.0	17.5	34.7	17.0	
B - Blyth Road (E)	3.29	8.50	6.0	15.0	35.0	16.5	
C - Dawley Road (S)	4.97	9.46	16.0	3.0	34.7	36.0	
D - Kestral Way (SW)	3.90	4.66	3.2	3.0	34.0	28.0	
E - Betam Road (NW)	3.60	7.70	8.0	8.2	35.0	16.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Dawley Road (N)	0.785	2300
B - Blyth Road (E)	0.612	1458
C - Dawley Road (S)	0.532	1561
D - Kestral Way (SW)	0.419	958
E - Betam Road (NW)	0.609	1525

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1418	100.000
B - Blyth Road (E)		ONE HOUR	✓	640	100.000
C - Dawley Road (S)		ONE HOUR	✓	1603	100.000
D - Kestral Way (SW)		ONE HOUR	✓	47	100.000
E - Betam Road (NW)		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	379	987	22	30
	B - Blyth Road (E)	198	0	422	3	17
	C - Dawley Road (S)	873	629	0	64	37
	D - Kestral Way (SW)	7	8	30	0	2
	E - Betam Road (NW)	21	9	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.87	16.11	6.7	C	1301	1952
B - Blyth Road (E)	0.98	81.94	15.6	F	587	881
C - Dawley Road (S)	1.26	516.90	206.2	F	1471	2206
D - Kestral Way (SW)	0.18	17.21	0.2	C	43	65
E - Betam Road (NW)	0.11	7.93	0.1	A	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1068	267	522	1890	0.565	1062	815	0.0	1.4	4.748	A
B - Blyth Road (E)	482	120	821	955	0.504	477	762	0.0	1.1	8.214	A
C - Dawley Road (S)	1207	302	202	1453	0.830	1187	1097	0.0	4.9	14.001	B
D - Kestral Way (SW)	35	9	1323	404	0.088	35	66	0.0	0.1	10.733	B
E - Betam Road (NW)	44	11	1294	737	0.059	43	64	0.0	0.1	5.704	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1275	319	607	1823	0.699	1270	951	1.4	2.5	7.116	A
B - Blyth Road (E)	575	144	983	857	0.672	571	895	1.1	2.2	13.673	B
C - Dawley Road (S)	1441	360	241	1432	1.006	1376	1313	4.9	21.3	45.367	E
D - Kestral Way (SW)	42	11	1539	313	0.135	42	77	0.1	0.2	14.619	B
E - Betam Road (NW)	52	13	1506	608	0.086	52	76	0.1	0.1	7.122	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1561	390	634	1802	0.866	1546	1003	2.5	6.4	14.631	B
B - Blyth Road (E)	705	176	1196	726	0.971	668	984	2.2	11.3	51.043	F
C - Dawley Road (S)	1765	441	284	1409	1.252	1406	1580	21.3	110.9	177.940	F
D - Kestral Way (SW)	52	13	1608	284	0.182	51	83	0.2	0.2	17.001	C
E - Betam Road (NW)	64	16	1574	566	0.113	64	85	0.1	0.1	7.875	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1561	390	634	1802	0.866	1560	1009	6.4	6.7	16.113	C
B - Blyth Road (E)	705	176	1207	719	0.979	687	987	11.3	15.6	81.945	F
C - Dawley Road (S)	1765	441	291	1405	1.256	1405	1603	110.9	200.8	403.707	F
D - Kestral Way (SW)	52	13	1613	282	0.184	52	84	0.2	0.2	17.207	C
E - Betam Road (NW)	64	16	1579	563	0.113	64	86	0.1	0.1	7.925	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1275	319	625	1809	0.705	1291	993	6.7	2.7	7.860	A
B - Blyth Road (E)	575	144	998	847	0.679	628	917	15.6	2.5	22.040	C
C - Dawley Road (S)	1441	360	261	1421	1.014	1420	1365	200.8	206.2	516.898	F
D - Kestral Way (SW)	42	11	1601	287	0.147	42	80	0.2	0.2	16.230	C
E - Betam Road (NW)	52	13	1565	572	0.091	52	79	0.1	0.1	7.626	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1068	267	623	1811	0.590	1072	958	2.7	1.6	5.392	A

B - Blyth Road (E)	482	120	829	950	0.50 7	487	866	2.5	1.2	8.638	A
C - Dawley Road (S)	1207	302	205	1451	0.83 2	1444	1111	206.2	147.0	441.07 4	F
D - Kestral Way (SW)	35	9	1572	299	0.11 8	36	77	0.2	0.2	15.051	C
E - Betam Road (NW)	44	11	1537	589	0.07 4	44	70	0.1	0.1	7.267	A

2029 Baseline , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	169.97	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	887	100.000
B - Blyth Road (E)		ONE HOUR	✓	1002	100.000
C - Dawley Road (S)		ONE HOUR	✓	1320	100.000
D - Kestral Way (SW)		ONE HOUR	✓	92	100.000
E - Betam Road (NW)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	177	687	9	14
	B - Blyth Road (E)	404	0	585	2	11
	C - Dawley Road (S)	926	331	0	37	26
	D - Kestral Way (SW)	12	8	71	0	1
	E - Betam Road (NW)	40	23	58	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.51	4.30	1.2	A	814	1221
B - Blyth Road (E)	1.24	376.24	114.7	F	919	1379
C - Dawley Road (S)	1.08	149.30	65.8	F	1211	1817
D - Kestral Way (SW)	0.41	26.66	0.7	D	84	127
E - Betam Road (NW)	0.29	11.93	0.4	B	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	668	167	367	2012	0.332	666	1029	0.0	0.5	2.935	A
B - Blyth Road (E)	754	189	630	1073	0.703	744	402	0.0	2.5	11.736	B
C - Dawley Road (S)	994	248	328	1386	0.717	983	1046	0.0	2.7	9.589	A
D - Kestral Way (SW)	69	17	1274	424	0.163	68	37	0.0	0.2	11.109	B
E - Betam Road (NW)	92	23	1304	731	0.126	91	39	0.0	0.2	6.187	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	797	199	438	1956	0.408	797	1223	0.5	0.8	3.413	A
B - Blyth Road (E)	901	225	754	997	0.904	880	480	2.5	7.7	29.771	D
C - Dawley Road (S)	1187	297	388	1354	0.876	1171	1246	2.7	6.6	20.048	C
D - Kestral Way (SW)	83	21	1515	323	0.256	82	44	0.2	0.4	16.404	C
E - Betam Road (NW)	110	27	1551	580	0.189	109	46	0.2	0.3	8.399	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	977	244	508	1901	0.514	975	1345	0.8	1.2	4.270	A
B - Blyth Road (E)	1103	276	922	894	1.235	887	561	7.7	61.7	153.916	F
C - Dawley Road (S)	1453	363	396	1350	1.077	1326	1414	6.6	38.4	73.113	F
D - Kestral Way (SW)	101	25	1672	257	0.394	100	50	0.4	0.7	25.009	D
E - Betam Road (NW)	134	34	1720	478	0.281	134	52	0.3	0.4	11.484	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	977	244	514	1896	0.515	977	1359	1.2	1.2	4.304	A
B - Blyth Road (E)	1103	276	925	892	1.237	891	566	61.7	114.7	355.092	F
C - Dawley Road (S)	1453	363	397	1349	1.077	1344	1419	38.4	65.8	149.305	F
D - Kestral Way (SW)	101	25	1690	249	0.406	101	50	0.7	0.7	26.662	D
E - Betam Road (NW)	134	34	1739	466	0.288	134	53	0.4	0.4	11.932	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	797	199	474	1928	0.414	799	1362	1.2	0.8	3.513	A
B - Blyth Road (E)	901	225	757	995	0.906	985	516	114.7	93.6	376.239	F
C - Dawley Road (S)	1187	297	432	1331	0.892	1309	1311	65.8	35.3	141.871	F
D - Kestral Way (SW)	83	21	1693	248	0.333	83	48	0.7	0.6	24.108	C
E - Betam Road (NW)	110	27	1726	474	0.231	110	50	0.4	0.3	10.902	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	668	167	403	1983	0.337	669	1252	0.8	0.6	3.015	A

B - Blyth Road (E)	754	189	634	1070	0.70 5	1057	438	93.6	17.8	194.37 3	F
C - Dawley Road (S)	994	248	458	1317	0.75 5	1120	1233	35.3	3.7	31.741	D
D - Kestral Way (SW)	69	17	1537	314	0.22 1	70	41	0.6	0.3	16.346	C
E - Betam Road (NW)	92	23	1563	573	0.16 0	92	45	0.3	0.2	8.243	A

2029 Baseline+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	271.75	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	1432	100.000
B - Blyth Road (E)		ONE HOUR	✓	640	100.000
C - Dawley Road (S)		ONE HOUR	✓	1636	100.000
D - Kestral Way (SW)		ONE HOUR	✓	47	100.000
E - Betam Road (NW)		ONE HOUR	✓	58	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	379	1001	22	30
	B - Blyth Road (E)	198	0	422	3	17
	C - Dawley Road (S)	906	629	0	64	37
	D - Kestral Way (SW)	7	8	30	0	2
	E - Betam Road (NW)	21	9	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.87	16.55	6.9	C	1314	1971
B - Blyth Road (E)	0.99	90.70	17.5	F	587	881
C - Dawley Road (S)	1.28	582.62	236.0	F	1501	2252
D - Kestral Way (SW)	0.18	17.23	0.2	C	43	65
E - Betam Road (NW)	0.11	7.94	0.1	A	53	80

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1078	270	521	1891	0.570	1072	839	0.0	1.4	4.805	A
B - Blyth Road (E)	482	120	832	949	0.508	477	762	0.0	1.1	8.321	A
C - Dawley Road (S)	1232	308	202	1453	0.848	1210	1108	0.0	5.5	15.134	C
D - Kestral Way (SW)	35	9	1345	394	0.090	35	66	0.0	0.1	11.012	B
E - Betam Road (NW)	44	11	1316	723	0.060	43	64	0.0	0.1	5.821	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1287	322	601	1828	0.704	1283	971	1.4	2.6	7.204	A
B - Blyth Road (E)	575	144	995	849	0.678	571	889	1.1	2.2	14.029	B
C - Dawley Road (S)	1471	368	241	1432	1.027	1388	1325	5.5	26.0	52.411	F
D - Kestral Way (SW)	42	11	1553	307	0.138	42	77	0.1	0.2	14.926	B
E - Betam Road (NW)	52	13	1520	600	0.087	52	75	0.1	0.1	7.230	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1577	394	624	1810	0.871	1561	1016	2.6	6.6	14.963	B
B - Blyth Road (E)	705	176	1211	717	0.983	665	973	2.2	12.2	54.585	F
C - Dawley Road (S)	1801	450	283	1410	1.278	1408	1593	26.0	124.4	200.642	F
D - Kestral Way (SW)	52	13	1609	284	0.183	51	82	0.2	0.2	17.042	C
E - Betam Road (NW)	64	16	1576	565	0.113	64	84	0.1	0.1	7.894	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1577	394	623	1811	0.871	1575	1021	6.6	6.9	16.555	C
B - Blyth Road (E)	705	176	1222	710	0.992	683	976	12.2	17.5	90.697	F
C - Dawley Road (S)	1801	450	290	1406	1.281	1406	1616	124.4	223.2	449.068	F
D - Kestral Way (SW)	52	13	1614	282	0.184	52	82	0.2	0.2	17.226	C
E - Betam Road (NW)	64	16	1580	563	0.113	64	85	0.1	0.1	7.938	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1287	322	613	1818	0.708	1304	1008	6.9	2.7	7.939	A
B - Blyth Road (E)	575	144	1011	839	0.686	635	906	17.5	2.5	24.646	C
C - Dawley Road (S)	1471	368	264	1420	1.036	1419	1383	223.2	236.0	582.618	F
D - Kestral Way (SW)	42	11	1605	285	0.148	42	79	0.2	0.2	16.319	C
E - Betam Road (NW)	52	13	1569	569	0.092	52	78	0.1	0.1	7.657	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1078	270	612	1819	0.593	1083	972	2.7	1.6	5.405	A

B - Blyth Road (E)	482	120	840	944	0.51 0	487	855	2.5	1.2	8.775	A
C - Dawley Road (S)	1232	308	205	1451	0.84 9	1445	1122	236.0	182.8	522.53 1	F
D - Kestral Way (SW)	35	9	1574	298	0.11 9	36	75	0.2	0.2	15.100	C
E - Betam Road (NW)	44	11	1540	587	0.07 4	44	70	0.1	0.1	7.292	A

2029 Baseline+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - Dawley Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	A,B,C,D,E	194.08	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Road (N)		ONE HOUR	✓	918	100.000
B - Blyth Road (E)		ONE HOUR	✓	1002	100.000
C - Dawley Road (S)		ONE HOUR	✓	1346	100.000
D - Kestral Way (SW)		ONE HOUR	✓	92	100.000
E - Betam Road (NW)		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	0	177	718	9	14
	B - Blyth Road (E)	404	0	585	2	11
	C - Dawley Road (S)	952	331	0	37	26
	D - Kestral Way (SW)	12	8	71	0	1
	E - Betam Road (NW)	40	23	58	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - Dawley Road (N)	B - Blyth Road (E)	C - Dawley Road (S)	D - Kestral Way (SW)	E - Betam Road (NW)
From	A - Dawley Road (N)	10	10	10	10	10
	B - Blyth Road (E)	10	10	10	10	10
	C - Dawley Road (S)	10	10	10	10	10
	D - Kestral Way (SW)	10	10	10	10	10
	E - Betam Road (NW)	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Dawley Road (N)	0.53	4.45	1.2	A	842	1264
B - Blyth Road (E)	1.27	428.37	125.6	F	919	1379
C - Dawley Road (S)	1.09	176.96	77.2	F	1235	1853
D - Kestral Way (SW)	0.41	26.54	0.7	D	84	127
E - Betam Road (NW)	0.29	11.91	0.4	B	112	168

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	691	173	366	2012	0.343	689	1047	0.0	0.6	2.987	A
B - Blyth Road (E)	754	189	653	1058	0.713	744	402	0.0	2.6	12.224	B
C - Dawley Road (S)	1013	253	328	1386	0.731	1002	1069	0.0	2.9	10.027	B
D - Kestral Way (SW)	69	17	1293	416	0.167	68	37	0.0	0.2	11.365	B
E - Betam Road (NW)	92	23	1323	719	0.128	91	39	0.0	0.2	6.296	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	825	206	437	1957	0.422	824	1243	0.6	0.8	3.492	A
B - Blyth Road (E)	901	225	782	980	0.920	877	480	2.6	8.6	32.816	D
C - Dawley Road (S)	1210	303	387	1355	0.893	1192	1272	2.9	7.5	22.065	C
D - Kestral Way (SW)	83	21	1535	315	0.263	82	43	0.2	0.4	16.973	C
E - Betam Road (NW)	110	27	1570	569	0.193	109	46	0.2	0.3	8.616	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1011	253	504	1904	0.531	1009	1351	0.8	1.2	4.413	A
B - Blyth Road (E)	1103	276	956	873	1.264	868	557	8.6	67.5	170.753	F
C - Dawley Road (S)	1482	370	387	1354	1.094	1335	1436	7.5	44.1	81.430	F
D - Kestral Way (SW)	101	25	1673	256	0.395	100	49	0.4	0.7	25.121	D
E - Betam Road (NW)	134	34	1722	476	0.282	134	52	0.3	0.4	11.529	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	1011	253	509	1900	0.532	1011	1363	1.2	1.2	4.451	A
B - Blyth Road (E)	1103	276	959	871	1.266	871	561	67.5	125.6	394.954	F
C - Dawley Road (S)	1482	370	389	1354	1.095	1350	1441	44.1	77.2	171.050	F
D - Kestral Way (SW)	101	25	1689	250	0.405	101	50	0.7	0.7	26.541	D
E - Betam Road (NW)	134	34	1738	467	0.288	134	52	0.4	0.4	11.908	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	825	206	469	1932	0.427	827	1368	1.2	0.8	3.588	A
B - Blyth Road (E)	901	225	785	978	0.922	969	511	125.6	108.6	428.375	F
C - Dawley Road (S)	1210	303	425	1334	0.907	1316	1329	77.2	50.8	176.956	F
D - Kestral Way (SW)	83	21	1693	248	0.333	83	47	0.7	0.6	24.137	C
E - Betam Road (NW)	110	27	1727	473	0.232	110	50	0.4	0.3	10.921	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - Dawley Road (N)	691	173	417	1972	0.350	692	1310	0.8	0.6	3.094	A

B - Blyth Road (E)	754	189	657	1056	0.71 5	1045	452	108.6	35.9	252.19 1	F
C - Dawley Road (S)	1013	253	453	1319	0.76 8	1200	1249	50.8	4.1	59.774	F
D - Kestral Way (SW)	69	17	1610	283	0.24 5	70	43	0.6	0.4	18.681	C
E - Betam Road (NW)	92	23	1635	530	0.17 3	92	46	0.3	0.2	9.066	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J1 - Dawley Rd- Botwell Common Rd Priority Junction - extended left turn flare.j9
Path: C:\Users\Jenny Baker\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2024 and 2029 Scenarios
Report generation date: 25/01/2017 16:20:01

- »2016, AM
- »2016, PM
- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev , AM
- »2024 Baseline+Dev, PM
- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev , AM
- »2029 Baseline+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016								
Stream B-C	4.1	43.39	0.81	E	0.7	15.00	0.40	B
Stream B-A	2.6	64.73	0.73	F	1.7	45.21	0.62	E
Stream C-AB	0.8	14.44	0.42	B	2.2	21.00	0.64	C
2024 Baseline								
Stream B-C	124.3	1179.34	1.77	F	58.5	1457.10	2.03	F
Stream B-A	48.1	1253.43	1.73	F	57.0	1469.77	2.00	F
Stream C-AB	2.7	24.01	0.67	C	19.7	46.85	0.92	E
2024 Baseline+Dev								
Stream B-C	125.0	1185.16	1.78	F	63.6	1714.37	2.21	F
Stream B-A	48.4	1268.17	1.74	F	61.8	1729.64	2.18	F
Stream C-AB	2.7	23.55	0.66	C	22.8	54.92	0.94	F
2029 Baseline								
Stream B-C	140.9	1411.03	1.88	F	70.0	1913.71	2.35	F
Stream B-A	54.7	1454.98	1.85	F	67.9	1928.61	2.32	F
Stream C-AB	3.1	24.93	0.69	C	27.5	71.18	0.96	F
2029 Baseline+Dev								
Stream B-C	141.5	1425.55	1.89	F	78.3	2318.71	2.60	F
Stream B-A	54.9	1469.64	1.86	F	75.5	2324.16	2.60	F

Stream C-AB	3.0	24.39	0.69	C	32.3	91.80	0.97	F
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Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	13.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dawley Rd (N)		Major
B	Botwell Common Rod		Minor
C	Dawley Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dawley Rd (S)	9.60		✓	2.20	150.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Botwell Common Rod	One lane plus flare	10.00	6.50	6.50	6.50	3.80		3.00	160	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	558	0.086	0.217	0.136	0.310
1	B-C	781	0.101	0.255	-	-
1	C-B	661	0.216	0.216	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	836	100.000
B - Botwell Common Rod		ONE HOUR	✓	467	100.000
C - Dawley Rd (S)		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	204	632
	B - Botwell Common Rod	139	0	328
	C - Dawley Rd (S)	483	176	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.81	43.39	4.1	E	301	451
B-A	0.73	64.73	2.6	F	128	191
C-AB	0.42	14.44	0.8	B	163	245
C-A					441	662
A-B					187	281
A-C					580	870

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	247	62	595	0.415	244	0.0	0.8	11.195	B
B-A	105	26	348	0.301	103	0.0	0.5	16.036	C
C-AB	133	33	526	0.252	131	0.0	0.4	10.004	B
C-A	363	91			363				

A-B	154	38			154				
A-C	476	119			476				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	295	74	548	0.538	293	0.8	1.2	15.398	C
B-A	125	31	301	0.415	124	0.5	0.8	22.212	C
C-AB	159	40	501	0.317	158	0.4	0.5	11.544	B
C-A	433	108			433				
A-B	183	46			183				
A-C	568	142			568				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	361	90	456	0.791	352	1.2	3.5	35.276	E
B-A	153	38	217	0.706	147	0.8	2.2	53.145	F
C-AB	198	50	472	0.419	197	0.5	0.8	14.326	B
C-A	527	132			527				
A-B	225	56			225				
A-C	696	174			696				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	361	90	446	0.809	359	3.5	4.1	43.388	E
B-A	153	38	210	0.727	152	2.2	2.6	64.729	F
C-AB	198	50	472	0.419	198	0.8	0.8	14.439	B
C-A	527	132			527				
A-B	225	56			225				
A-C	696	174			696				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	295	74	541	0.545	306	4.1	1.4	17.517	C
B-A	125	31	298	0.419	132	2.6	0.8	24.687	C
C-AB	159	40	501	0.317	160	0.8	0.5	11.658	B
C-A	433	108			433				
A-B	183	46			183				
A-C	568	142			568				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	247	62	593	0.417	249	1.4	0.8	11.610	B
B-A	105	26	347	0.301	106	0.8	0.5	16.504	C
C-AB	133	33	526	0.252	133	0.5	0.4	10.109	B
C-A	363	91			363				
A-B	154	38			154				
A-C	476	119			476				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	966	100.000
B - Botwell Common Rod		ONE HOUR	✓	285	100.000
C - Dawley Rd (S)		ONE HOUR	✓	906	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	483	483
	B - Botwell Common Rod	126	0	159
	C - Dawley Rd (S)	656	250	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.40	15.00	0.7	B	146	219
B-A	0.62	45.21	1.7	E	116	173
C-AB	0.64	21.00	2.2	C	253	380
C-A					578	867
A-B					443	665
A-C					443	665

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	578	0.207	119	0.0	0.3	8.593	A
B-A	95	24	346	0.274	93	0.0	0.4	15.681	C
C-AB	190	48	509	0.374	188	0.0	0.6	12.217	B
C-A	492	123			492				
A-B	364	91			364				
A-C	364	91			364				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	143	36	536	0.267	142	0.3	0.4	10.059	B
B-A	113	28	296	0.383	112	0.4	0.7	21.457	C
C-AB	234	59	493	0.475	233	0.6	1.0	15.136	C
C-A	580	145			580				
A-B	434	109			434				
A-C	434	109			434				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	175	44	447	0.392	174	0.4	0.7	14.462	B
B-A	139	35	226	0.614	135	0.7	1.6	42.008	E
C-AB	335	84	525	0.638	331	1.0	2.1	20.145	C
C-A	662	166			662				
A-B	532	133			532				
A-C	532	133			532				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	175	44	439	0.399	175	0.7	0.7	14.998	B
B-A	139	35	225	0.616	138	1.6	1.7	45.211	E

C-AB	335	84	525	0.638	335	2.1	2.2	20.998	C
C-A	662	166			662				
A-B	532	133			532				
A-C	532	133			532				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	143	36	530	0.270	144	0.7	0.4	10.284	B
B-A	113	28	295	0.384	117	1.7	0.7	22.693	C
C-AB	234	59	493	0.475	239	2.2	1.1	15.854	C
C-A	580	145			580				
A-B	434	109			434				
A-C	434	109			434				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	120	30	576	0.208	120	0.4	0.3	8.701	A
B-A	95	24	345	0.275	96	0.7	0.4	15.973	C
C-AB	190	48	509	0.374	192	1.1	0.7	12.537	B
C-A	492	123			492				
A-B	364	91			364				
A-C	364	91			364				

2024 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	267.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1187	100.000
B - Botwell Common Rod		ONE HOUR	✓	604	100.000
C - Dawley Rd (S)		ONE HOUR	✓	940	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	280	907
	B - Botwell Common Rod	167	0	437
	C - Dawley Rd (S)	710	230	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.77	1179.34	124.3	F	401	601
B-A	1.73	1253.43	48.1	F	153	230
C-AB	0.67	24.01	2.7	C	243	365
C-A					619	929
A-B					257	385
A-C					832	1248

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	507	0.649	321	0.0	1.9	20.615	C
B-A	126	31	245	0.514	121	0.0	1.1	31.190	D
C-AB	175	44	474	0.370	173	0.0	0.6	13.055	B
C-A	532	133			532				

A-B	211	53			211				
A-C	683	171			683				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	382	1.030	354	1.9	11.6	95.354	F
B-A	150	38	147	1.020	129	1.1	6.4	151.507	F
C-AB	218	54	453	0.480	216	0.6	1.0	16.617	C
C-A	627	157			627				
A-B	252	63			252				
A-C	815	204			815				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	272	1.772	271	11.6	64.2	527.149	F
B-A	184	46	108	1.704	107	6.4	25.8	600.521	F
C-AB	337	84	504	0.669	331	1.0	2.5	22.593	C
C-A	698	174			698				
A-B	308	77			308				
A-C	999	250			999				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	273	1.762	273	64.2	116.3	1021.527	F
B-A	184	46	106	1.732	106	25.8	45.2	1253.434	F
C-AB	337	84	504	0.669	337	2.5	2.7	24.011	C
C-A	698	174			698				
A-B	308	77			308				
A-C	999	250			999				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	361	1.088	361	116.3	124.3	1179.341	F
B-A	150	38	139	1.078	139	45.2	48.1	1205.475	F
C-AB	218	54	453	0.480	224	2.7	1.1	17.764	C
C-A	627	157			627				
A-B	252	63			252				
A-C	815	204			815				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	406	0.810	403	124.3	105.9	1029.699	F
B-A	126	31	156	0.804	153	48.1	41.3	1054.551	F
C-AB	175	44	474	0.370	177	1.1	0.7	13.432	B
C-A	532	133			532				
A-B	211	53			211				
A-C	683	171			683				

2024 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	222.04	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1092	100.000
B - Botwell Common Rod		ONE HOUR	✓	406	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	519	573
	B - Botwell Common Rod	199	0	207
	C - Dawley Rd (S)	974	336	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.03	1457.10	58.5	F	190	285
B-A	2.00	1469.77	57.0	F	183	274
C-AB	0.92	46.85	19.7	E	575	863
C-A					627	940
A-B					476	714
A-C					526	789

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	493	0.316	154	0.0	0.5	11.607	B
B-A	150	37	276	0.542	145	0.0	1.2	29.217	D
C-AB	273	68	522	0.523	268	0.0	1.2	15.361	C
C-A	713	178			713				
A-B	391	98			391				
A-C	431	108			431				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	296	0.629	181	0.5	1.7	33.354	D
B-A	179	45	206	0.867	167	1.2	4.2	83.838	F
C-AB	399	100	594	0.673	394	1.2	2.6	19.671	C
C-A	778	195			778				
A-B	467	117			467				
A-C	515	129			515				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	118	1.923	116	1.7	29.7	540.794	F
B-A	219	55	119	1.840	118	4.2	29.6	584.680	F
C-AB	1054	263	1143	0.922	1007	2.6	14.3	29.488	D
C-A	388	97			388				
A-B	571	143			571				
A-C	631	158			631				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	112	2.026	112	29.7	58.5	1457.103	F
B-A	219	55	110	2.001	109	29.6	57.0	1469.773	F

C-AB	1054	263	1143	0.922	1032	14.3	19.7	46.853	E
C-A	388	97			388				
A-B	571	143			571				
A-C	631	158			631				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	195	0.955	191	58.5	57.2	1041.765	F
B-A	179	45	189	0.948	185	57.0	55.4	1045.112	F
C-AB	399	100	594	0.673	464	19.7	3.4	45.232	E
C-A	778	195			778				
A-B	467	117			467				
A-C	515	129			515				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	261	0.597	256	57.2	32.1	633.518	F
B-A	150	37	252	0.594	247	55.4	31.1	635.604	F
C-AB	273	68	522	0.523	281	3.4	1.4	17.049	C
C-A	713	178			713				
A-B	391	98			391				
A-C	431	108			431				

2024 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	267.81	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1177	100.000
B - Botwell Common Rod		ONE HOUR	✓	604	100.000
C - Dawley Rd (S)		ONE HOUR	✓	967	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	280	897
	B - Botwell Common Rod	167	0	437
	C - Dawley Rd (S)	737	230	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.78	1185.16	125.0	F	401	601
B-A	1.74	1268.17	48.4	F	153	230
C-AB	0.66	23.55	2.7	C	244	365
C-A					644	966
A-B					257	385
A-C					823	1235

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	508	0.648	321	0.0	1.9	20.498	C
B-A	126	31	244	0.516	121	0.0	1.1	31.384	D
C-AB	175	44	475	0.369	173	0.0	0.6	12.983	B
C-A	553	138			553				

A-B	211	53			211				
A-C	675	169			675				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	381	1.031	354	1.9	11.7	95.705	F
B-A	150	38	147	1.021	129	1.1	6.5	152.015	F
C-AB	218	54	456	0.478	216	0.6	1.0	16.469	C
C-A	651	163			651				
A-B	252	63			252				
A-C	806	202			806				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	270	1.782	269	11.7	64.7	533.085	F
B-A	184	46	107	1.714	106	6.5	25.9	606.609	F
C-AB	337	84	508	0.665	332	1.0	2.5	22.203	C
C-A	727	182			727				
A-B	308	77			308				
A-C	988	247			988				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	272	1.771	272	64.7	117.1	1028.884	F
B-A	184	46	106	1.742	105	25.9	45.5	1268.169	F
C-AB	337	84	508	0.665	337	2.5	2.7	23.546	C
C-A	727	182			727				
A-B	308	77			308				
A-C	988	247			988				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	361	1.088	361	117.1	125.0	1185.164	F
B-A	150	38	139	1.077	139	45.5	48.4	1211.241	F
C-AB	218	54	456	0.478	224	2.7	1.1	17.570	C
C-A	651	163			651				
A-B	252	63			252				
A-C	806	202			806				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	407	0.808	403	125.0	106.4	1033.914	F
B-A	126	31	157	0.802	153	48.4	41.5	1058.703	F
C-AB	175	44	475	0.369	177	1.1	0.7	13.353	B
C-A	553	138			553				
A-B	211	53			211				
A-C	675	169			675				

2024 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	258.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1119	100.000
B - Botwell Common Rod		ONE HOUR	✓	406	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	519	600
	B - Botwell Common Rod	199	0	207
	C - Dawley Rd (S)	980	336	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.21	1714.37	63.6	F	190	285
B-A	2.18	1729.64	61.8	F	183	274
C-AB	0.94	54.92	22.8	F	601	902
C-A					606	910
A-B					476	714
A-C					551	826

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	486	0.321	154	0.0	0.5	11.857	B
B-A	150	37	271	0.553	145	0.0	1.3	30.383	D
C-AB	274	69	519	0.528	269	0.0	1.3	15.575	C
C-A	716	179			716				
A-B	391	98			391				
A-C	452	113			452				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	266	0.700	179	0.5	2.2	42.992	E
B-A	179	45	199	0.898	165	1.3	4.7	92.997	F
C-AB	407	102	597	0.681	401	1.3	2.7	19.987	C
C-A	776	194			776				
A-B	467	117			467				
A-C	539	135			539				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	111	2.061	109	2.2	32.0	625.713	F
B-A	219	55	111	1.972	110	4.7	32.0	673.252	F
C-AB	1122	281	1198	0.937	1069	2.7	16.2	31.064	D
C-A	327	82			327				
A-B	571	143			571				
A-C	661	165			661				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	103	2.215	103	32.0	63.3	1714.368	F
B-A	219	55	100	2.183	100	32.0	61.7	1729.641	F

C-AB	1122	281	1198	0.937	1096	16.2	22.8	52.144	F
C-A	327	82			327				
A-B	571	143			571				
A-C	661	165			661				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	187	0.998	185	63.3	63.6	1154.614	F
B-A	179	45	181	0.989	179	61.7	61.8	1158.378	F
C-AB	407	102	597	0.681	483	22.8	3.7	54.916	F
C-A	776	194			776				
A-B	467	117			467				
A-C	539	135			539				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	256	0.609	252	63.6	39.6	743.098	F
B-A	150	37	248	0.605	243	61.8	38.4	745.710	F
C-AB	274	69	519	0.528	283	3.7	1.4	17.441	C
C-A	716	179			716				
A-B	391	98			391				
A-C	452	113			452				

2029 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	317.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1209	100.000
B - Botwell Common Rod		ONE HOUR	✓	616	100.000
C - Dawley Rd (S)		ONE HOUR	✓	956	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	285	924
	B - Botwell Common Rod	171	0	445
	C - Dawley Rd (S)	722	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.88	1411.03	140.9	F	408	613
B-A	1.85	1454.98	54.7	F	157	235
C-AB	0.69	24.93	3.1	C	254	381
C-A					624	935
A-B					262	392
A-C					848	1272

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	498	0.673	327	0.0	2.1	22.189	C
B-A	129	32	237	0.543	124	0.0	1.2	33.771	D
C-AB	179	45	471	0.379	176	0.0	0.7	13.316	B
C-A	541	135			541				

A-B	215	54			215				
A-C	696	174			696				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	371	1.078	350	2.1	14.5	114.782	F
B-A	154	38	144	1.067	129	1.2	7.5	171.855	F
C-AB	223	56	452	0.494	222	0.7	1.1	17.063	C
C-A	636	159			636				
A-B	256	64			256				
A-C	831	208			831				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	260	1.885	259	14.5	72.1	622.788	F
B-A	188	47	103	1.819	103	7.5	28.9	694.164	F
C-AB	359	90	521	0.690	352	1.1	2.8	23.199	C
C-A	693	173			693				
A-B	314	78			314				
A-C	1017	254			1017				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	261	1.879	261	72.1	129.4	1411.033	F
B-A	188	47	102	1.850	102	28.9	50.6	1454.984	F
C-AB	359	90	521	0.690	358	2.8	3.1	24.927	C
C-A	693	173			693				
A-B	314	78			314				
A-C	1017	254			1017				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	354	1.129	354	129.4	140.9	1329.706	F
B-A	154	38	137	1.118	137	50.6	54.7	1355.560	F
C-AB	223	56	452	0.494	231	3.1	1.2	18.477	C
C-A	636	159			636				
A-B	256	64			256				
A-C	831	208			831				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	402	0.833	399	140.9	124.9	1200.127	F
B-A	129	32	156	0.828	152	54.7	48.8	1223.926	F
C-AB	179	45	471	0.379	181	1.2	0.7	13.738	B
C-A	541	135			541				
A-B	215	54			215				
A-C	696	174			696				

2029 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	294.88	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1118	100.000
B - Botwell Common Rod		ONE HOUR	✓	414	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	532	586
	B - Botwell Common Rod	203	0	211
	C - Dawley Rd (S)	992	343	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.35	1913.71	70.0	F	194	290
B-A	2.32	1928.61	67.9	F	186	279
C-AB	0.96	71.18	27.5	F	646	969
C-A					579	869
A-B					488	732
A-C					538	807

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	483	0.329	157	0.0	0.5	12.074	B
B-A	153	38	269	0.568	147	0.0	1.3	31.387	D
C-AB	282	71	524	0.539	277	0.0	1.3	15.768	C
C-A	723	181			723				
A-B	401	100			401				
A-C	441	110			441				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	239	0.795	179	0.5	3.2	58.877	F
B-A	182	46	197	0.928	167	1.3	5.3	101.441	F
C-AB	427	107	614	0.695	420	1.3	2.9	20.244	C
C-A	773	193			773				
A-B	478	120			478				
A-C	527	132			527				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	109	2.136	107	3.2	34.4	694.415	F
B-A	224	56	109	2.058	108	5.3	34.3	736.918	F
C-AB	1229	307	1285	0.956	1165	2.9	18.9	33.233	D
C-A	241	60			241				
A-B	586	146			586				
A-C	645	161			645				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	99	2.354	99	34.4	67.8	1913.705	F
B-A	224	56	96	2.324	96	34.3	66.1	1928.612	F

C-AB	1229	307	1285	0.956	1194	18.9	27.5	61.185	F
C-A	241	60			241				
A-B	586	146			586				
A-C	645	161			645				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	182	1.044	181	67.8	70.0	1251.881	F
B-A	182	46	176	1.036	175	66.1	67.9	1255.998	F
C-AB	427	107	614	0.695	520	27.5	4.1	71.184	F
C-A	773	193			773				
A-B	478	120			478				
A-C	527	132			527				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	255	0.624	251	70.0	47.0	843.380	F
B-A	153	38	246	0.620	242	67.9	45.5	845.607	F
C-AB	282	71	524	0.539	293	4.1	1.5	17.927	C
C-A	723	181			723				
A-B	401	100			401				
A-C	441	110			441				

2029 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	319.06	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1198	100.000
B - Botwell Common Rod		ONE HOUR	✓	616	100.000
C - Dawley Rd (S)		ONE HOUR	✓	983	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	285	913
	B - Botwell Common Rod	171	0	445
	C - Dawley Rd (S)	749	234	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.89	1425.55	141.5	F	408	613
B-A	1.86	1469.64	54.9	F	157	235
C-AB	0.69	24.39	3.0	C	254	381
C-A					648	972
A-B					262	392
A-C					838	1257

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	499	0.671	327	0.0	2.1	22.044	C
B-A	129	32	236	0.545	124	0.0	1.2	33.934	D
C-AB	179	45	473	0.378	176	0.0	0.7	13.234	B
C-A	561	140			561				

A-B	215	54			215				
A-C	687	172			687				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	371	1.078	350	2.1	14.5	114.948	F
B-A	154	38	144	1.067	129	1.2	7.5	172.184	F
C-AB	223	56	455	0.491	222	0.7	1.1	16.892	C
C-A	660	165			660				
A-B	256	64			256				
A-C	821	205			821				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	259	1.895	258	14.5	72.5	628.370	F
B-A	188	47	103	1.829	102	7.5	29.0	699.875	F
C-AB	359	90	524	0.685	352	1.1	2.8	22.760	C
C-A	723	181			723				
A-B	314	78			314				
A-C	1005	251			1005				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	259	1.888	259	72.5	130.1	1425.554	F
B-A	188	47	101	1.859	101	29.0	50.8	1469.643	F
C-AB	359	90	524	0.685	358	2.8	3.0	24.388	C
C-A	723	181			723				
A-B	314	78			314				
A-C	1005	251			1005				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	355	1.127	355	130.1	141.5	1333.877	F
B-A	154	38	138	1.117	137	50.8	54.9	1359.677	F
C-AB	223	56	455	0.491	231	3.0	1.2	18.245	C
C-A	660	165			660				
A-B	256	64			256				
A-C	821	205			821				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	403	0.832	400	141.5	125.3	1202.427	F
B-A	129	32	156	0.826	153	54.9	48.9	1226.172	F
C-AB	179	45	473	0.378	181	1.2	0.7	13.646	B
C-A	561	140			561				
A-B	215	54			215				
A-C	687	172			687				

2029 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	354.71	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1146	100.000
B - Botwell Common Rod		ONE HOUR	✓	414	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1341	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	532	614
	B - Botwell Common Rod	203	0	211
	C - Dawley Rd (S)	998	343	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.60	2318.71	78.3	F	194	290
B-A	2.60	2324.16	75.5	F	186	279
C-AB	0.97	91.80	32.3	F	679	1019
C-A					551	827
A-B					488	732
A-C					563	845

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	475	0.335	157	0.0	0.5	12.368	B
B-A	153	38	263	0.580	147	0.0	1.4	32.773	D
C-AB	284	71	522	0.544	278	0.0	1.4	15.993	C
C-A	726	181			726				
A-B	401	100			401				
A-C	462	116			462				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	199	0.954	169	0.5	5.8	99.233	F
B-A	182	46	189	0.964	164	1.4	6.0	121.426	F
C-AB	436	109	620	0.703	429	1.4	3.1	20.582	C
C-A	770	192			770				
A-B	478	120			478				
A-C	552	138			552				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	103	2.254	102	5.8	38.3	845.514	F
B-A	224	56	100	2.237	99	6.0	37.1	856.594	F
C-AB	1319	330	1356	0.972	1245	3.1	21.5	35.601	E
C-A	158	39			158				
A-B	586	146			586				
A-C	676	169			676				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	89	2.604	89	38.3	74.1	2318.706	F
B-A	224	56	86	2.596	86	37.1	71.5	2324.160	F

C-AB	1319	330	1356	0.972	1275	21.5	32.3	69.792	F
C-A	158	39			158				
A-B	586	146			586				
A-C	676	169			676				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	173	1.097	173	74.1	78.3	1394.294	F
B-A	182	46	167	1.095	166	71.5	75.5	1395.990	F
C-AB	436	109	620	0.703	547	32.3	4.4	91.797	F
C-A	770	192			770				
A-B	478	120			478				
A-C	552	138			552				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	250	0.634	247	78.3	56.3	984.595	F
B-A	153	38	241	0.634	238	75.5	54.3	985.830	F
C-AB	284	71	522	0.544	296	4.4	1.5	18.426	C
C-A	726	181			726				
A-B	401	100			401				
A-C	462	116			462				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J1 - Dawley Rd- Botwell Common Rd Priority Junction mitigation.j9
Path: C:\Users\Jenny Baker\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2024 Cumulative
Report generation date: 25/01/2017 16:38:18

- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev , AM
- »2024 Baseline+Dev , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Baseline								
Stream B-C	128.8	1277.60	1.81	F	63.1	1691.07	2.20	F
Stream B-A	49.8	1322.17	1.77	F	61.3	1706.20	2.17	F
Stream C-AB	2.8	24.04	0.67	C	22.1	52.19	0.93	F
2024 Baseline+Dev								
Stream B-C	137.8	1426.48	1.90	F	73.6	2201.83	2.54	F
Stream B-A	53.3	1472.02	1.86	F	71.3	2214.86	2.51	F
Stream C-AB	2.9	24.16	0.68	C	26.6	67.71	0.95	F

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	284.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dawley Rd (N)		Major
B	Botwell Common Rod		Minor
C	Dawley Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dawley Rd (S)	9.60		✓	2.20	150.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Botwell Common Rod	One lane plus flare	10.00	6.50	6.50	6.50	3.80	✓	3.00	160	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	552	0.085	0.214	0.135	0.306
1	B-C	787	0.102	0.257	-	-
1	C-B	661	0.216	0.216	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1194	100.000
B - Botwell Common Rod		ONE HOUR	✓	604	100.000
C - Dawley Rd (S)		ONE HOUR	✓	959	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	280	914
	B - Botwell Common Rod	167	0	437
	C - Dawley Rd (S)	729	230	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
A - Dawley Rd (N)	10	10	10
B - Botwell Common Rod	10	10	10
C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.81	1277.60	128.8	F	401	601
B-A	1.77	1322.17	49.8	F	153	230
C-AB	0.67	24.04	2.8	C	245	368
C-A					635	952
A-B					257	385
A-C					839	1258

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	504	0.653	321	0.0	1.9	20.879	C
B-A	126	31	241	0.521	121	0.0	1.1	31.947	D
C-AB	175	44	473	0.371	173	0.0	0.6	13.093	B
C-A	547	137			547				
A-B	211	53			211				
A-C	688	172			688				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	377	1.042	351	1.9	12.3	100.136	F
B-A	150	38	146	1.032	128	1.1	6.7	156.963	F
C-AB	218	55	453	0.482	217	0.6	1.0	16.679	C
C-A	644	161			644				
A-B	252	63			252				
A-C	822	205			822				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	265	1.813	265	12.3	66.4	557.816	F
B-A	184	46	105	1.745	104	6.7	26.6	631.440	F
C-AB	342	85	509	0.672	335	1.0	2.6	22.585	C

C-A	714	179			714				
A-B	308	77			308				
A-C	1006	252			1006				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	267	1.804	267	66.4	120.0	1277.603	F
B-A	184	46	104	1.774	103	26.6	46.7	1322.165	F
C-AB	342	85	509	0.672	341	2.6	2.8	24.043	C
C-A	714	179			714				
A-B	308	77			308				
A-C	1006	252			1006				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	358	1.097	358	120.0	128.8	1223.484	F
B-A	150	38	138	1.087	138	46.7	49.8	1249.633	F
C-AB	218	55	453	0.482	225	2.8	1.1	17.869	C
C-A	644	161			644				
A-B	252	63			252				
A-C	822	205			822				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	405	0.813	401	128.8	110.7	1075.800	F
B-A	126	31	156	0.807	152	49.8	43.1	1100.433	F
C-AB	175	44	473	0.371	177	1.1	0.7	13.481	B
C-A	547	137			547				
A-B	211	53			211				
A-C	688	172			688				

2024 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	254.59	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1112	100.000
B - Botwell Common Rod		ONE HOUR	✓	406	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	519	593
	B - Botwell Common Rod	199	0	207
	C - Dawley Rd (S)	988	336	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.20	1691.07	63.1	F	190	285
B-A	2.17	1706.20	61.3	F	183	274
C-AB	0.93	52.19	22.1	F	597	896
C-A					618	927
A-B					476	714
A-C					544	816

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	487	0.320	154	0.0	0.5	11.814	B
B-A	150	37	271	0.553	145	0.0	1.3	30.303	D
C-AB	274	69	520	0.527	269	0.0	1.3	15.507	C
C-A	723	181			723				
A-B	391	98			391				
A-C	446	112			446				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	268	0.694	179	0.5	2.2	41.998	E
B-A	179	45	200	0.896	165	1.3	4.7	92.309	F
C-AB	406	101	598	0.679	400	1.3	2.7	19.858	C
C-A	785	196			785				
A-B	467	117			467				
A-C	533	133			533				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	111	2.052	109	2.2	31.8	618.764	F
B-A	219	55	112	1.963	110	4.7	31.8	666.275	F
C-AB	1111	278	1191	0.933	1059	2.7	15.8	30.485	D
C-A	347	87			347				
A-B	571	143			571				
A-C	653	163			653				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	104	2.197	104	31.8	62.9	1691.071	F
B-A	219	55	101	2.166	101	31.8	61.3	1706.199	F
C-AB	1111	278	1191	0.933	1086	15.8	22.1	50.518	F
C-A	347	87			347				
A-B	571	143			571				
A-C	653	163			653				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	187	0.992	185	62.9	63.1	1144.021	F
B-A	179	45	182	0.984	179	61.3	61.3	1147.588	F
C-AB	406	101	598	0.679	480	22.1	3.6	52.194	F
C-A	785	196			785				
A-B	467	117			467				
A-C	533	133			533				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
--------	-----------------------	-------------------------	-------------------	-----	---------------------	-------------------	-----------------	-----------	-----

B-C	156	39	256	0.608	252	63.1	39.0	734.321	F
B-A	150	37	248	0.604	244	61.3	37.8	737.088	F
C-AB	274	69	520	0.527	283	3.6	1.4	17.329	C
C-A	723	181			723				
A-B	391	98			391				
A-C	446	112			446				

2024 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	312.21	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1209	100.000
B - Botwell Common Rod		ONE HOUR	✓	604	100.000
C - Dawley Rd (S)		ONE HOUR	✓	992	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	280	929
	B - Botwell Common Rod	167	0	437
	C - Dawley Rd (S)	762	230	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
A - Dawley Rd (N)	10	10	10
B - Botwell Common Rod	10	10	10
C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.90	1426.48	137.8	F	401	601
B-A	1.86	1472.02	53.3	F	153	230
C-AB	0.68	24.16	2.9	C	248	373
C-A					662	993
A-B					257	385
A-C					852	1279

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	499	0.660	321	0.0	2.0	21.440	C
B-A	126	31	235	0.534	121	0.0	1.2	33.493	D
C-AB	176	44	471	0.373	173	0.0	0.6	13.191	B
C-A	571	143			571				
A-B	211	53			211				
A-C	699	175			699				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	369	1.066	346	2.0	13.6	110.455	F
B-A	150	38	142	1.055	126	1.2	7.1	168.626	F
C-AB	219	55	452	0.485	218	0.6	1.1	16.819	C
C-A	673	168			673				
A-B	252	63			252				
A-C	835	209			835				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	253	1.902	252	13.6	70.8	623.769	F
B-A	184	46	100	1.833	99	7.1	28.2	697.691	F
C-AB	351	88	517	0.678	344	1.1	2.7	22.611	C

C-A	742	185			742				
A-B	308	77			308				
A-C	1023	256			1023				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	481	120	254	1.894	254	70.8	127.6	1426.478	F
B-A	184	46	99	1.864	98	28.2	49.6	1472.022	F
C-AB	351	88	517	0.678	350	2.7	2.9	24.165	C
C-A	742	185			742				
A-B	308	77			308				
A-C	1023	256			1023				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	393	98	352	1.116	352	127.6	137.8	1314.240	F
B-A	150	38	136	1.105	135	49.6	53.3	1340.439	F
C-AB	219	55	452	0.485	226	2.9	1.1	18.106	C
C-A	673	168			673				
A-B	252	63			252				
A-C	835	209			835				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	329	82	401	0.821	398	137.8	120.6	1170.676	F
B-A	126	31	154	0.815	151	53.3	46.9	1194.938	F
C-AB	176	44	471	0.373	177	1.1	0.7	13.590	B
C-A	571	143			571				
A-B	211	53			211				
A-C	699	175			699				

2024 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	325.44	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1143	100.000
B - Botwell Common Rod		ONE HOUR	✓	406	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1350	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	519	624
	B - Botwell Common Rod	199	0	207
	C - Dawley Rd (S)	1014	336	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.54	2201.83	73.6	F	190	285
B-A	2.51	2214.86	71.3	F	183	274
C-AB	0.95	67.71	26.6	F	636	953
C-A					603	905
A-B					476	714
A-C					573	859

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	156	39	477	0.327	154	0.0	0.5	12.176	B
B-A	150	37	263	0.571	144	0.0	1.3	32.271	D
C-AB	276	69	519	0.533	271	0.0	1.3	15.731	C
C-A	740	185			740				
A-B	391	98			391				
A-C	470	117			470				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	214	0.868	172	0.5	4.2	76.414	F
B-A	179	45	189	0.947	162	1.3	5.6	109.106	F
C-AB	417	104	606	0.688	411	1.3	2.8	20.123	C
C-A	797	199			797				
A-B	467	117			467				
A-C	561	140			561				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	100	2.271	99	4.2	36.3	794.227	F
B-A	219	55	99	2.211	98	5.6	35.8	827.686	F
C-AB	1214	304	1277	0.951	1152	2.8	18.3	32.262	D
C-A	272	68			272				
A-B	571	143			571				
A-C	687	172			687				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	228	57	90	2.540	90	36.3	70.9	2201.832	F
B-A	219	55	87	2.514	87	35.8	68.8	2214.857	F
C-AB	1214	304	1277	0.951	1181	18.3	26.6	58.601	F
C-A	272	68			272				
A-B	571	143			571				
A-C	687	172			687				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	186	47	175	1.061	175	70.9	73.6	1330.042	F
B-A	179	45	170	1.055	169	68.8	71.3	1333.655	F
C-AB	417	104	606	0.688	507	26.6	3.9	67.709	F
C-A	797	199			797				
A-B	467	117			467				
A-C	561	140			561				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
--------	-----------------------	-------------------------	-------------------	-----	---------------------	-------------------	-----------------	-----------	-----

B-C	156	39	250	0.624	246	73.6	51.1	916.519	F
B-A	150	37	241	0.622	237	71.3	49.4	918.509	F
C-AB	276	69	519	0.533	286	3.9	1.4	17.791	C
C-A	740	185			740				
A-B	391	98			391				
A-C	470	117			470				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J1 - Dawley Rd- Botwell Common Rd Priority Junction.j9

Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2029 Cumulative

Report generation date: 24/01/2017 15:44:51

- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev , AM
- »2029 Baseline+Dev , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Baseline								
Stream B-C	193.5	2249.06	2.29	F	88.5	2637.86	2.71	F
Stream B-A	74.8	2293.88	2.26	F	85.2	2639.36	2.71	F
Stream C-AB	3.1	24.95	0.69	C	31.0	85.63	0.97	F
2029 Baseline+Dev								
Stream B-C	201.8	2458.98	2.40	F	99.0	3440.38	3.23	F
Stream B-A	78.1	2505.05	2.38	F	95.2	3442.17	3.23	F
Stream C-AB	3.3	25.03	0.70	D	37.7	116.08	0.99	F

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLIDES\Demetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2029 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	498.77	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Dawley Rd (N)		Major
B	Botwell Common Rod		Minor
C	Dawley Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Dawley Rd (S)	9.60		✓	2.20	150.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Botwell Common Rod	One lane plus flare	10.00	6.50	5.00	4.00	3.80		1.00	160	88

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560	0.086	0.217	0.137	0.311
1	B-C	777	0.100	0.254	-	-
1	C-B	661	0.216	0.216	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1216	100.000
B - Botwell Common Rod		ONE HOUR	✓	616	100.000
C - Dawley Rd (S)		ONE HOUR	✓	975	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	285	931
	B - Botwell Common Rod	171	0	445
	C - Dawley Rd (S)	741	234	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
A - Dawley Rd (N)	10	10	10
B - Botwell Common Rod	10	10	10
C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.29	2249.06	193.5	F	408	613
B-A	2.26	2293.88	74.8	F	157	235
C-AB	0.69	24.95	3.1	C	256	384
C-A					639	958
A-B					262	392
A-C					854	1281

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	413	0.811	320	0.0	3.8	37.974	E
B-A	129	32	177	0.727	120	0.0	2.3	61.965	F
C-AB	179	45	470	0.380	176	0.0	0.7	13.359	B
C-A	555	139			555				
A-B	215	54			215				
A-C	701	175			701				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	304	1.316	298	3.8	29.2	249.110	F
B-A	154	38	119	1.289	113	2.3	12.4	314.591	F
C-AB	224	56	452	0.495	222	0.7	1.1	17.124	C
C-A	653	163			653				
A-B	256	64			256				
A-C	837	209			837				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	215	2.281	215	29.2	98.1	1054.617	F
B-A	188	47	84	2.236	84	12.4	38.5	1115.733	F
C-AB	364	91	526	0.693	357	1.1	2.9	23.172	C

C-A	709	177			709				
A-B	314	78			314				
A-C	1025	256			1025				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	214	2.287	214	98.1	167.0	2249.058	F
B-A	188	47	83	2.265	83	38.5	64.8	2293.879	F
C-AB	364	91	526	0.693	363	2.9	3.1	24.952	C
C-A	709	177			709				
A-B	314	78			314				
A-C	1025	256			1025				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	294	1.360	294	167.0	193.5	2045.758	F
B-A	154	38	114	1.352	114	64.8	74.8	2073.540	F
C-AB	224	56	452	0.495	232	3.1	1.2	18.593	C
C-A	653	163			653				
A-B	256	64			256				
A-C	837	209			837				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	340	0.987	338	193.5	192.8	2059.652	F
B-A	129	32	131	0.982	129	74.8	74.8	2084.201	F
C-AB	179	45	470	0.380	181	1.2	0.7	13.789	B
C-A	555	139			555				
A-B	215	54			215				
A-C	701	175			701				

2029 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	398.20	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1138	100.000
B - Botwell Common Rod		ONE HOUR	✓	414	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	532	606
	B - Botwell Common Rod	203	0	211
	C - Dawley Rd (S)	1006	343	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.71	2637.86	88.5	F	194	290
B-A	2.71	2639.36	85.2	F	186	279
C-AB	0.97	85.63	31.0	F	673	1009
C-A					565	847
A-B					488	732
A-C					556	834

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	396	0.402	156	0.0	0.7	16.344	C
B-A	153	38	246	0.621	146	0.0	1.6	37.721	E
C-AB	284	71	523	0.543	278	0.0	1.4	15.916	C
C-A	732	183			732				
A-B	401	100			401				
A-C	456	114			456				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	170	1.118	154	0.7	9.6	174.614	F
B-A	182	46	167	1.096	152	1.6	9.1	183.984	F
C-AB	434	109	620	0.701	428	1.4	3.0	20.429	C
C-A	778	195			778				
A-B	478	120			478				
A-C	545	136			545				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	98	2.374	97	9.6	43.3	1028.414	F
B-A	224	56	94	2.377	94	9.1	41.6	1028.477	F
C-AB	1301	325	1344	0.968	1230	3.0	20.8	34.728	D
C-A	185	46			185				
A-B	586	146			586				
A-C	667	167			667				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	86	2.706	86	43.3	79.9	2637.860	F
B-A	224	56	83	2.708	82	41.6	76.9	2639.355	F
C-AB	1301	325	1344	0.968	1260	20.8	31.0	67.016	F
C-A	185	46			185				
A-B	586	146			586				
A-C	667	167			667				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	155	1.221	155	79.9	88.5	1687.901	F
B-A	182	46	149	1.221	149	76.9	85.2	1688.603	F
C-AB	434	109	620	0.701	541	31.0	4.3	85.625	F
C-A	778	195			778				
A-B	478	120			478				
A-C	545	136			545				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-C	159	40	214	0.744	211	88.5	75.5	1400.826	F
B-A	153	38	206	0.744	203	85.2	72.6	1401.722	F
C-AB	284	71	523	0.543	295	4.3	1.5	18.270	C
C-A	732	183			732				
A-B	401	100			401				
A-C	456	114			456				

2029 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	535.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1230	100.000
B - Botwell Common Rod		ONE HOUR	✓	616	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1008	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	285	945
	B - Botwell Common Rod	171	0	445
	C - Dawley Rd (S)	774	234	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
A - Dawley Rd (N)	10	10	10
B - Botwell Common Rod	10	10	10
C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.40	2458.98	201.8	F	408	613
B-A	2.38	2505.05	78.1	F	157	235
C-AB	0.70	25.03	3.3	D	260	389
C-A					665	998
A-B					262	392
A-C					867	1301

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	405	0.828	319	0.0	4.1	40.618	E
B-A	129	32	171	0.753	119	0.0	2.5	67.220	F
C-AB	179	45	468	0.382	176	0.0	0.7	13.449	B
C-A	580	145			580				
A-B	215	54			215				
A-C	711	178			711				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	296	1.350	291	4.1	31.2	273.897	F
B-A	154	38	117	1.319	111	2.5	13.1	341.818	F
C-AB	225	56	451	0.498	223	0.7	1.1	17.251	C
C-A	681	170			681				
A-B	256	64			256				
A-C	850	212			850				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	205	2.389	205	31.2	102.5	1144.074	F
B-A	188	47	80	2.344	80	13.1	40.2	1204.836	F
C-AB	375	94	536	0.699	367	1.1	3.0	23.152	C

C-A	735	184			735				
A-B	314	78			314				
A-C	1040	260			1040				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	490	122	204	2.399	204	102.5	173.9	2458.977	F
B-A	188	47	79	2.377	79	40.2	67.5	2505.047	F
C-AB	375	94	536	0.699	374	3.0	3.3	25.035	D
C-A	735	184			735				
A-B	314	78			314				
A-C	1040	260			1040				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	400	100	289	1.385	289	173.9	201.8	2153.457	F
B-A	154	38	112	1.377	112	67.5	78.0	2181.281	F
C-AB	225	56	451	0.498	233	3.3	1.2	18.842	C
C-A	681	170			681				
A-B	256	64			256				
A-C	850	212			850				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	335	84	336	0.997	335	201.8	201.8	2174.769	F
B-A	129	32	130	0.993	128	78.0	78.1	2199.318	F
C-AB	179	45	468	0.382	181	1.2	0.7	13.889	B
C-A	580	145			580				
A-B	215	54			215				
A-C	711	178			711				

2029 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	512.37	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Dawley Rd (N)		ONE HOUR	✓	1170	100.000
B - Botwell Common Rod		ONE HOUR	✓	414	100.000
C - Dawley Rd (S)		ONE HOUR	✓	1375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	0	532	638
	B - Botwell Common Rod	203	0	211
	C - Dawley Rd (S)	1032	343	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Dawley Rd (N)	B - Botwell Common Rod	C - Dawley Rd (S)
From	A - Dawley Rd (N)	10	10	10
	B - Botwell Common Rod	10	10	10
	C - Dawley Rd (S)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	3.23	3440.38	99.0	F	194	290
B-A	3.23	3442.17	95.2	F	186	279
C-AB	0.99	116.08	37.7	F	723	1084
C-A					539	808
A-B					488	732
A-C					585	878

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	159	40	380	0.418	156	0.0	0.8	17.431	C
B-A	153	38	237	0.645	146	0.0	1.8	40.882	E
C-AB	286	72	521	0.549	280	0.0	1.4	16.150	C
C-A	749	187			749				
A-B	401	100			401				
A-C	480	120			480				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	162	1.173	149	0.8	11.0	207.334	F
B-A	182	46	159	1.148	148	1.8	10.5	218.931	F
C-AB	448	112	631	0.711	441	1.4	3.2	20.704	C
C-A	788	197			788				
A-B	478	120			478				
A-C	574	143			574				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	86	2.687	86	11.0	47.5	1242.652	F
B-A	224	56	83	2.691	83	10.5	45.6	1242.899	F
C-AB	1434	358	1453	0.987	1349	3.2	24.4	37.533	E
C-A	80	20			80				
A-B	586	146			586				
A-C	702	176			702				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	232	58	72	3.228	72	47.5	87.6	3440.384	F
B-A	224	56	69	3.229	69	45.6	84.2	3442.171	F
C-AB	1434	358	1453	0.987	1380	24.4	37.7	77.910	F
C-A	80	20			80				
A-B	586	146			586				
A-C	702	176			702				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	190	47	144	1.317	144	87.6	99.0	1916.014	F
B-A	182	46	138	1.318	138	84.2	95.2	1916.723	F
C-AB	448	112	631	0.711	580	37.7	4.8	116.082	F
C-A	788	197			788				
A-B	478	120			478				
A-C	574	143			574				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-C	159	40	208	0.764	206	99.0	87.4	1633.544	F
B-A	153	38	200	0.764	198	95.2	84.0	1634.434	F
C-AB	286	72	521	0.549	299	4.8	1.6	18.877	C
C-A	749	187			749				
A-B	401	100			401				
A-C	480	120			480				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J11 North Hyde Rd-Harold Avenue -Crane Gardens Staggered Junction mitigation.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2024 and 2029 Scenarios
Report generation date: 24/01/2017 09:11:57

- »2016, AM
- »2016, PM
- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev , AM
- »2024 Baseline+Dev, PM
- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev , AM
- »2029 Baseline+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2016								
Stream B-ACD	0.2	10.21	0.13	B	0.1	9.55	0.08	A
Stream AB-D	0.2	8.57	0.18	A	0.1	8.19	0.11	A
Stream D-ABC	0.6	11.73	0.35	B	0.5	10.87	0.29	B
Stream CD-AB	0.6	5.03	0.20	A	0.2	4.42	0.08	A
2024 Baseline								
Stream B-ACD	0.2	13.77	0.17	B	0.1	10.93	0.10	B
Stream AB-D	0.4	11.63	0.25	B	0.2	10.41	0.15	B
Stream D-ABC	1.1	21.20	0.51	C	0.7	15.65	0.39	C
Stream CD-AB	3.2	6.07	0.49	A	0.6	3.80	0.17	A
2024 Baseline+Dev								
Stream B-ACD	0.2	14.26	0.18	B	0.1	12.32	0.11	B
Stream AB-D	0.6	13.31	0.36	B	1.3	19.27	0.54	C
Stream D-ABC	6.7	71.83	0.89	F	2.0	27.36	0.66	D
Stream CD-AB	5.5	7.79	0.62	A	1.1	3.75	0.24	A
2029 Baseline								
Stream B-ACD	0.2	14.08	0.18	B	0.1	11.13	0.10	B
Stream AB-D	0.4	11.86	0.26	B	0.2	10.61	0.16	B
Stream D-ABC	1.2	22.28	0.53	C	0.8	16.26	0.41	C

Stream CD-AB	3.7	6.49	0.52	A	0.7	3.79	0.19	A
2029 Baseline+Dev								
Stream B-ACD	0.3	14.59	0.19	B	0.1	12.57	0.11	B
Stream AB-D	0.6	13.61	0.37	B	1.3	19.90	0.55	C
Stream D-ABC	7.9	82.74	0.91	F	2.3	30.50	0.68	D
Stream CD-AB	6.7	8.99	0.67	A	1.3	3.77	0.26	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	1.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North Hyde Rd (W)		Major
B	Crane Gardens		Minor
C	North Hyde Road (E)		Major
D	Harold Avenue		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - North Hyde Rd (W)	9.00		✓	2.20	210.0		-
C - North Hyde Road (E)	7.80				250.0	✓	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 - Crane Gardens	One lane	2.50	21	19
D - Harold Avenue	One lane	3.50	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	696	-	-	-	-	-	0.234	0.234	0.234	-	-
1	B-A	469	0.079	0.199	0.199	-	-	0.125	0.284	-	0.125	0.284
1	B-CD	604	0.085	0.216	0.216	-	-	-	-	-	-	-
1	CD-B	719	0.257	0.257	0.257	-	-	-	-	-	-	-
1	D-AB	669	-	-	-	-	-	0.225	0.225	0.089	-	-
1	D-C	519	-	0.131	0.297	0.131	0.297	0.208	0.208	0.082	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	691	100.000
B - Crane Gardens		ONE HOUR	✓	51	100.000
C - North Hyde Road (E)		ONE HOUR	✓	505	100.000
D - Harold Avenue		ONE HOUR	✓	165	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	29	583	79
	B - Crane Gardens	0	0	36	15
	C - North Hyde Road (E)	461	35	0	9
	D - Harold Avenue	131	25	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.13	10.21	0.2	B	47	70
A-B					27	40
A-C					535	802
A-D					72	109
AB-C					568	852
AB-D	0.18	8.57	0.2	A	86	129

D-ABC	0.35	11.73	0.6	B	151	227
C-D					8	12
C-A					423	635
C-B					32	48
CD-AB	0.20	5.03	0.6	A	138	207
CD-A					460	690

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	38	10	495	0.078	38	0.0	0.1	8.664	A
A-B	22	5			22				
A-C	439	110			439				
A-D	59	15			59				
AB-C	466	116			466				
AB-D	71	18	606	0.117	70	0.0	0.1	7.375	A
D-ABC	124	31	565	0.220	123	0.0	0.3	8.939	A
C-D	7	2			7				
C-A	347	87			347				
C-B	26	7			26				
CD-AB	90	23	885	0.102	89	0.0	0.2	4.975	A
CD-A	399	100			399				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	46	11	473	0.097	46	0.1	0.1	9.256	A
A-B	26	7			26				
A-C	524	131			524				
A-D	71	18			71				
AB-C	556	139			556				
AB-D	84	21	589	0.143	84	0.1	0.2	7.841	A
D-ABC	148	37	546	0.272	148	0.3	0.4	9.936	A
C-D	8	2			8				
C-A	414	104			414				
C-B	31	8			31				
CD-AB	127	32	926	0.137	126	0.2	0.4	4.957	A
CD-A	459	115			459				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	56	14	444	0.126	56	0.1	0.2	10.198	B
A-B	32	8			32				
A-C	642	160			642				
A-D	87	22			87				
AB-C	681	170			681				
AB-D	103	26	565	0.183	103	0.2	0.2	8.565	A

D-ABC	182	45	519	0.350	181	0.4	0.6	11.682	B
C-D	10	2			10				
C-A	508	127			508				
C-B	39	10			39				
CD-AB	195	49	986	0.198	194	0.4	0.6	5.013	A
CD-A	522	130			522				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	56	14	444	0.126	56	0.2	0.2	10.206	B
A-B	32	8			32				
A-C	642	160			642				
A-D	87	22			87				
AB-C	682	170			682				
AB-D	103	26	565	0.183	103	0.2	0.2	8.574	A
D-ABC	182	45	519	0.350	182	0.6	0.6	11.729	B
C-D	10	2			10				
C-A	508	127			508				
C-B	39	10			39				
CD-AB	196	49	987	0.199	196	0.6	0.6	5.025	A
CD-A	522	130			522				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	46	11	473	0.097	46	0.2	0.1	9.267	A
A-B	26	7			26				
A-C	524	131			524				
A-D	71	18			71				
AB-C	557	139			557				
AB-D	85	21	589	0.144	85	0.2	0.2	7.854	A
D-ABC	148	37	546	0.272	149	0.6	0.4	9.991	A
C-D	8	2			8				
C-A	414	104			414				
C-B	31	8			31				
CD-AB	128	32	927	0.138	129	0.6	0.4	4.976	A
CD-A	459	115			459				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	38	10	495	0.078	38	0.1	0.1	8.683	A
A-B	22	5			22				
A-C	439	110			439				
A-D	59	15			59				
AB-C	466	117			466				
AB-D	71	18	606	0.117	71	0.2	0.1	7.398	A
D-ABC	124	31	565	0.220	125	0.4	0.3	9.001	A
C-D	7	2			7				
C-A	347	87			347				
C-B	26	7			26				
CD-AB	91	23	887	0.103	92	0.4	0.2	4.993	A
CD-A	400	100			400				

2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	676	100.000
B - Crane Gardens		ONE HOUR	✓	33	100.000
C - North Hyde Road (E)		ONE HOUR	✓	582	100.000
D - Harold Avenue		ONE HOUR	✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	51	574	51
	B - Crane Gardens	0	0	28	5
	C - North Hyde Road (E)	554	20	0	8
	D - Harold Avenue	132	3	3	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
A - North Hyde Rd (W)	10	10	10	10
B - Crane Gardens	10	10	10	10
C - North Hyde Road (E)	10	10	10	10
D - Harold Avenue	10	10	10	10

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-ACD	0.08	9.55	0.1	A	30	45
A-B					47	70
A-C					527	790
A-D					47	70
AB-C					552	829
AB-D	0.11	8.19	0.1	A	51	77
D-ABC	0.29	10.87	0.5	B	127	190
C-D					7	11
C-A					508	763
C-B					18	28
CD-AB	0.08	4.42	0.2	A	61	91
CD-A					590	885

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	25	6	499	0.050	25	0.0	0.1	8.339	A
A-B	38	10			38				
A-C	432	108			432				
A-D	38	10			38				
AB-C	453	113			453				
AB-D	42	11	593	0.071	42	0.0	0.1	7.180	A
D-ABC	104	26	564	0.184	103	0.0	0.2	8.575	A
C-D	6	2			6				
C-A	417	104			417				
C-B	15	4			15				
CD-AB	39	10	935	0.041	38	0.0	0.1	4.414	A
CD-A	494	124			494				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-ACD	30	7	479	0.062	30	0.1	0.1	8.811	A
A-B	46	11			46				
A-C	516	129			516				
A-D	46	11			46				
AB-C	541	135			541				
AB-D	50	13	573	0.088	50	0.1	0.1	7.575	A
D-ABC	124	31	544	0.228	124	0.2	0.3	9.419	A
C-D	7	2			7				
C-A	498	125			498				
C-B	18	4			18				
CD-AB	55	14	987	0.056	55	0.1	0.1	4.251	A
CD-A	582	145			582				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	36	9	451	0.081	36	0.1	0.1	9.549	A
A-B	56	14			56				
A-C	632	158			632				
A-D	56	14			56				
AB-C	663	166			663				
AB-D	62	15	545	0.113	62	0.1	0.1	8.182	A
D-ABC	152	38	516	0.294	151	0.3	0.5	10.843	B
C-D	9	2			9				
C-A	610	152			610				
C-B	22	6			22				
CD-AB	88	22	1061	0.083	88	0.1	0.2	4.068	A
CD-A	692	173			692				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	36	9	451	0.081	36	0.1	0.1	9.553	A
A-B	56	14			56				
A-C	632	158			632				
A-D	56	14			56				
AB-C	663	166			663				
AB-D	62	15	545	0.113	62	0.1	0.1	8.185	A
D-ABC	152	38	516	0.294	152	0.5	0.5	10.872	B
C-D	9	2			9				
C-A	610	152			610				
C-B	22	6			22				
CD-AB	88	22	1062	0.083	88	0.2	0.2	4.069	A
CD-A	692	173			692				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	30	7	479	0.062	30	0.1	0.1	8.818	A
A-B	46	11			46				
A-C	516	129			516				
A-D	46	11			46				
AB-C	541	135			541				
AB-D	50	13	573	0.088	50	0.1	0.1	7.580	A

D-ABC	124	31	544	0.228	125	0.5	0.3	9.454	A
C-D	7	2			7				
C-A	498	125			498				
C-B	18	4			18				
CD-AB	56	14	987	0.056	56	0.2	0.1	4.253	A
CD-A	582	146			582				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	25	6	499	0.050	25	0.1	0.1	8.348	A
A-B	38	10			38				
A-C	432	108			432				
A-D	38	10			38				
AB-C	453	113			453				
AB-D	42	11	593	0.071	42	0.1	0.1	7.191	A
D-ABC	104	26	564	0.184	104	0.3	0.3	8.624	A
C-D	6	2			6				
C-A	417	104			417				
C-B	15	4			15				
CD-AB	39	10	936	0.041	39	0.1	0.1	4.416	A
CD-A	495	124			495				

2024 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	1.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1096	100.000

B - Crane Gardens		ONE HOUR	✓	55	100.000
C - North Hyde Road (E)		ONE HOUR	✓	941	100.000
D - Harold Avenue		ONE HOUR	✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	31	979	86
	B - Crane Gardens	0	0	39	16
	C - North Hyde Road (E)	893	38	0	10
	D - Harold Avenue	142	27	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.17	13.77	0.2	B	50	76
A-B					28	43
A-C					898	1348
A-D					79	118
AB-C					934	1401
AB-D	0.25	11.63	0.4	B	94	140
D-ABC	0.51	21.20	1.1	C	164	246
C-D					9	14
C-A					819	1229
C-B					35	52
CD-AB	0.49	6.07	3.2	A	370	555
CD-A					639	959

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	429	0.096	41	0.0	0.1	10.186	B
A-B	23	6			23				
A-C	737	184			737				
A-D	65	16			65				
AB-C	766	192			766				
AB-D	77	19	530	0.145	76	0.0	0.2	8.715	A
D-ABC	135	34	482	0.279	133	0.0	0.4	11.285	B
C-D	8	2			8				
C-A	672	168			672				
C-B	29	7			29				
CD-AB	180	45	1066	0.169	178	0.0	0.6	4.462	A
CD-A	646	162			646				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	395	0.125	49	0.1	0.2	11.445	B
A-B	28	7			28				
A-C	880	220			880				
A-D	77	19			77				
AB-C	915	229			915				
AB-D	92	23	497	0.184	91	0.2	0.2	9.749	A
D-ABC	161	40	444	0.362	160	0.4	0.6	13.904	B
C-D	9	2			9				
C-A	803	201			803				
C-B	34	9			34				
CD-AB	301	75	1156	0.260	299	0.6	1.1	4.639	A
CD-A	687	172			687				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	348	0.174	60	0.2	0.2	13.739	B
A-B	34	9			34				
A-C	1078	269			1078				
A-D	95	24			95				
AB-C	1121	280			1121				
AB-D	112	28	453	0.248	112	0.2	0.4	11.597	B
D-ABC	197	49	384	0.514	195	0.6	1.1	20.786	C
C-D	11	3			11				
C-A	983	246			983				
C-B	42	10			42				
CD-AB	617	154	1291	0.478	609	1.1	3.1	5.883	A
CD-A	593	148			593				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	348	0.174	61	0.2	0.2	13.765	B
A-B	34	9			34				
A-C	1078	269			1078				

A-D	95	24			95				
AB-C	1121	280			1121				
AB-D	112	28	453	0.248	112	0.4	0.4	11.629	B
D-ABC	197	49	383	0.514	197	1.1	1.1	21.204	C
C-D	11	3			11				
C-A	983	246			983				
C-B	42	10			42				
CD-AB	629	157	1297	0.485	628	3.1	3.2	6.071	A
CD-A	582	146			582				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	395	0.125	50	0.2	0.2	11.474	B
A-B	28	7			28				
A-C	880	220			880				
A-D	77	19			77				
AB-C	915	229			915				
AB-D	92	23	497	0.185	92	0.4	0.3	9.784	A
D-ABC	161	40	444	0.362	163	1.1	0.6	14.182	B
C-D	9	2			9				
C-A	803	201			803				
C-B	34	9			34				
CD-AB	309	77	1164	0.265	317	3.2	1.2	4.752	A
CD-A	682	171			682				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	429	0.096	42	0.2	0.1	10.224	B
A-B	23	6			23				
A-C	737	184			737				
A-D	65	16			65				
AB-C	767	192			767				
AB-D	77	19	530	0.145	77	0.3	0.2	8.756	A
D-ABC	135	34	482	0.279	136	0.6	0.4	11.449	B
C-D	8	2			8				
C-A	672	168			672				
C-B	29	7			29				
CD-AB	184	46	1070	0.172	187	1.2	0.6	4.510	A
CD-A	645	161			645				

2024 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	889	100.000
B - Crane Gardens		ONE HOUR	✓	35	100.000
C - North Hyde Road (E)		ONE HOUR	✓	966	100.000
D - Harold Avenue		ONE HOUR	✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	55	779	55
	B - Crane Gardens	0	0	30	5
	C - North Hyde Road (E)	935	22	0	9
	D - Harold Avenue	143	3	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.10	10.93	0.1	B	32	48

A-B					50	76
A-C					715	1072
A-D					50	76
AB-C					742	1113
AB-D	0.15	10.41	0.2	B	55	83
D-ABC	0.39	15.65	0.7	C	137	205
C-D					8	12
C-A					858	1287
C-B					20	30
CD-AB	0.17	3.80	0.6	A	140	210
CD-A					872	1308

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	465	0.057	26	0.0	0.1	9.014	A
A-B	41	10			41				
A-C	586	147			586				
A-D	41	10			41				
AB-C	609	152			609				
AB-D	45	11	525	0.086	45	0.0	0.1	8.236	A
D-ABC	112	28	498	0.225	111	0.0	0.3	10.206	B
C-D	7	2			7				
C-A	704	176			704				
C-B	17	4			17				
CD-AB	69	17	1111	0.063	69	0.0	0.1	3.800	A
CD-A	760	190			760				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	438	0.072	31	0.1	0.1	9.736	A
A-B	49	12			49				
A-C	700	175			700				
A-D	49	12			49				
AB-C	727	182			727				
AB-D	54	13	492	0.110	54	0.1	0.1	9.032	A
D-ABC	134	33	464	0.288	133	0.3	0.4	11.949	B
C-D	8	2			8				
C-A	841	210			841				
C-B	20	5			20				
CD-AB	115	29	1206	0.095	114	0.1	0.2	3.627	A
CD-A	876	219			876				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	401	0.096	38	0.1	0.1	10.923	B

A-B	61	15			61				
A-C	858	214			858				
A-D	61	15			61				
AB-C	891	223			891				
AB-D	66	17	446	0.148	66	0.1	0.2	10.403	B
D-ABC	164	41	417	0.393	163	0.4	0.7	15.533	C
C-D	10	2			10				
C-A	1029	257			1029				
C-B	24	6			24				
CD-AB	233	58	1346	0.173	232	0.2	0.6	3.558	A
CD-A	980	245			980				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	401	0.096	39	0.1	0.1	10.930	B
A-B	61	15			61				
A-C	858	214			858				
A-D	61	15			61				
AB-C	891	223			891				
AB-D	66	17	446	0.148	66	0.2	0.2	10.412	B
D-ABC	164	41	417	0.394	164	0.7	0.7	15.653	C
C-D	10	2			10				
C-A	1029	257			1029				
C-B	24	6			24				
CD-AB	235	59	1347	0.174	235	0.6	0.6	3.570	A
CD-A	979	245			979				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	438	0.072	32	0.1	0.1	9.745	A
A-B	49	12			49				
A-C	700	175			700				
A-D	49	12			49				
AB-C	727	182			727				
AB-D	54	13	492	0.110	54	0.2	0.1	9.048	A
D-ABC	134	33	464	0.288	135	0.7	0.5	12.059	B
C-D	8	2			8				
C-A	841	210			841				
C-B	20	5			20				
CD-AB	116	29	1208	0.096	117	0.6	0.2	3.636	A
CD-A	877	219			877				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	465	0.057	26	0.1	0.1	9.028	A
A-B	41	10			41				
A-C	586	147			586				
A-D	41	10			41				
AB-C	609	152			609				
AB-D	45	11	525	0.086	45	0.1	0.1	8.254	A
D-ABC	112	28	498	0.225	113	0.5	0.3	10.299	B

C-D	7	2			7				
C-A	704	176			704				
C-B	17	4			17				
CD-AB	70	18	1113	0.063	71	0.2	0.1	3.801	A
CD-A	761	190			761				

2024 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	6.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1138	100.000
B - Crane Gardens		ONE HOUR	✓	55	100.000
C - North Hyde Road (E)		ONE HOUR	✓	907	100.000
D - Harold Avenue		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	31	974	133
	B - Crane Gardens	0	0	39	16
	C - North Hyde Road (E)	858	38	0	11
	D - Harold Avenue	292	27	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.18	14.26	0.2	B	50	76
A-B					28	43
A-C					894	1341
A-D					122	183
AB-C					929	1394
AB-D	0.36	13.31	0.6	B	137	205
D-ABC	0.89	71.83	6.7	F	303	454
C-D					10	15
C-A					787	1181
C-B					35	52
CD-AB	0.62	7.79	5.5	A	478	717
CD-A					636	954

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	422	0.098	41	0.0	0.1	10.371	B
A-B	23	6			23				
A-C	733	183			733				
A-D	100	25			100				
AB-C	762	191			762				
AB-D	112	28	536	0.209	111	0.0	0.3	9.300	A
D-ABC	248	62	498	0.499	244	0.0	1.1	15.367	C
C-D	8	2			8				
C-A	646	161			646				
C-B	29	7			29				
CD-AB	210	52	1122	0.187	207	0.0	0.7	4.332	A
CD-A	701	175			701				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	387	0.128	49	0.1	0.2	11.718	B
A-B	28	7			28				
A-C	876	219			876				
A-D	120	30			120				
AB-C	911	228			911				
AB-D	134	33	505	0.265	133	0.3	0.4	10.661	B
D-ABC	297	74	463	0.641	294	1.1	1.8	22.947	C
C-D	10	2			10				
C-A	771	193			771				
C-B	34	9			34				
CD-AB	369	92	1227	0.300	366	0.7	1.4	4.622	A
CD-A	721	180			721				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	338	0.179	60	0.2	0.2	14.229	B
A-B	34	9			34				
A-C	1072	268			1072				
A-D	146	37			146				
AB-C	1115	279			1115				
AB-D	164	41	462	0.355	163	0.4	0.6	13.232	B
D-ABC	363	91	408	0.891	348	1.8	5.7	55.487	F
C-D	12	3			12				
C-A	945	236			945				
C-B	42	10			42				
CD-AB	810	202	1376	0.588	796	1.4	4.8	6.974	A
CD-A	513	128			513				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	338	0.179	61	0.2	0.2	14.260	B
A-B	34	9			34				
A-C	1072	268			1072				
A-D	146	37			146				
AB-C	1115	279			1115				
AB-D	164	41	462	0.355	164	0.6	0.6	13.306	B
D-ABC	363	91	408	0.891	359	5.7	6.7	71.827	F
C-D	12	3			12				
C-A	945	236			945				
C-B	42	10			42				
CD-AB	860	215	1392	0.618	857	4.8	5.5	7.793	A
CD-A	474	118			474				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	387	0.128	50	0.2	0.2	11.753	B
A-B	28	7			28				
A-C	876	219			876				
A-D	120	30			120				

AB-C	911	228			911				
AB-D	134	34	505	0.266	135	0.6	0.4	10.733	B
D-ABC	297	74	463	0.641	315	6.7	2.1	29.534	D
C-D	10	2			10				
C-A	771	193			771				
C-B	34	9			34				
CD-AB	404	101	1251	0.323	419	5.5	1.7	4.898	A
CD-A	706	177			706				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	422	0.098	42	0.2	0.1	10.405	B
A-B	23	6			23				
A-C	733	183			733				
A-D	100	25			100				
AB-C	763	191			763				
AB-D	112	28	536	0.210	113	0.4	0.3	9.374	A
D-ABC	248	62	498	0.499	252	2.1	1.1	16.372	C
C-D	8	2			8				
C-A	646	161			646				
C-B	29	7			29				
CD-AB	218	54	1130	0.193	222	1.7	0.7	4.395	A
CD-A	701	175			701				

2024 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	2.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1061	100.000
B - Crane Gardens		ONE HOUR	✓	35	100.000
C - North Hyde Road (E)		ONE HOUR	✓	962	100.000
D - Harold Avenue		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	55	791	215
	B - Crane Gardens	0	0	30	5
	C - North Hyde Road (E)	931	22	0	9
	D - Harold Avenue	241	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.11	12.32	0.1	B	32	48
A-B					50	76
A-C					726	1089
A-D					197	296
AB-C					753	1130
AB-D	0.54	19.27	1.3	C	202	303
D-ABC	0.66	27.36	2.0	D	228	341
C-D					8	12
C-A					854	1281
C-B					20	30
CD-AB	0.24	3.75	1.1	A	193	289
CD-A					906	1359

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	437	0.060	26	0.0	0.1	9.627	A
A-B	41	10			41				
A-C	596	149			596				
A-D	162	40			162				
AB-C	618	154			618				
AB-D	166	41	526	0.315	164	0.0	0.5	10.875	B
D-ABC	187	47	500	0.373	184	0.0	0.6	12.441	B
C-D	7	2			7				
C-A	701	175			701				
C-B	17	4			17				
CD-AB	85	21	1142	0.074	84	0.0	0.1	3.743	A
CD-A	814	204			814				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	405	0.078	31	0.1	0.1	10.603	B
A-B	49	12			49				
A-C	711	178			711				
A-D	193	48			193				
AB-C	738	184			738				
AB-D	198	49	493	0.401	197	0.5	0.7	13.334	B
D-ABC	223	56	466	0.478	222	0.6	1.0	16.086	C
C-D	8	2			8				
C-A	837	209			837				
C-B	20	5			20				
CD-AB	149	37	1249	0.119	148	0.1	0.3	3.597	A
CD-A	927	232			927				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	360	0.107	38	0.1	0.1	12.309	B
A-B	61	15			61				
A-C	871	218			871				
A-D	237	59			237				
AB-C	904	226			904				
AB-D	242	61	447	0.541	240	0.7	1.2	18.909	C
D-ABC	273	68	417	0.655	269	1.0	1.9	26.160	D
C-D	10	2			10				
C-A	1025	256			1025				
C-B	24	6			24				
CD-AB	338	85	1407	0.241	335	0.3	1.1	3.705	A
CD-A	977	244			977				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	360	0.107	39	0.1	0.1	12.319	B

A-B	61	15			61				
A-C	871	218			871				
A-D	237	59			237				
AB-C	904	226			904				
AB-D	242	61	447	0.541	242	1.2	1.3	19.268	C
D-ABC	273	68	417	0.655	273	1.9	2.0	27.365	D
C-D	10	2			10				
C-A	1025	256			1025				
C-B	24	6			24				
CD-AB	345	86	1411	0.245	345	1.1	1.1	3.733	A
CD-A	974	243			974				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	405	0.078	32	0.1	0.1	10.618	B
A-B	49	12			49				
A-C	711	178			711				
A-D	193	48			193				
AB-C	738	185			738				
AB-D	198	49	493	0.401	200	1.3	0.8	13.604	B
D-ABC	223	56	466	0.478	227	2.0	1.0	16.789	C
C-D	8	2			8				
C-A	837	209			837				
C-B	20	5			20				
CD-AB	152	38	1255	0.121	156	1.1	0.3	3.614	A
CD-A	928	232			928				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	437	0.060	26	0.1	0.1	9.643	A
A-B	41	10			41				
A-C	596	149			596				
A-D	162	40			162				
AB-C	618	155			618				
AB-D	166	41	526	0.315	167	0.8	0.5	11.053	B
D-ABC	187	47	500	0.373	188	1.0	0.7	12.761	B
C-D	7	2			7				
C-A	701	175			701				
C-B	17	4			17				
CD-AB	86	22	1146	0.075	87	0.3	0.2	3.746	A
CD-A	817	204			817				

2029 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1114	100.000
B - Crane Gardens		ONE HOUR	✓	57	100.000
C - North Hyde Road (E)		ONE HOUR	✓	954	100.000
D - Harold Avenue		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	32	994	88
	B - Crane Gardens	0	0	40	17
	C - North Hyde Road (E)	905	39	0	10
	D - Harold Avenue	145	28	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.18	14.08	0.2	B	52	78
A-B					29	44
A-C					912	1368
A-D					81	121
AB-C					949	1423
AB-D	0.26	11.86	0.4	B	96	144
D-ABC	0.53	22.28	1.2	C	168	252
C-D					9	14
C-A					830	1246
C-B					36	54
CD-AB	0.52	6.49	3.7	A	397	595
CD-A					628	942

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	426	0.101	42	0.0	0.1	10.304	B
A-B	24	6			24				
A-C	748	187			748				
A-D	66	17			66				
AB-C	778	195			778				
AB-D	79	20	527	0.150	78	0.0	0.2	8.802	A
D-ABC	138	34	480	0.287	136	0.0	0.4	11.451	B
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	190	48	1072	0.177	188	0.0	0.6	4.482	A
CD-A	649	162			649				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	392	0.131	51	0.1	0.2	11.616	B
A-B	29	7			29				
A-C	894	223			894				
A-D	79	20			79				
AB-C	929	232			929				
AB-D	94	24	495	0.191	94	0.2	0.3	9.881	A
D-ABC	165	41	441	0.373	164	0.4	0.6	14.223	B
C-D	9	2			9				
C-A	814	203			814				
C-B	35	9			35				
CD-AB	320	80	1164	0.275	318	0.6	1.2	4.701	A
CD-A	683	171			683				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	344	0.182	62	0.2	0.2	14.045	B
A-B	35	9			35				
A-C	1094	274			1094				
A-D	97	24			97				
AB-C	1138	285			1138				
AB-D	116	29	449	0.257	115	0.3	0.4	11.825	B
D-ABC	201	50	379	0.532	199	0.6	1.2	21.779	C
C-D	11	3			11				
C-A	996	249			996				
C-B	43	11			43				
CD-AB	666	166	1302	0.511	657	1.2	3.5	6.228	A
CD-A	562	141			562				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	344	0.182	63	0.2	0.2	14.075	B
A-B	35	9			35				
A-C	1094	274			1094				
A-D	97	24			97				
AB-C	1138	285			1138				
AB-D	116	29	449	0.257	116	0.4	0.4	11.861	B
D-ABC	201	50	379	0.532	201	1.2	1.2	22.283	C
C-D	11	3			11				
C-A	996	249			996				
C-B	43	11			43				
CD-AB	681	170	1309	0.520	680	3.5	3.7	6.489	A
CD-A	549	137			549				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	392	0.131	52	0.2	0.2	11.650	B
A-B	29	7			29				
A-C	894	223			894				
A-D	79	20			79				
AB-C	930	232			930				
AB-D	94	24	495	0.191	95	0.4	0.3	9.919	A
D-ABC	165	41	441	0.373	167	1.2	0.7	14.540	B
C-D	9	2			9				
C-A	814	203			814				
C-B	35	9			35				
CD-AB	329	82	1173	0.281	339	3.7	1.3	4.841	A
CD-A	677	169			677				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	426	0.101	43	0.2	0.1	10.338	B
A-B	24	6			24				
A-C	748	187			748				
A-D	66	17			66				

AB-C	779	195			779				
AB-D	79	20	527	0.150	79	0.3	0.2	8.847	A
D-ABC	138	34	480	0.287	139	0.7	0.5	11.629	B
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	194	49	1076	0.181	197	1.3	0.7	4.536	A
CD-A	647	162			647				

2029 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	909	100.000
B - Crane Gardens		ONE HOUR	✓	37	100.000
C - North Hyde Road (E)		ONE HOUR	✓	981	100.000
D - Harold Avenue		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	57	795	57
	B - Crane Gardens	0	0	31	6
	C - North Hyde Road (E)	950	22	0	9
	D - Harold Avenue	147	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.10	11.13	0.1	B	34	51
A-B					52	78
A-C					730	1094
A-D					52	78
AB-C					758	1137
AB-D	0.16	10.61	0.2	B	58	87
D-ABC	0.41	16.26	0.8	C	141	212
C-D					8	12
C-A					872	1308
C-B					20	30
CD-AB	0.19	3.79	0.7	A	152	229
CD-A					878	1317

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	462	0.060	28	0.0	0.1	9.109	A
A-B	43	11			43				
A-C	599	150			599				

A-D	43	11			43				
AB-C	622	155			622				
AB-D	47	12	523	0.091	47	0.0	0.1	8.319	A
D-ABC	116	29	495	0.234	115	0.0	0.3	10.367	B
C-D	7	2			7				
C-A	715	179			715				
C-B	17	4			17				
CD-AB	74	19	1119	0.066	74	0.0	0.1	3.789	A
CD-A	770	192			770				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	434	0.077	33	0.1	0.1	9.865	A
A-B	51	13			51				
A-C	715	179			715				
A-D	51	13			51				
AB-C	742	186			742				
AB-D	57	14	489	0.116	56	0.1	0.1	9.154	A
D-ABC	138	35	461	0.300	138	0.3	0.5	12.221	B
C-D	8	2			8				
C-A	854	214			854				
C-B	20	5			20				
CD-AB	124	31	1216	0.102	123	0.1	0.2	3.624	A
CD-A	885	221			885				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	396	0.103	41	0.1	0.1	11.123	B
A-B	63	16			63				
A-C	875	219			875				
A-D	63	16			63				
AB-C	909	227			909				
AB-D	69	17	442	0.157	69	0.1	0.2	10.599	B
D-ABC	170	42	413	0.411	168	0.5	0.7	16.113	C
C-D	10	2			10				
C-A	1046	261			1046				
C-B	24	6			24				
CD-AB	257	64	1359	0.189	255	0.2	0.7	3.590	A
CD-A	979	245			979				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	396	0.103	41	0.1	0.1	11.135	B
A-B	63	16			63				
A-C	875	219			875				
A-D	63	16			63				
AB-C	909	227			909				
AB-D	69	17	442	0.157	69	0.2	0.2	10.612	B
D-ABC	170	42	413	0.411	170	0.7	0.8	16.255	C
C-D	10	2			10				
C-A	1046	261			1046				

C-B	24	6			24				
CD-AB	259	65	1361	0.190	259	0.7	0.7	3.602	A
CD-A	977	244			977				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	434	0.077	33	0.1	0.1	9.878	A
A-B	51	13			51				
A-C	715	179			715				
A-D	51	13			51				
AB-C	743	186			743				
AB-D	57	14	489	0.116	57	0.2	0.1	9.170	A
D-ABC	138	35	461	0.300	140	0.8	0.5	12.345	B
C-D	8	2			8				
C-A	854	214			854				
C-B	20	5			20				
CD-AB	125	31	1219	0.103	127	0.7	0.2	3.636	A
CD-A	885	221			885				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	462	0.060	28	0.1	0.1	9.123	A
A-B	43	11			43				
A-C	599	150			599				
A-D	43	11			43				
AB-C	622	155			622				
AB-D	47	12	523	0.091	48	0.1	0.1	8.341	A
D-ABC	116	29	495	0.234	116	0.5	0.3	10.472	B
C-D	7	2			7				
C-A	715	179			715				
C-B	17	4			17				
CD-AB	75	19	1121	0.067	76	0.2	0.1	3.794	A
CD-A	771	193			771				

2029 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	7.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1156	100.000
B - Crane Gardens		ONE HOUR	✓	57	100.000
C - North Hyde Road (E)		ONE HOUR	✓	920	100.000
D - Harold Avenue		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	32	989	135
	B - Crane Gardens	0	0	40	17
	C - North Hyde Road (E)	870	39	0	11
	D - Harold Avenue	296	28	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.19	14.59	0.3	B	52	78
A-B					29	44
A-C					908	1361
A-D					124	186
AB-C					944	1416
AB-D	0.37	13.61	0.6	B	139	209

D-ABC	0.91	82.74	7.9	F	307	461
C-D					10	15
C-A					798	1197
C-B					36	54
CD-AB	0.67	8.99	6.7	A	516	775
CD-A					614	921

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	419	0.102	42	0.0	0.1	10.489	B
A-B	24	6			24				
A-C	745	186			745				
A-D	102	25			102				
AB-C	774	194			774				
AB-D	114	29	533	0.214	113	0.0	0.3	9.399	A
D-ABC	252	63	496	0.509	248	0.0	1.1	15.718	C
C-D	8	2			8				
C-A	655	164			655				
C-B	29	7			29				
CD-AB	222	55	1129	0.196	219	0.0	0.7	4.357	A
CD-A	702	176			702				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	384	0.134	51	0.1	0.2	11.901	B
A-B	29	7			29				
A-C	889	222			889				
A-D	121	30			121				
AB-C	925	231			925				
AB-D	137	34	502	0.272	136	0.3	0.4	10.818	B
D-ABC	301	75	460	0.655	298	1.1	1.9	23.911	C
C-D	10	2			10				
C-A	782	196			782				
C-B	35	9			35				
CD-AB	393	98	1236	0.318	390	0.7	1.5	4.708	A
CD-A	712	178			712				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	334	0.188	62	0.2	0.2	14.559	B
A-B	35	9			35				
A-C	1089	272			1089				
A-D	149	37			149				
AB-C	1133	283			1133				
AB-D	167	42	458	0.365	166	0.4	0.6	13.529	B

D-ABC	369	92	403	0.915	351	1.9	6.5	61.103	F
C-D	12	3			12				
C-A	958	239			958				
C-B	43	11			43				
CD-AB	874	219	1387	0.631	858	1.5	5.7	7.691	A
CD-A	466	116			466				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	334	0.188	63	0.2	0.3	14.593	B
A-B	35	9			35				
A-C	1089	272			1089				
A-D	149	37			149				
AB-C	1133	283			1133				
AB-D	167	42	458	0.365	167	0.6	0.6	13.612	B
D-ABC	369	92	403	0.915	363	6.5	7.9	82.745	F
C-D	12	3			12				
C-A	958	239			958				
C-B	43	11			43				
CD-AB	938	234	1405	0.668	934	5.7	6.7	8.991	A
CD-A	414	104			414				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	384	0.134	52	0.3	0.2	11.935	B
A-B	29	7			29				
A-C	889	222			889				
A-D	121	30			121				
AB-C	925	231			925				
AB-D	137	34	502	0.273	138	0.6	0.4	10.899	B
D-ABC	301	75	460	0.655	324	7.9	2.3	32.839	D
C-D	10	2			10				
C-A	782	196			782				
C-B	35	9			35				
CD-AB	440	110	1266	0.347	459	6.7	1.9	5.088	A
CD-A	691	173			691				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	419	0.102	43	0.2	0.1	10.528	B
A-B	24	6			24				
A-C	745	186			745				
A-D	102	25			102				
AB-C	775	194			775				
AB-D	114	29	533	0.215	115	0.4	0.3	9.478	A
D-ABC	252	63	496	0.509	257	2.3	1.2	16.847	C
C-D	8	2			8				
C-A	655	164			655				
C-B	29	7			29				
CD-AB	231	58	1138	0.203	235	1.9	0.8	4.427	A
CD-A	701	175			701				

2029 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1080	100.000
B - Crane Gardens		ONE HOUR	✓	37	100.000
C - North Hyde Road (E)		ONE HOUR	✓	979	100.000
D - Harold Avenue		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	57	807	216
	B - Crane Gardens	0	0	31	6
	C - North Hyde Road (E)	947	22	0	10
	D - Harold Avenue	245	4	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
A - North Hyde Rd (W)	10	10	10	10
B - Crane Gardens	10	10	10	10
C - North Hyde Road (E)	10	10	10	10
D - Harold Avenue	10	10	10	10

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-ACD	0.11	12.57	0.1	B	34	51
A-B					52	78
A-C					741	1111
A-D					198	297
AB-C					769	1153
AB-D	0.55	19.90	1.3	C	204	306
D-ABC	0.68	30.50	2.3	D	232	348
C-D					9	14
C-A					869	1303
C-B					20	30
CD-AB	0.26	3.77	1.3	A	204	306
CD-A					913	1370

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	434	0.064	28	0.0	0.1	9.730	A
A-B	43	11			43				
A-C	608	152			608				
A-D	163	41			163				
AB-C	631	158			631				
AB-D	167	42	523	0.320	165	0.0	0.5	11.008	B
D-ABC	190	48	495	0.385	188	0.0	0.7	12.784	B
C-D	8	2			8				
C-A	713	178			713				
C-B	17	4			17				
CD-AB	88	22	1151	0.076	87	0.0	0.2	3.722	A
CD-A	827	207			827				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-ACD	33	8	401	0.083	33	0.1	0.1	10.754	B
A-B	51	13			51				
A-C	725	181			725				
A-D	194	49			194				
AB-C	753	188			753				
AB-D	200	50	489	0.408	199	0.5	0.7	13.576	B
D-ABC	227	57	460	0.494	226	0.7	1.0	16.810	C
C-D	9	2			9				
C-A	851	213			851				
C-B	20	5			20				
CD-AB	155	39	1261	0.123	155	0.2	0.3	3.581	A
CD-A	938	235			938				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	356	0.115	41	0.1	0.1	12.558	B
A-B	63	16			63				
A-C	889	222			889				
A-D	238	59			238				
AB-C	923	231			923				
AB-D	244	61	443	0.552	242	0.7	1.3	19.502	C
D-ABC	279	70	407	0.684	274	1.0	2.2	28.788	D
C-D	11	3			11				
C-A	1043	261			1043				
C-B	24	6			24				
CD-AB	361	90	1422	0.254	358	0.3	1.2	3.734	A
CD-A	975	244			975				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	356	0.115	41	0.1	0.1	12.570	B
A-B	63	16			63				
A-C	889	222			889				
A-D	238	59			238				
AB-C	923	231			923				
AB-D	244	61	443	0.552	244	1.3	1.3	19.899	C
D-ABC	279	70	407	0.684	278	2.2	2.3	30.496	D
C-D	11	3			11				
C-A	1043	261			1043				
C-B	24	6			24				
CD-AB	370	92	1427	0.259	370	1.2	1.3	3.768	A
CD-A	971	243			971				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	401	0.083	33	0.1	0.1	10.770	B
A-B	51	13			51				
A-C	725	181			725				
A-D	194	49			194				
AB-C	753	188			753				
AB-D	200	50	489	0.408	202	1.3	0.8	13.874	B

D-ABC	227	57	460	0.495	232	2.3	1.1	17.708	C
C-D	9	2			9				
C-A	851	213			851				
C-B	20	5			20				
CD-AB	160	40	1268	0.126	163	1.3	0.3	3.601	A
CD-A	940	235			940				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	434	0.064	28	0.1	0.1	9.748	A
A-B	43	11			43				
A-C	608	152			608				
A-D	163	41			163				
AB-C	631	158			631				
AB-D	167	42	523	0.320	168	0.8	0.5	11.197	B
D-ABC	190	48	495	0.385	192	1.1	0.7	13.149	B
C-D	8	2			8				
C-A	713	178			713				
C-B	17	4			17				
CD-AB	89	22	1155	0.077	90	0.3	0.2	3.724	A
CD-A	829	207			829				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J11 North Hyde Rd-Harold Avenue -Crane Gardens Staggered Junction mitigation.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2024 Cumulative
Report generation date: 24/01/2017 10:50:43

- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev , AM
- »2024 Baseline+Dev , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Baseline								
Stream B-ACD	0.2	14.30	0.18	B	0.1	11.79	0.10	B
Stream AB-D	0.6	13.61	0.36	B	0.8	15.33	0.42	C
Stream D-ABC	3.6	44.76	0.79	E	1.7	24.46	0.61	C
Stream CD-AB	5.3	7.66	0.61	A	0.9	3.72	0.22	A
2024 Baseline+Dev								
Stream B-ACD	0.2	14.99	0.19	B	0.1	13.41	0.12	B
Stream AB-D	1.0	16.83	0.48	C	4.3	45.54	0.82	E
Stream D-ABC	48.2	351.03	1.21	F	6.7	71.35	0.89	F
Stream CD-AB	9.6	11.59	0.74	B	2.1	4.02	0.33	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North Hyde Rd (W)		Major
B	Crane Gardens		Minor
C	North Hyde Road (E)		Major
D	Harold Avenue		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - North Hyde Rd (W)	9.00		✓	2.20	210.0		-
C - North Hyde Road (E)	7.80				250.0	✓	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 - Crane Gardens	One lane	2.50	21	19
D - Harold Avenue	One lane	3.50	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	696	-	-	-	-	-	0.234	0.234	0.234	-	-
1	B-A	469	0.079	0.199	0.199	-	-	0.125	0.284	-	0.125	0.284
1	B-CD	604	0.085	0.216	0.216	-	-	-	-	-	-	-
1	CD-B	719	0.257	0.257	0.257	-	-	-	-	-	-	-
1	D-AB	669	-	-	-	-	-	0.225	0.225	0.089	-	-
1	D-C	519	-	0.131	0.297	0.131	0.297	0.208	0.208	0.082	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1141	100.000
B - Crane Gardens		ONE HOUR	✓	55	100.000
C - North Hyde Road (E)		ONE HOUR	✓	941	100.000
D - Harold Avenue		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	31	979	131
	B - Crane Gardens	0	0	39	16
	C - North Hyde Road (E)	893	38	0	10
	D - Harold Avenue	245	27	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.18	14.30	0.2	B	50	76
A-B					28	43
A-C					898	1348
A-D					120	180
AB-C					934	1401
AB-D	0.36	13.61	0.6	B	135	202
D-ABC	0.79	44.76	3.6	E	259	388
C-D					9	14
C-A					819	1229
C-B					35	52
CD-AB	0.61	7.66	5.3	A	469	704
CD-A					634	951

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	422	0.098	41	0.0	0.1	10.385	B
A-B	23	6			23				
A-C	737	184			737				

A-D	99	25			99				
AB-C	766	192			766				
AB-D	111	28	530	0.209	109	0.0	0.3	9.399	A
D-ABC	212	53	491	0.433	209	0.0	0.8	13.902	B
C-D	8	2			8				
C-A	672	168			672				
C-B	29	7			29				
CD-AB	207	52	1116	0.186	205	0.0	0.7	4.349	A
CD-A	695	174			695				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	386	0.128	49	0.1	0.2	11.739	B
A-B	28	7			28				
A-C	880	220			880				
A-D	118	29			118				
AB-C	915	229			915				
AB-D	132	33	497	0.266	132	0.3	0.4	10.812	B
D-ABC	254	63	454	0.558	251	0.8	1.3	19.344	C
C-D	9	2			9				
C-A	803	201			803				
C-B	34	9			34				
CD-AB	363	91	1219	0.297	360	0.7	1.4	4.630	A
CD-A	717	179			717				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	338	0.179	60	0.2	0.2	14.266	B
A-B	34	9			34				
A-C	1078	269			1078				
A-D	144	36			144				
AB-C	1121	280			1121				
AB-D	162	40	453	0.357	161	0.4	0.6	13.528	B
D-ABC	310	78	395	0.785	302	1.3	3.4	39.515	E
C-D	11	3			11				
C-A	983	246			983				
C-B	42	10			42				
CD-AB	804	201	1371	0.587	790	1.4	4.8	6.972	A
CD-A	513	128			513				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	338	0.179	61	0.2	0.2	14.297	B
A-B	34	9			34				
A-C	1078	269			1078				
A-D	144	36			144				
AB-C	1121	280			1121				
AB-D	162	40	453	0.357	162	0.6	0.6	13.607	B
D-ABC	310	78	395	0.785	309	3.4	3.6	44.761	E
C-D	11	3			11				
C-A	983	246			983				

C-B	42	10			42				
CD-AB	843	211	1383	0.609	841	4.8	5.3	7.657	A
CD-A	481	120			481				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	386	0.128	50	0.2	0.2	11.773	B
A-B	28	7			28				
A-C	880	220			880				
A-D	118	29			118				
AB-C	915	229			915				
AB-D	132	33	497	0.266	133	0.6	0.4	10.893	B
D-ABC	254	63	454	0.558	262	3.6	1.5	21.493	C
C-D	9	2			9				
C-A	803	201			803				
C-B	34	9			34				
CD-AB	385	96	1237	0.311	400	5.3	1.6	4.865	A
CD-A	705	176			705				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	422	0.098	42	0.2	0.1	10.419	B
A-B	23	6			23				
A-C	737	184			737				
A-D	99	25			99				
AB-C	767	192			767				
AB-D	111	28	530	0.209	111	0.4	0.3	9.474	A
D-ABC	212	53	491	0.433	215	1.5	0.9	14.466	B
C-D	8	2			8				
C-A	672	168			672				
C-B	29	7			29				
CD-AB	214	53	1122	0.190	217	1.6	0.7	4.410	A
CD-A	694	174			694				

2024 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1000	100.000
B - Crane Gardens		ONE HOUR	✓	35	100.000
C - North Hyde Road (E)		ONE HOUR	✓	966	100.000
D - Harold Avenue		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	55	779	166
	B - Crane Gardens	0	0	30	5
	C - North Hyde Road (E)	935	22	0	9
	D - Harold Avenue	227	3	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.10	11.79	0.1	B	32	48
A-B					50	76
A-C					715	1072
A-D					152	228
AB-C					742	1113
AB-D	0.42	15.33	0.8	C	157	235

D-ABC	0.61	24.46	1.7	C	214	321
C-D					8	12
C-A					858	1287
C-B					20	30
CD-AB	0.22	3.72	0.9	A	176	264
CD-A					913	1370

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	447	0.059	26	0.0	0.1	9.401	A
A-B	41	10			41				
A-C	586	147			586				
A-D	125	31			125				
AB-C	609	152			609				
AB-D	129	32	525	0.245	127	0.0	0.4	9.919	A
D-ABC	175	44	500	0.351	173	0.0	0.6	12.047	B
C-D	7	2			7				
C-A	704	176			704				
C-B	17	4			17				
CD-AB	79	20	1143	0.069	79	0.0	0.1	3.720	A
CD-A	812	203			812				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	417	0.076	31	0.1	0.1	10.277	B
A-B	49	12			49				
A-C	700	175			700				
A-D	149	37			149				
AB-C	727	182			727				
AB-D	154	38	492	0.312	153	0.4	0.5	11.663	B
D-ABC	209	52	466	0.449	208	0.6	0.9	15.290	C
C-D	8	2			8				
C-A	841	210			841				
C-B	20	5			20				
CD-AB	137	34	1249	0.110	137	0.1	0.3	3.561	A
CD-A	929	232			929				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	374	0.103	38	0.1	0.1	11.778	B
A-B	61	15			61				
A-C	858	214			858				
A-D	183	46			183				
AB-C	891	223			891				
AB-D	188	47	446	0.422	187	0.5	0.8	15.204	C

D-ABC	257	64	418	0.614	253	0.9	1.6	23.657	C
C-D	10	2			10				
C-A	1029	257			1029				
C-B	24	6			24				
CD-AB	306	76	1404	0.218	303	0.3	0.9	3.606	A
CD-A	998	249			998				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	374	0.103	39	0.1	0.1	11.788	B
A-B	61	15			61				
A-C	858	214			858				
A-D	183	46			183				
AB-C	891	223			891				
AB-D	188	47	446	0.422	188	0.8	0.8	15.334	C
D-ABC	257	64	418	0.614	256	1.6	1.7	24.459	C
C-D	10	2			10				
C-A	1029	257			1029				
C-B	24	6			24				
CD-AB	311	78	1407	0.221	311	0.9	0.9	3.625	A
CD-A	996	249			996				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	417	0.076	32	0.1	0.1	10.289	B
A-B	49	12			49				
A-C	700	175			700				
A-D	149	37			149				
AB-C	727	182			727				
AB-D	154	38	492	0.312	155	0.8	0.5	11.784	B
D-ABC	209	52	466	0.449	213	1.7	0.9	15.801	C
C-D	8	2			8				
C-A	841	210			841				
C-B	20	5			20				
CD-AB	140	35	1254	0.112	143	0.9	0.3	3.578	A
CD-A	930	233			930				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	447	0.059	26	0.1	0.1	9.417	A
A-B	41	10			41				
A-C	586	147			586				
A-D	125	31			125				
AB-C	609	152			609				
AB-D	129	32	525	0.245	129	0.5	0.4	10.020	B
D-ABC	175	44	499	0.351	177	0.9	0.6	12.314	B
C-D	7	2			7				
C-A	704	176			704				
C-B	17	4			17				
CD-AB	81	20	1146	0.070	81	0.3	0.1	3.723	A
CD-A	814	204			814				

2024 Baseline+Dev , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	31.54	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1195	100.000
B - Crane Gardens		ONE HOUR	✓	55	100.000
C - North Hyde Road (E)		ONE HOUR	✓	953	100.000
D - Harold Avenue		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	31	985	179
	B - Crane Gardens	0	0	39	16
	C - North Hyde Road (E)	904	38	0	11
	D - Harold Avenue	396	27	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
A - North Hyde Rd (W)	10	10	10	10
B - Crane Gardens	10	10	10	10
C - North Hyde Road (E)	10	10	10	10
D - Harold Avenue	10	10	10	10

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-ACD	0.19	14.99	0.2	B	50	76
A-B					28	43
A-C					904	1356
A-D					164	246
AB-C					940	1409
AB-D	0.48	16.83	1.0	C	179	268
D-ABC	1.21	351.03	48.2	F	398	597
C-D					10	15
C-A					830	1244
C-B					35	52
CD-AB	0.74	11.59	9.6	B	645	967
CD-A					606	909

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	413	0.100	41	0.0	0.1	10.628	B
A-B	23	6			23				
A-C	742	185			742				
A-D	135	34			135				
AB-C	771	193			771				
AB-D	147	37	527	0.278	145	0.0	0.4	10.311	B
D-ABC	327	82	493	0.663	319	0.0	2.0	21.838	C
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	258	64	1196	0.216	254	0.0	0.9	4.211	A
CD-A	762	190			762				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-ACD	49	12	376	0.132	49	0.1	0.2	12.115	B
A-B	28	7			28				
A-C	885	221			885				
A-D	161	40			161				
AB-C	920	230			920				
AB-D	175	44	495	0.354	175	0.4	0.6	12.337	B
D-ABC	390	98	456	0.855	379	2.0	4.9	45.379	E
C-D	10	2			10				
C-A	813	203			813				
C-B	34	9			34				
CD-AB	485	121	1318	0.368	481	0.9	2.0	4.766	A
CD-A	731	183			731				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	325	0.187	60	0.2	0.2	14.953	B
A-B	34	9			34				
A-C	1085	271			1085				
A-D	197	49			197				
AB-C	1127	282			1127				
AB-D	215	54	450	0.477	213	0.6	1.0	16.626	C
D-ABC	478	119	396	1.206	388	4.9	27.3	172.998	F
C-D	12	3			12				
C-A	995	249			995				
C-B	42	10			42				
CD-AB	1018	255	1449	0.703	995	2.0	7.9	9.104	A
CD-A	397	99			397				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	61	15	325	0.187	61	0.2	0.2	14.991	B
A-B	34	9			34				
A-C	1085	271			1085				
A-D	197	49			197				
AB-C	1127	282			1127				
AB-D	215	54	450	0.477	215	1.0	1.0	16.833	C
D-ABC	478	119	396	1.207	394	27.3	48.2	351.029	F
C-D	12	3			12				
C-A	995	249			995				
C-B	42	10			42				
CD-AB	1091	273	1467	0.744	1084	7.9	9.6	11.586	B
CD-A	331	83			331				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	49	12	376	0.132	50	0.2	0.2	12.151	B
A-B	28	7			28				
A-C	885	221			885				
A-D	161	40			161				
AB-C	921	230			921				
AB-D	175	44	495	0.354	177	1.0	0.6	12.514	B

D-ABC	390	98	456	0.855	446	48.2	34.2	331.730	F
C-D	10	2			10				
C-A	813	203			813				
C-B	34	9			34				
CD-AB	629	157	1382	0.455	655	9.6	3.1	5.776	A
CD-A	652	163			652				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	413	0.100	42	0.2	0.1	10.667	B
A-B	23	6			23				
A-C	742	185			742				
A-D	135	34			135				
AB-C	771	193			771				
AB-D	147	37	527	0.278	148	0.6	0.4	10.445	B
D-ABC	327	82	493	0.663	453	34.2	2.7	133.362	F
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	388	97	1291	0.301	395	3.1	1.5	4.491	A
CD-A	762	191			762				

2024 Baseline+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	8.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (W)		ONE HOUR	✓	1171	100.000

B - Crane Gardens		ONE HOUR	✓	35	100.000
C - North Hyde Road (E)		ONE HOUR	✓	969	100.000
D - Harold Avenue		ONE HOUR	✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	0	55	791	325
	B - Crane Gardens	0	0	30	5
	C - North Hyde Road (E)	938	22	0	9
	D - Harold Avenue	325	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (W)	B - Crane Gardens	C - North Hyde Road (E)	D - Harold Avenue
From	A - North Hyde Rd (W)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (E)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.12	13.41	0.1	B	32	48
A-B					50	76
A-C					726	1089
A-D					298	447
AB-C					753	1130
AB-D	0.82	45.54	4.3	E	303	454
D-ABC	0.89	71.35	6.7	F	305	457
C-D					8	12
C-A					861	1291
C-B					20	30
CD-AB	0.33	4.02	2.1	A	254	381
CD-A					928	1392

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	419	0.063	26	0.0	0.1	10.063	B
A-B	41	10			41				
A-C	596	149			596				
A-D	245	61			245				
AB-C	618	154			618				
AB-D	248	62	525	0.473	245	0.0	1.0	13.959	B
D-ABC	250	62	499	0.501	246	0.0	1.1	15.372	C
C-D	7	2			7				
C-A	706	177			706				
C-B	17	4			17				
CD-AB	99	25	1180	0.084	98	0.0	0.2	3.660	A
CD-A	868	217			868				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	383	0.082	31	0.1	0.1	11.246	B
A-B	49	12			49				
A-C	711	178			711				
A-D	292	73			292				
AB-C	738	184			738				
AB-D	297	74	491	0.604	294	1.0	1.6	19.805	C
D-ABC	298	75	465	0.642	295	1.1	1.8	22.900	C
C-D	8	2			8				
C-A	843	211			843				
C-B	20	5			20				
CD-AB	183	46	1299	0.141	182	0.2	0.4	3.547	A
CD-A	973	243			973				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	334	0.115	38	0.1	0.1	13.393	B
A-B	61	15			61				
A-C	871	218			871				
A-D	358	89			358				
AB-C	904	226			904				
AB-D	363	91	446	0.815	354	1.6	3.9	39.617	E
D-ABC	366	91	411	0.889	350	1.8	5.7	54.911	F
C-D	10	2			10				
C-A	1033	258			1033				
C-B	24	6			24				
CD-AB	460	115	1468	0.313	454	0.4	1.9	3.928	A
CD-A	944	236			944				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	39	10	334	0.115	39	0.1	0.1	13.409	B
A-B	61	15			61				
A-C	871	218			871				

A-D	358	89			358				
AB-C	904	226			904				
AB-D	363	91	446	0.815	362	3.9	4.3	45.542	E
D-ABC	366	91	410	0.891	361	5.7	6.7	71.352	F
C-D	10	2			10				
C-A	1033	258			1033				
C-B	24	6			24				
CD-AB	485	121	1480	0.328	484	1.9	2.1	4.023	A
CD-A	930	232			930				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	31	8	383	0.082	32	0.1	0.1	11.263	B
A-B	49	12			49				
A-C	711	178			711				
A-D	292	73			292				
AB-C	738	185			738				
AB-D	297	74	491	0.604	307	4.3	1.8	22.495	C
D-ABC	298	75	465	0.642	317	6.7	2.1	29.489	D
C-D	8	2			8				
C-A	843	211			843				
C-B	20	5			20				
CD-AB	197	49	1319	0.149	203	2.1	0.5	3.578	A
CD-A	980	245			980				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	26	7	419	0.063	26	0.1	0.1	10.082	B
A-B	41	10			41				
A-C	596	149			596				
A-D	245	61			245				
AB-C	618	155			618				
AB-D	248	62	525	0.474	251	1.8	1.0	14.651	B
D-ABC	250	62	499	0.501	254	2.1	1.1	16.381	C
C-D	7	2			7				
C-A	706	177			706				
C-B	17	4			17				
CD-AB	101	25	1187	0.086	103	0.5	0.2	3.660	A
CD-A	873	218			873				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: J11 North Hyde Rd-Harold Avenue -Crane Gardens Staggered Junction.j9
Path: C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Picady\2029 Cumulative
Report generation date: 24/01/2017 16:16:37

- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev , AM
- »2029 Baseline+Dev , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Baseline								
Stream B-ACD	9.6	427.41	1.32	F	0.1	12.02	0.11	B
Stream AB-CD	37.8	89.67	0.99	F	22.3	56.26	0.95	F
Stream D-ABC	7.0	85.48	0.92	F	2.1	29.77	0.67	D
Stream CD-AB	6.2	8.50	0.65	A	1.1	3.71	0.24	A
2029 Baseline+Dev								
Stream B-ACD	31.6	1556.22	999999999.00	F	37.1	999999999.00	999999999.00	F
Stream AB-CD	71.5	206.82	1.08	F	188.7	660.20	1.34	F
Stream D-ABC	91.4	757.12	1.78	F	189.2	999999999.00	999999999.00	F
Stream CD-AB	7.2	8.57	0.68	A	1.5	3.98	0.29	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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Demetris Psyllides
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2029 Baseline , AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-ACD	Capacity of Minor Stream B-ACD has been reduced in timesegment(s) 3,4 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	27.95	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North Hyde Rd (E)		Major

B	Crane Gardens		Minor
C	North Hyde Road (W)		Major
D	Harold Avenue		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - North Hyde Rd (E)	7.80			210.0	✓	0.00
C - North Hyde Road (W)	7.80			250.0	✓	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 - Crane Gardens	One lane	2.50	21	19
D - Harold Avenue	One lane	3.50	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
1	AB-D	696	-	-	-	-	-	0.248	0.248	0.248	-	-
1	B-A	469	0.079	0.199	0.199	-	-	0.125	0.284	-	0.125	0.284
1	B-CD	604	0.085	0.216	0.216	-	-	-	-	-	-	-
1	CD-B	719	0.257	0.257	0.257	-	-	-	-	-	-	-
1	D-AB	669	-	-	-	-	-	0.239	0.239	0.095	-	-
1	D-C	519	-	0.139	0.315	0.139	0.315	0.220	0.220	0.087	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (E)		ONE HOUR	✓	1159	100.000
B - Crane Gardens		ONE HOUR	✓	57	100.000
C - North Hyde Road (W)		ONE HOUR	✓	954	100.000
D - Harold Avenue		ONE HOUR	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	0	32	994	133
	B - Crane Gardens	0	0	40	17
	C - North Hyde Road (W)	905	39	0	10
	D - Harold Avenue	249	28	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (W)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	1.32	427.41	9.6	F	52	78
A-B					29	44
A-C					912	1368
A-D					122	183
AB-CD	0.99	89.67	37.8	F	842	1263
AB-C					244	366
D-ABC	0.92	85.48	7.0	F	263	395
C-D					9	14
C-A					830	1246
C-B					36	54
CD-AB	0.65	8.50	6.2	A	504	755
CD-A					616	924

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	419	0.102	42	0.0	0.1	10.502	B
A-B	24	6			24				
A-C	748	187			748				

A-D	100	25			100				
AB-CD	412	103	1072	0.384	406	0.0	1.5	5.952	A
AB-C	479	120			479				
D-ABC	216	54	477	0.453	213	0.0	0.9	14.772	B
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	219	55	1123	0.195	216	0.0	0.7	4.374	A
CD-A	697	174			697				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	383	0.134	51	0.1	0.2	11.922	B
A-B	29	7			29				
A-C	894	223			894				
A-D	120	30			120				
AB-CD	680	170	1166	0.583	672	1.5	3.4	8.142	A
AB-C	384	96			384				
D-ABC	258	65	436	0.592	256	0.9	1.5	21.615	C
C-D	9	2			9				
C-A	814	203			814				
C-B	35	9			35				
CD-AB	387	97	1228	0.315	383	0.7	1.5	4.715	A
CD-A	709	177			709				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	50	1.247	42	0.2	5.3	318.636	F
A-B	35	9			35				
A-C	1094	274			1094				
A-D	146	37			146				
AB-CD	1283	321	1294	0.992	1190	3.4	26.7	41.747	E
AB-C	0	0			0				
D-ABC	316	79	363	0.870	302	1.5	4.9	55.512	F
C-D	11	3			11				
C-A	996	249			996				
C-B	43	11			43				
CD-AB	859	215	1379	0.623	843	1.5	5.5	7.574	A
CD-A	472	118			472				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	48	1.316	46	5.3	9.6	427.414	F
A-B	35	9			35				
A-C	1094	274			1094				
A-D	146	37			146				
AB-CD	1287	322	1296	0.993	1242	26.7	37.8	89.666	F
AB-C	0	0			0				
D-ABC	316	79	345	0.916	308	4.9	7.0	85.477	F
C-D	11	3			11				
C-A	996	249			996				

C-B	43	11			43				
CD-AB	900	225	1393	0.646	897	5.5	6.2	8.499	A
CD-A	436	109			436				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	383	0.134	89	9.6	0.2	15.266	C
A-B	29	7			29				
A-C	894	223			894				
A-D	120	30			120				
AB-CD	960	240	1276	0.752	1076	37.8	8.6	36.405	E
AB-C	142	36			142				
D-ABC	258	65	427	0.605	279	7.0	1.8	29.986	D
C-D	9	2			9				
C-A	814	203			814				
C-B	35	9			35				
CD-AB	430	107	1256	0.342	447	6.2	1.8	5.066	A
CD-A	688	172			688				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	419	0.102	43	0.2	0.1	10.539	B
A-B	24	6			24				
A-C	748	187			748				
A-D	100	25			100				
AB-CD	433	108	1091	0.396	460	8.6	1.6	6.627	A
AB-C	459	115			459				
D-ABC	216	54	476	0.454	220	1.8	0.9	15.618	C
C-D	8	2			8				
C-A	681	170			681				
C-B	29	7			29				
CD-AB	227	57	1130	0.201	231	1.8	0.8	4.443	A
CD-A	695	174			695				

2029 Baseline , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	11.20	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (E)		ONE HOUR	✓	1019	100.000
B - Crane Gardens		ONE HOUR	✓	37	100.000
C - North Hyde Road (W)		ONE HOUR	✓	981	100.000
D - Harold Avenue		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	0	57	795	167
	B - Crane Gardens	0	0	31	6
	C - North Hyde Road (W)	950	22	0	9
	D - Harold Avenue	231	4	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (W)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	0.11	12.02	0.1	B	34	51
A-B					52	78
A-C					730	1094
A-D					153	230
AB-CD	0.95	56.26	22.3	F	683	1024
AB-C					234	351

D-ABC	0.67	29.77	2.1	D	218	328
C-D					8	12
C-A					872	1308
C-B					20	30
CD-AB	0.24	3.71	1.1	A	192	289
CD-A					915	1372

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	444	0.063	28	0.0	0.1	9.498	A
A-B	43	11			43				
A-C	599	150			599				
A-D	126	31			126				
AB-CD	372	93	957	0.388	366	0.0	1.3	6.704	A
AB-C	380	95			380				
D-ABC	179	45	487	0.368	177	0.0	0.6	12.680	B
C-D	7	2			7				
C-A	715	179			715				
C-B	17	4			17				
CD-AB	85	21	1151	0.074	84	0.0	0.1	3.712	A
CD-A	821	205			821				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	413	0.081	33	0.1	0.1	10.419	B
A-B	51	13			51				
A-C	715	179			715				
A-D	150	38			150				
AB-CD	574	144	1025	0.560	568	1.3	2.8	8.774	A
AB-C	324	81			324				
D-ABC	214	53	450	0.475	213	0.6	1.0	16.574	C
C-D	8	2			8				
C-A	854	214			854				
C-B	20	5			20				
CD-AB	149	37	1259	0.118	148	0.1	0.3	3.564	A
CD-A	935	234			935				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	370	0.110	41	0.1	0.1	12.008	B
A-B	63	16			63				
A-C	875	219			875				
A-D	184	46			184				
AB-CD	1029	257	1127	0.914	981	2.8	15.0	28.680	D
AB-C	70	18			70				

D-ABC	262	66	396	0.662	258	1.0	2.0	27.955	D
C-D	10	2			10				
C-A	1046	261			1046				
C-B	24	6			24				
CD-AB	338	84	1418	0.238	335	0.3	1.1	3.667	A
CD-A	987	247			987				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	370	0.110	41	0.1	0.1	12.018	B
A-B	63	16			63				
A-C	875	219			875				
A-D	184	46			184				
AB-CD	1100	275	1155	0.952	1071	15.0	22.3	56.257	F
AB-C	0	0			0				
D-ABC	262	66	394	0.666	262	2.0	2.1	29.775	D
C-D	10	2			10				
C-A	1046	261			1046				
C-B	24	6			24				
CD-AB	345	86	1422	0.242	345	1.1	1.1	3.697	A
CD-A	984	246			984				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	413	0.081	33	0.1	0.1	10.432	B
A-B	51	13			51				
A-C	715	179			715				
A-D	150	38			150				
AB-CD	640	160	1075	0.596	716	22.3	3.5	14.112	B
AB-C	258	64			258				
D-ABC	214	53	449	0.477	218	2.1	1.0	17.459	C
C-D	8	2			8				
C-A	854	214			854				
C-B	20	5			20				
CD-AB	152	38	1265	0.120	155	1.1	0.3	3.583	A
CD-A	937	234			937				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	444	0.063	28	0.1	0.1	9.515	A
A-B	43	11			43				
A-C	599	150			599				
A-D	126	31			126				
AB-CD	380	95	964	0.394	389	3.5	1.4	7.042	A
AB-C	372	93			372				
D-ABC	179	45	486	0.368	181	1.0	0.7	13.016	B
C-D	7	2			7				
C-A	715	179			715				
C-B	17	4			17				
CD-AB	86	22	1155	0.075	87	0.3	0.2	3.714	A
CD-A	824	206			824				

2029 Baseline+Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-ACD	Capacity of Minor Stream B-ACD has been reduced in timesegment(s) 3,4,5 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	124.80	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (E)		ONE HOUR	✓	1214	100.000
B - Crane Gardens		ONE HOUR	✓	57	100.000
C - North Hyde Road (W)		ONE HOUR	✓	966	100.000
D - Harold Avenue		ONE HOUR	✓	438	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	0	32	1001	181
	B - Crane Gardens	0	0	40	17
	C - North Hyde Road (W)	916	39	0	11
	D - Harold Avenue	399	28	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
A - North Hyde Rd (E)	10	10	10	10
B - Crane Gardens	10	10	10	10
C - North Hyde Road (W)	10	10	10	10
D - Harold Avenue	10	10	10	10

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-ACD	999999999.00	1556.22	31.6	F	52	78
A-B					29	44
A-C					919	1378
A-D					166	249
AB-CD	1.08	206.82	71.5	F	1022	1532
AB-C					115	173
D-ABC	1.78	757.12	91.4	F	402	603
C-D					10	15
C-A					841	1261
C-B					36	54
CD-AB	0.68	8.57	7.2	A	586	879
CD-A					646	969

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	410	0.105	42	0.0	0.1	10.759	B
A-B	24	6			24				
A-C	754	188			754				
A-D	136	34			136				
AB-CD	550	138	1074	0.512	541	0.0	2.3	7.429	A
AB-C	382	96			382				
D-ABC	330	82	479	0.688	321	0.0	2.2	23.832	C
C-D	8	2			8				
C-A	690	172			690				
C-B	29	7			29				
CD-AB	272	68	1202	0.227	269	0.0	1.0	4.249	A
CD-A	759	190			759				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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B-ACD	51	13	372	0.138	51	0.1	0.2	12.314	B
A-B	29	7			29				
A-C	900	225			900				
A-D	163	41			163				
AB-CD	915	229	1171	0.782	895	2.3	7.4	14.848	B
AB-C	198	50			198				
D-ABC	394	98	438	0.899	378	2.2	6.1	55.338	F
C-D	10	2			10				
C-A	823	206			823				
C-B	35	9			35				
CD-AB	513	128	1324	0.388	508	1.0	2.2	4.897	A
CD-A	714	179			714				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	0	999999999.000	0	0.2	15.9	1556.218	F
A-B	35	9			35				
A-C	1102	276			1102				
A-D	199	50			199				
AB-CD	1301	325	1210	1.076	1160	7.4	42.7	78.353	F
AB-C	0	0			0				
D-ABC	482	121	356	1.353	352	6.1	38.6	273.113	F
C-D	12	3			12				
C-A	1009	252			1009				
C-B	43	11			43				
CD-AB	971	243	1432	0.678	951	2.2	7.2	8.567	A
CD-A	424	106			424				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	63	16	0	999999999.000	0	15.9	31.6	-4627.295	?
A-B	35	9			35				
A-C	1102	276			1102				
A-D	199	50			199				
AB-CD	1301	325	1211	1.074	1196	42.7	69.1	171.704	F
AB-C	0	0			0				
D-ABC	482	121	271	1.778	271	38.6	91.4	724.445	F
C-D	12	3			12				
C-A	1009	252			1009				
C-B	43	11			43				
CD-AB	767	192	1385	0.553	775	7.2	5.1	6.907	A
CD-A	549	137			549				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	51	13	159	0.322	154	31.6	5.9	430.301	F
A-B	29	7			29				
A-C	900	225			900				
A-D	163	41			163				
AB-CD	1216	304	1231	0.988	1207	69.1	71.5	206.819	F
AB-C	0	0			0				

D-ABC	394	98	409	0.963	404	91.4	88.8	757.124	F
C-D	10	2			10				
C-A	823	206			823				
C-B	35	9			35				
CD-AB	572	143	1351	0.423	581	5.1	2.7	5.311	A
CD-A	680	170			680				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	43	11	410	0.105	66	5.9	0.1	12.290	B
A-B	24	6			24				
A-C	754	188			754				
A-D	136	34			136				
AB-CD	845	211	1237	0.683	1109	71.5	5.4	85.441	F
AB-C	111	28			111				
D-ABC	330	82	470	0.702	464	88.8	55.3	561.868	F
C-D	8	2			8				
C-A	690	172			690				
C-B	29	7			29				
CD-AB	421	105	1302	0.324	426	2.7	1.7	4.585	A
CD-A	750	187			750				

2029 Baseline+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-ACD	Capacity of Minor Stream B-ACD has been reduced in timesegment(s) 2,3,4,5 due to traffic queuing at the center of the junction.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	9999999999.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Hyde Rd (E)		ONE HOUR	✓	1190	100.000
B - Crane Gardens		ONE HOUR	✓	37	100.000
C - North Hyde Road (W)		ONE HOUR	✓	986	100.000
D - Harold Avenue		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	0	57	807	326
	B - Crane Gardens	0	0	31	6
	C - North Hyde Road (W)	954	22	0	10
	D - Harold Avenue	329	4	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - North Hyde Rd (E)	B - Crane Gardens	C - North Hyde Road (W)	D - Harold Avenue
From	A - North Hyde Rd (E)	10	10	10	10
	B - Crane Gardens	10	10	10	10
	C - North Hyde Road (W)	10	10	10	10
	D - Harold Avenue	10	10	10	10

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-ACD	999999999.00	999999999.00	37.1	F	34	51
A-B					52	78
A-C					741	1111
A-D					299	449
AB-CD	1.34	660.20	188.7	F	1048	1571
AB-C					26	39
D-ABC	999999999.00	999999999.00	189.2	F	309	464
C-D					9	14
C-A					875	1313
C-B					20	30
CD-AB	0.29	3.98	1.5	A	189	283
CD-A					911	1366

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	416	0.067	28	0.0	0.1	999999999.000	F
A-B	43	11			43				
A-C	608	152			608				
A-D	245	61			245				
AB-CD	724	181	963	0.752	704	0.0	5.2	15.123	C
AB-C	156	39			156				
D-ABC	254	63	484	0.525	249	0.0	1.2	999999999.000	F
C-D	8	2			8				
C-A	718	180			718				
C-B	17	4			17				
CD-AB	102	25	1189	0.086	101	0.0	0.2	3.641	A
CD-A	879	220			879				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	0	999999999.000	0	0.1	8.4	999999999.000	F
A-B	51	13			51				
A-C	725	181			725				
A-D	293	73			293				
AB-CD	1019	255	997	1.021	939	5.2	25.0	61.622	F
AB-C	0	0			0				
D-ABC	303	76	444	0.682	299	1.2	2.2	999999999.000	F
C-D	9	2			9				
C-A	858	214			858				
C-B	20	5			20				
CD-AB	191	48	1310	0.146	190	0.2	0.4	3.537	A
CD-A	981	245			981				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	0	999999999.000	0	8.4	18.6	999999999.000	F
A-B	63	16			63				
A-C	889	222			889				
A-D	359	90			359				
AB-CD	1247	312	933	1.336	929	25.0	104.5	259.260	F
AB-C	0	0			0				
D-ABC	371	93	308	1.205	297	2.2	20.7	999999999.000	F
C-D	11	3			11				
C-A	1050	263			1050				
C-B	24	6			24				
CD-AB	412	103	1439	0.286	408	0.4	1.5	3.855	A
CD-A	956	239			956				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	41	10	0	999999999.000	0	18.6	28.8	999999999.000	F

A-B	63	16			63				
A-C	889	222			889				
A-D	359	90			359				
AB-CD	1247	312	933	1.336	933	104.5	183.2	548.145	F
AB-C	0	0			0				
D-ABC	371	93	0	999999999.000	0	20.7	113.4	999999999.000	F
C-D	11	3			11				
C-A	1050	263			1050				
C-B	24	6			24				
CD-AB	187	47	1213	0.154	191	1.5	0.5	3.899	A
CD-A	887	222			887				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	33	8	0	999999999.000	0	28.8	37.1	999999999.000	F
A-B	51	13			51				
A-C	725	181			725				
A-D	293	73			293				
AB-CD	1019	255	999	1.020	997	183.2	188.7	660.204	F
AB-C	0	0			0				
D-ABC	303	76	0	999999999.000	0	113.4	189.2	999999999.000	F
C-D	9	2			9				
C-A	858	214			858				
C-B	20	5			20				
CD-AB	94	23	1091	0.086	95	0.5	0.2	3.981	A
CD-A	784	196			784				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-ACD	28	7	416	0.067	176	37.1	0.1	999999999.000	F
A-B	43	11			43				
A-C	608	152			608				
A-D	245	61			245				
AB-CD	1029	257	1062	0.968	1052	188.7	182.8	631.437	F
AB-C	0	0			0				
D-ABC	254	63	396	0.640	394	189.2	154.1	999999999.000	F
C-D	8	2			8				
C-A	718	180			718				
C-B	17	4			17				
CD-AB	146	37	1293	0.113	146	0.2	0.3	3.456	A
CD-A	978	245			978				

Full Input Data And Results

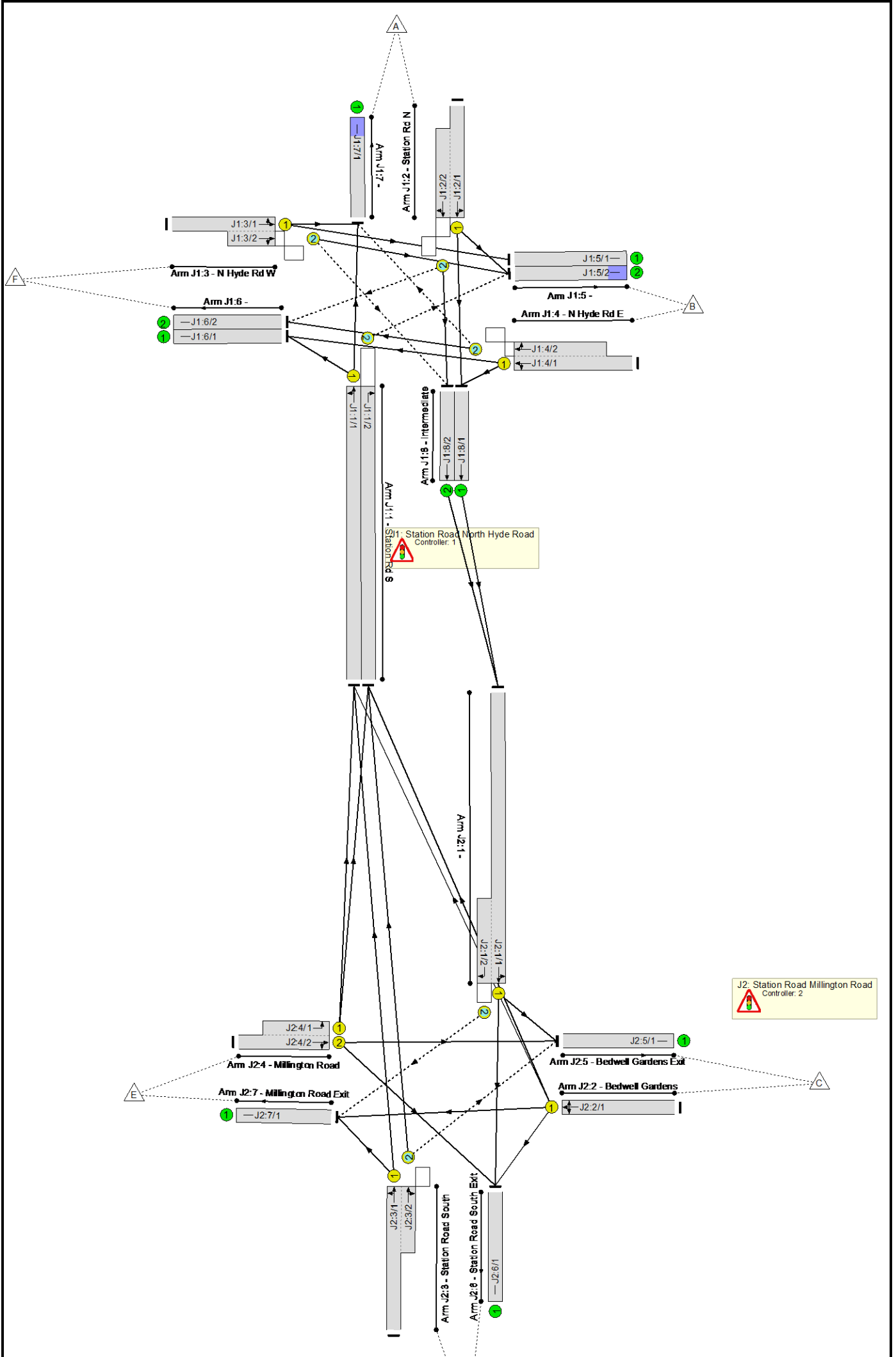
User and Project Details

Project:	
Title:	
Location:	
File name:	Station Rd NH Rd OVF scheme early cutoff.lsg3x
Author:	
Company:	
Address:	
Notes:	

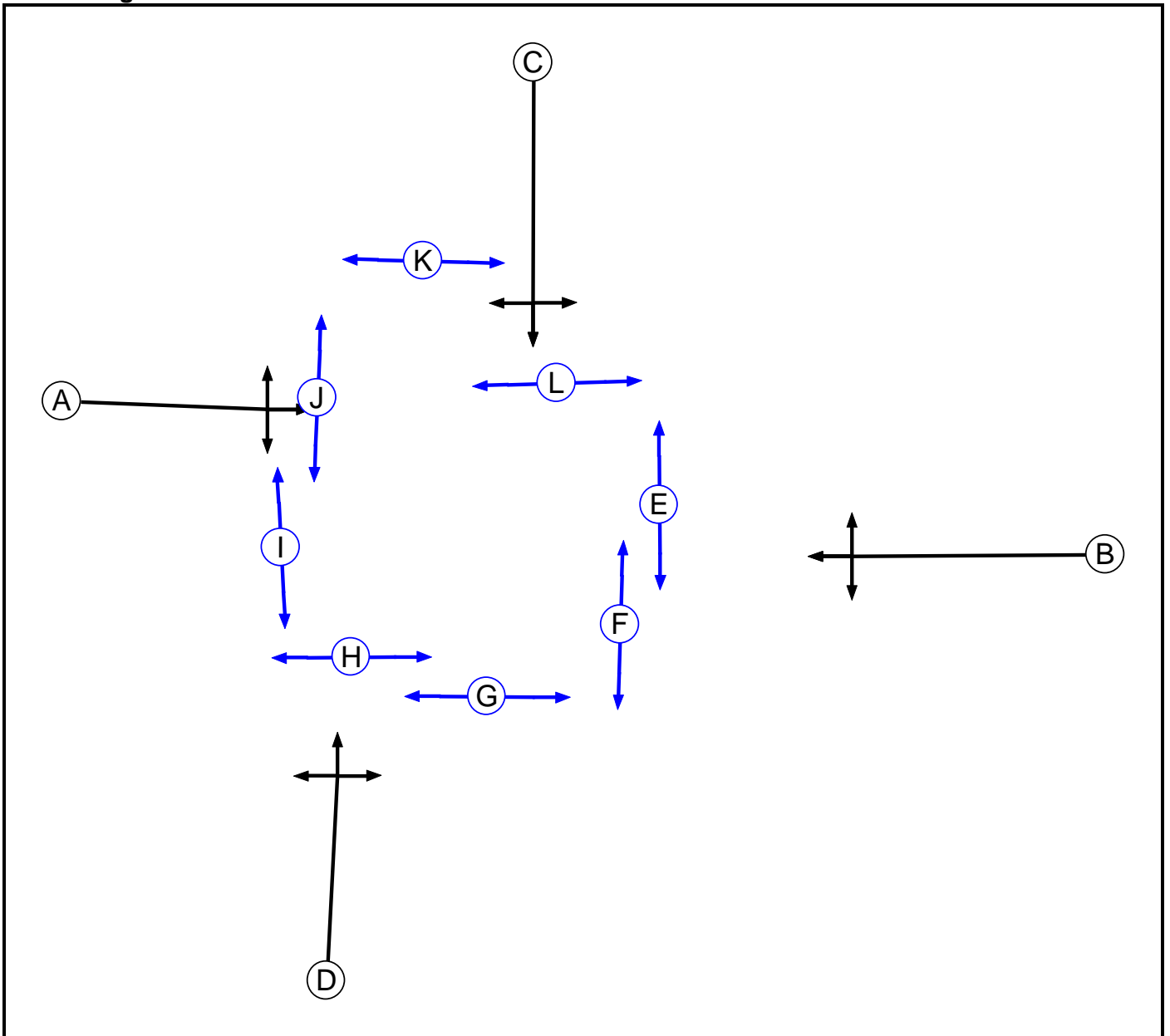
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



C1
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6

Phase Intergreens Matrix

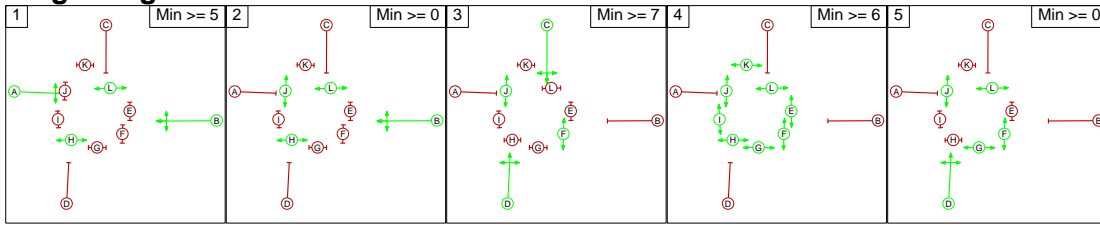
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A	-	-	7	7	9	-	10	-	-	5	8	-
	B	-	-	7	7	-	6	8	-	9	-	11	-
	C	6	7	-	-	9	-	9	-	12	-	-	6
	D	7	6	-	-	12	-	-	6	8	-	9	-
	E	8	-	8	8	-	-	-	-	-	-	-	-
	F	-	12	-	-	-	-	-	-	-	-	-	-
	G	9	9	9	-	-	-	-	-	-	-	-	-
	H	-	-	-	12	-	-	-	-	-	-	-	-
	I	-	10	10	10	-	-	-	-	-	-	-	-
	J	10	-	-	-	-	-	-	-	-	-	-	-
	K	8	8	-	8	-	-	-	-	-	-	-	-
	L	-	-	9	-	-	-	-	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A B H L
2	B H J L
3	C D F J
4	E F G H I J K L
5	D F G J L

Full Input Data And Results

Stage Diagram



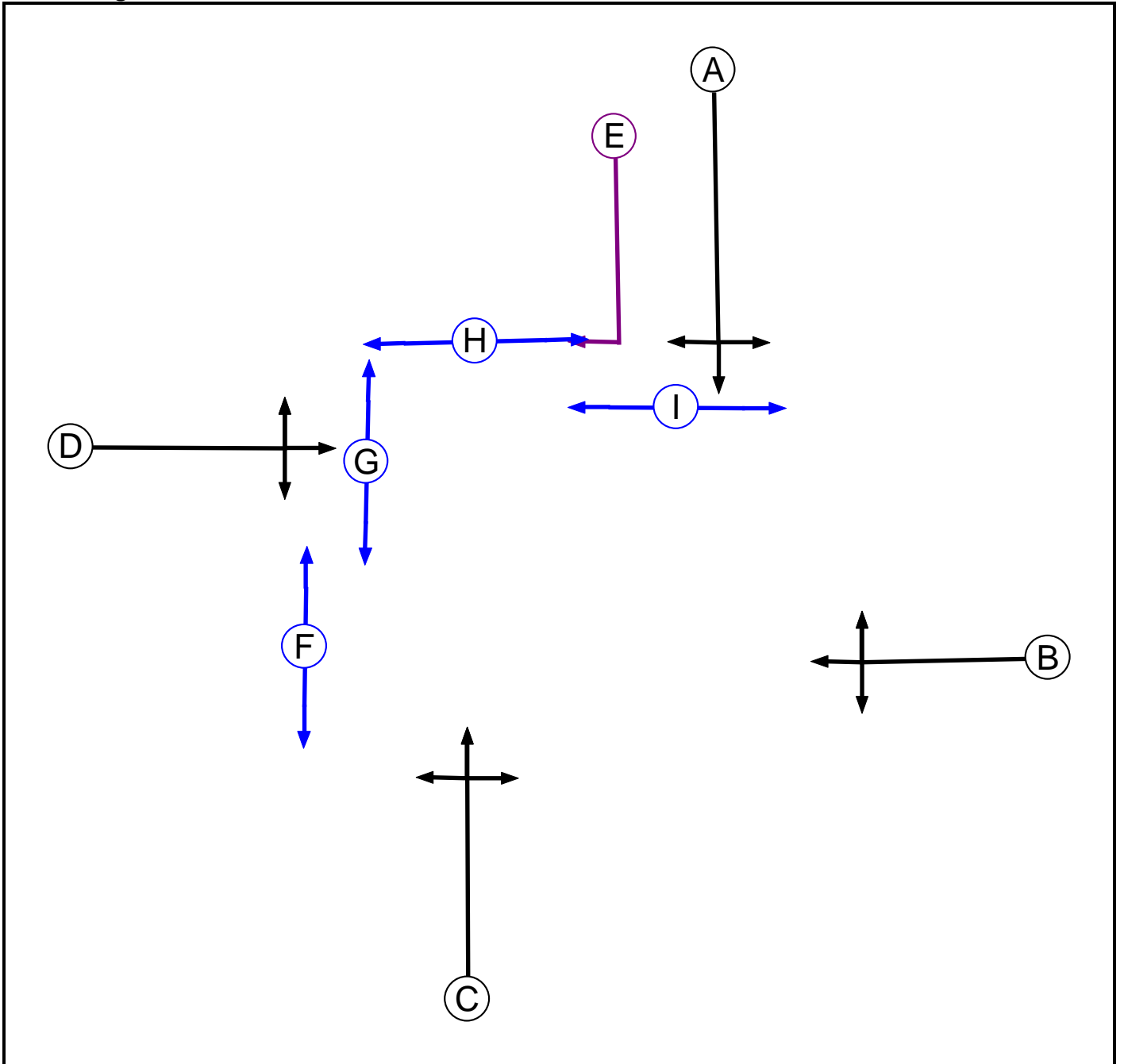
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	L	Losing	3	3
2	3	L	Losing	3	3
3	1	C	Losing	5	5
3	1	D	Losing	5	5
3	2	C	Losing	3	3
3	2	D	Losing	3	3
4	1	G	Losing	3	3
4	1	I	Losing	2	2
4	1	K	Losing	4	4
4	2	E	Losing	2	2
4	2	G	Losing	1	1
4	2	K	Losing	2	2
4	3	E	Losing	4	4
4	3	L	Losing	3	3

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1	■	5	12	11	12
	2	10	■	12	11	12
	3	12	12	■	12	9
	4	12	12	12	■	12
	5	12	12	9	12	■

C2
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	3	3
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		6	6
I	Pedestrian		7	7

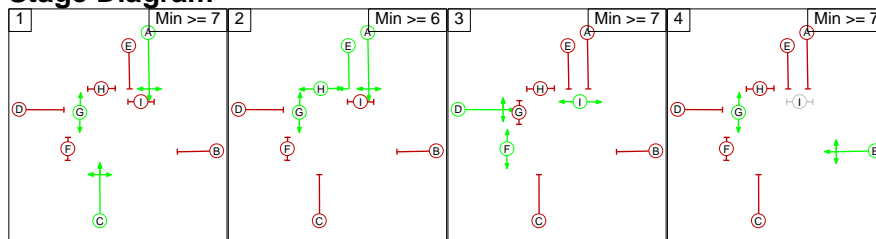
Phase Intergreens Matrix

	Starting Phase								
	A	B	C	D	E	F	G	H	I
Terminating Phase	A	7	-	5	-	10	-	-	5
	B	5	5	6	5	8	-	12	-
	C	-	7	6	5	8	-	10	-
	D	6	9	7	5	-	5	9	-
	E	-	5	7	5	10	-	-	5
	F	9	9	9	-	9	-	-	-
	G	-	-	-	8	-	-	-	-
	H	-	8	8	8	-	-	-	-
	I	8	-	-	8	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A C G
2	A E G H
3	D F I
4	B G

Stage Diagram



Full Input Data And Results

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	4	A	Losing	1	1
3	1	D	Losing	2	2
4	1	B	Losing	3	3

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	10	10	7	
	2	8	10	8	
	3	9	9	9	
	4	8	12	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Station Road North Hyde Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (Station Rd S)	J1:5/2 (Right)	1440	0	J1:2/1	1.09	All	4.00	-	0.50	4	4.00
				J1:2/2	1.09	All					
J1:2/2 (Station Rd N)	J1:6/2 (Right)	1440	0	J1:1/1	1.09	All	4.00	2.00	0.50	4	3.00
J1:3/2 (N Hyde Rd W)	J1:8/2 (Right)	1439	0	J1:4/1	1.09	All	3.00	2.00	0.50	3	3.00
				J1:4/2	1.09	All					
J1:4/2 (N Hyde Rd E)	J1:7/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	2.00	0.50	3	2.00
				J1:3/2	1.09	All					

Junction: J2: Station Road Millington Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2	J2:7/1 (Right)	1439	0	J2:3/1	1.09	All	2.00	-	0.50	2	2.00
				J2:3/2	1.09	All					
J2:3/2 (Station Road South)	J2:5/1 (Right)	1439	0	J2:1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: J1: Station Road North Hyde Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Station Rd S)	U	D	2	3	30.0	User	2287	-	-	-	-	-
J1:1/2 (Station Rd S)	O	D	2	3	30.0	User	1892	-	-	-	-	-
J1:2/1 (Station Rd N)	U	C	2	3	60.0	User	2149	-	-	-	-	-
J1:2/2 (Station Rd N)	O	C	2	3	14.3	User	2040	-	-	-	-	-
J1:3/1 (N Hyde Rd W)	U	A	2	3	60.0	User	1958	-	-	-	-	-
J1:3/2 (N Hyde Rd W)	O	A	2	3	5.0	User	2160	-	-	-	-	-
J1:4/1 (N Hyde Rd E)	U	B	2	3	60.0	User	1966	-	-	-	-	-
J1:4/2 (N Hyde Rd E)	O	B	2	3	9.7	User	2094	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/2	U		2	3	60.0	User	1800	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/2	U		2	3	60.0	User	1800	-	-	-	-	-
J1:7/1	U		2	3	60.0	User	1800	-	-	-	-	-
J1:8/1 (intermediate)	U		2	3	5.0	Inf	-	-	-	-	-	-
J1:8/2 (intermediate)	U		2	3	5.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Station Road Millington Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U	A	2	3	25.0	User	2064	-	-	-	-	-
J2:1/2	O	A E	2	3	9.0	User	2064	-	-	-	-	-
J2:2/1 (Bedwell Gardens)	U	B	2	3	60.0	User	1995	-	-	-	-	-
J2:3/1 (Station Road South)	U	C	2	3	60.0	User	2021	-	-	-	-	-
J2:3/2 (Station Road South)	O	C	2	3	7.0	User	2156	-	-	-	-	-
J2:4/1 (Millington Road)	U	D	2	3	7.0	User	2386	-	-	-	-	-
J2:4/2 (Millington Road)	U	D	2	3	60.0	User	1982	-	-	-	-	-
J2:5/1 (Bedwell Gardens Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Station Road South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Millington Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base 2016 AM'	08:00	09:00	01:00	
2: 'Base 2016 PM'	17:00	18:00	01:00	
3: '2024 Baseline AM'	08:00	09:00	01:00	
4: '2024 Baseline PM'	17:00	18:00	01:00	
5: '2024 With Dev AM'	08:00	09:00	01:00	
6: '2024 With Dev PM'	17:00	18:00	01:00	
7: '2029 Baseline AM'	08:00	09:00	01:00	
8: '2029 Baseline PM'	17:00	18:00	01:00	
9: '2029 With Dev AM'	08:00	09:00	01:00	
10: '2029 With Dev PM'	17:00	18:00	01:00	
11: 'Cumulative 2024 Baseline AM'	08:00	09:00	01:00	
12: 'Cumulative 2024 Baseline PM'	17:00	18:00	01:00	
13: 'Cumulative 2024 With Dev AM'	08:00	09:00	01:00	
14: 'Cumulative 2024 With Dev PM'	17:00	18:00	01:00	
15: 'Cumulative 2029 Baseline AM'	08:00	09:00	01:00	
16: 'Cumulative 2029 Baseline PM'	17:00	18:00	01:00	
17: 'Cumulative 2029 With Dev AM'	08:00	09:00	01:00	
18: 'Cumulative 2029 With Dev PM'	17:00	18:00	01:00	

Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	111	46	264	46	72	539
	B	120	0	23	129	23	329	624
	C	30	13	0	0	33	5	81
	D	264	113	2	0	146	44	569
	E	29	13	51	80	0	5	178
	F	42	261	8	44	8	0	363
	Tot.	485	511	130	517	256	455	2354

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	377
J1:1/2	139
J1:2/1 (with short)	539(In) 269(Out)
J1:2/2 (short)	270
J1:3/1 (with short)	363(In) 182(Out)
J1:3/2 (short)	181
J1:4/1 (with short)	624(In) 312(Out)
J1:4/2 (short)	312
J1:5/1	140
J1:5/2	371
J1:6/1	191
J1:6/2	264
J1:7/1	485
J1:8/1	333
J1:8/2	258
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	591(In) 514(Out)
J2:1/2 (short)	77
J2:2/1	81
J2:3/1 (with short)	569(In) 454(Out)
J2:3/2 (short)	115
J2:4/1 (short)	47
J2:4/2 (with short)	178(In) 131(Out)
J2:5/1	130
J2:6/1	517
J2:7/1	256

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	109	39	220	59	69	496
	B	104	0	19	107	29	281	540
	C	15	10	0	2	34	4	65
	D	217	144	1	0	122	53	537
	E	58	38	72	157	0	14	339
	F	44	299	6	33	9	0	391
	Tot.	438	600	137	519	253	421	2368

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM Base 2016
Junction: J1: Station Road North Hyde Road	
J1:1/1	361
J1:1/2	192
J1:2/1 (with short)	496(In) 248(Out)
J1:2/2 (short)	248
J1:3/1 (with short)	391(In) 195(Out)
J1:3/2 (short)	196
J1:4/1 (with short)	540(In) 270(Out)
J1:4/2 (short)	270
J1:5/1	151
J1:5/2	449
J1:6/1	186
J1:6/2	235
J1:7/1	438
J1:8/1	294
J1:8/2	227
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	521(In) 424(Out)
J2:1/2 (short)	97
J2:2/1	65
J2:3/1 (with short)	537(In) 392(Out)
J2:3/2 (short)	145
J2:4/1 (short)	110
J2:4/2 (with short)	339(In) 229(Out)
J2:5/1	137
J2:6/1	519
J2:7/1	253

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2113	2113
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2062	2062
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2010	2010
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						2078	2078
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2078	2078
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1932	1932
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						1988	1988
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2026	2026
J2:1/2	This lane uses a directly entered Saturation Flow						2026	2026
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2023	2023
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1925	1925
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	276	51	285	54	140	806
	B	211	0	29	164	31	591	1026
	C	31	19	0	0	36	2	88
	D	311	192	3	0	179	21	706
	E	34	21	58	99	0	2	214
	F	28	442	6	35	6	0	517
	Tot.	615	950	147	583	306	756	3357

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2024 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	401
J1:1/2	232
J1:2/1 (with short)	806(In) 404(Out)
J1:2/2 (short)	402
J1:3/1 (with short)	517(In) 258(Out)
J1:3/2 (short)	259
J1:4/1 (with short)	1026(In) 513(Out)
J1:4/2 (short)	513
J1:5/1	230
J1:5/2	720
J1:6/1	314
J1:6/2	442
J1:7/1	615
J1:8/1	352
J1:8/2	309
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	661(In) 570(Out)
J2:1/2 (short)	91
J2:2/1	88
J2:3/1 (with short)	706(In) 511(Out)
J2:3/2 (short)	195
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	147
J2:6/1	583
J2:7/1	306

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	265	48	317	73	77	780
	B	174	0	20	130	30	431	785
	C	21	11	0	2	38	3	75
	D	341	173	1	0	137	41	693
	E	80	41	79	187	0	10	397
	F	56	495	5	31	7	0	594
	Tot.	672	985	153	667	285	562	3324

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2024 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	496
J1:1/2	225
J1:2/1 (with short)	780(In) 390(Out)
J1:2/2 (short)	390
J1:3/1 (with short)	594(In) 297(Out)
J1:3/2 (short)	297
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	241
J1:5/2	744
J1:6/1	266
J1:6/2	296
J1:7/1	672
J1:8/1	305
J1:8/2	356
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	661(In) 551(Out)
J2:1/2 (short)	110
J2:2/1	75
J2:3/1 (with short)	693(In) 519(Out)
J2:3/2 (short)	174
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	153
J2:6/1	667
J2:7/1	285

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	276	54	330	57	170	887
	B	211	0	27	166	28	589	1021
	C	32	18	0	0	36	2	88
	D	325	178	0	0	183	21	707
	E	35	19	58	99	0	3	214
	F	36	427	5	34	6	0	508
	Tot.	639	918	144	629	310	785	3425

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2024 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	418
J1:1/2	215
J1:2/1 (with short)	887(In) 444(Out)
J1:2/2 (short)	443
J1:3/1 (with short)	508(In) 254(Out)
J1:3/2 (short)	254
J1:4/1 (with short)	1021(In) 511(Out)
J1:4/2 (short)	510
J1:5/1	218
J1:5/2	700
J1:6/1	316
J1:6/2	469
J1:7/1	639
J1:8/1	389
J1:8/2	318
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	707(In) 616(Out)
J2:1/2 (short)	91
J2:2/1	88
J2:3/1 (with short)	707(In) 529(Out)
J2:3/2 (short)	178
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	144
J2:6/1	629
J2:7/1	310

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	265	50	352	77	98	842
	B	174	0	18	123	27	417	759
	C	22	10	0	2	38	2	74
	D	384	174	2	0	143	42	745
	E	84	38	79	187	0	9	397
	F	86	494	5	32	6	0	623
	Tot.	750	981	154	696	291	568	3440

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2024 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	543
J1:1/2	222
J1:2/1 (with short)	842(In) 421(Out)
J1:2/2 (short)	421
J1:3/1 (with short)	623(In) 312(Out)
J1:3/2 (short)	311
J1:4/1 (with short)	759(In) 379(Out)
J1:4/2 (short)	380
J1:5/1	226
J1:5/2	755
J1:6/1	264
J1:6/2	304
J1:7/1	750
J1:8/1	324
J1:8/2	366
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	690(In) 580(Out)
J2:1/2 (short)	110
J2:2/1	74
J2:3/1 (with short)	745(In) 569(Out)
J2:3/2 (short)	176
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	696
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2029 Baseline AM' (FG7: '2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	279	52	292	55	142	820
	B	214	0	30	167	32	600	1043
	C	32	20	0	0	37	2	91
	D	317	195	3	0	183	23	721
	E	34	21	60	101	0	2	218
	F	29	448	6	35	7	0	525
	Tot.	626	963	151	595	314	769	3418

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2029 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	410
J1:1/2	236
J1:2/1 (with short)	820(In) 410(Out)
J1:2/2 (short)	410
J1:3/1 (with short)	525(In) 262(Out)
J1:3/2 (short)	263
J1:4/1 (with short)	1043(In) 521(Out)
J1:4/2 (short)	522
J1:5/1	233
J1:5/2	730
J1:6/1	319
J1:6/2	450
J1:7/1	626
J1:8/1	360
J1:8/2	316
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	676(In) 582(Out)
J2:1/2 (short)	94
J2:2/1	91
J2:3/1 (with short)	721(In) 523(Out)
J2:3/2 (short)	198
J2:4/1 (short)	57
J2:4/2 (with short)	218(In) 161(Out)
J2:5/1	151
J2:6/1	595
J2:7/1	314

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2029 Baseline PM' (FG8: '2029 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	268	49	323	75	79	794
	B	177	0	20	133	31	438	799
	C	21	11	0	2	39	3	76
	D	347	177	2	0	147	43	716
	E	82	42	80	191	0	10	405
	F	57	503	5	32	7	0	604
	Tot.	684	1001	156	681	299	573	3394

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2029 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	506
J1:1/2	230
J1:2/1 (with short)	794(In) 397(Out)
J1:2/2 (short)	397
J1:3/1 (with short)	604(In) 302(Out)
J1:3/2 (short)	302
J1:4/1 (with short)	799(In) 399(Out)
J1:4/2 (short)	400
J1:5/1	245
J1:5/2	756
J1:6/1	271
J1:6/2	302
J1:7/1	684
J1:8/1	313
J1:8/2	362
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	675(In) 562(Out)
J2:1/2 (short)	113
J2:2/1	76
J2:3/1 (with short)	716(In) 537(Out)
J2:3/2 (short)	179
J2:4/1 (short)	134
J2:4/2 (with short)	405(In) 271(Out)
J2:5/1	156
J2:6/1	681
J2:7/1	299

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2029 With Dev AM' (FG9: '2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	55	337	59	172	902
	B	214	0	28	169	29	598	1038
	C	33	18	0	0	37	2	90
	D	331	181	3	0	183	23	721
	E	36	20	60	101	0	2	219
	F	38	430	6	36	6	0	516
	Tot.	652	928	152	643	314	797	3486

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2029 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	427
J1:1/2	219
J1:2/1 (with short)	902(In) 452(Out)
J1:2/2 (short)	450
J1:3/1 (with short)	516(In) 258(Out)
J1:3/2 (short)	258
J1:4/1 (with short)	1038(In) 519(Out)
J1:4/2 (short)	519
J1:5/1	220
J1:5/2	708
J1:6/1	320
J1:6/2	477
J1:7/1	652
J1:8/1	399
J1:8/2	326
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	725(In) 631(Out)
J2:1/2 (short)	94
J2:2/1	90
J2:3/1 (with short)	721(In) 537(Out)
J2:3/2 (short)	184
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	643
J2:7/1	314

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2029 With Dev PM' (FG10: '2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	268	52	358	78	100	856
	B	177	0	18	126	28	425	774
	C	22	10	0	2	39	3	76
	D	390	179	2	0	147	43	761
	E	85	39	80	191	0	9	404
	F	87	502	5	32	7	0	633
	Tot.	761	998	157	709	299	580	3504

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2029 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	552
J1:1/2	228
J1:2/1 (with short)	856(In) 428(Out)
J1:2/2 (short)	428
J1:3/1 (with short)	633(In) 317(Out)
J1:3/2 (short)	316
J1:4/1 (with short)	774(In) 387(Out)
J1:4/2 (short)	387
J1:5/1	230
J1:5/2	768
J1:6/1	270
J1:6/2	310
J1:7/1	761
J1:8/1	332
J1:8/2	372
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	704(In) 591(Out)
J2:1/2 (short)	113
J2:2/1	76
J2:3/1 (with short)	761(In) 580(Out)
J2:3/2 (short)	181
J2:4/1 (short)	133
J2:4/2 (with short)	404(In) 271(Out)
J2:5/1	157
J2:6/1	709
J2:7/1	299

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Cumulative 2024 Baseline AM' (FG11: 'Cumulative 2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	276	52	309	55	159	851
	B	211	0	27	161	29	591	1019
	C	31	19	0	0	36	2	88
	D	319	192	3	0	179	21	714
	E	35	21	58	99	0	2	215
	F	35	442	6	35	6	0	524
	Tot.	631	950	146	604	305	775	3411

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Cumulative 2024 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	410
J1:1/2	232
J1:2/1 (with short)	851(In) 426(Out)
J1:2/2 (short)	425
J1:3/1 (with short)	524(In) 262(Out)
J1:3/2 (short)	262
J1:4/1 (with short)	1019(In) 510(Out)
J1:4/2 (short)	509
J1:5/1	227
J1:5/2	723
J1:6/1	318
J1:6/2	457
J1:7/1	631
J1:8/1	367
J1:8/2	313
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 590(Out)
J2:1/2 (short)	90
J2:2/1	88
J2:3/1 (with short)	714(In) 519(Out)
J2:3/2 (short)	195
J2:4/1 (short)	58
J2:4/2 (with short)	215(In) 157(Out)
J2:5/1	146
J2:6/1	604
J2:7/1	305

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Cumulative 2024 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	265	49	334	74	91	813
	B	174	0	19	132	29	431	785
	C	21	10	0	2	38	2	73
	D	369	175	2	0	143	41	730
	E	83	39	79	187	0	9	397
	F	76	495	5	31	7	0	614
	Tot.	723	984	154	686	291	574	3412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Cumulative 2024 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	525
J1:1/2	224
J1:2/1 (with short)	813(In) 406(Out)
J1:2/2 (short)	407
J1:3/1 (with short)	614(In) 307(Out)
J1:3/2 (short)	307
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	231
J1:5/2	753
J1:6/1	264
J1:6/2	310
J1:7/1	723
J1:8/1	321
J1:8/2	359
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 570(Out)
J2:1/2 (short)	110
J2:2/1	73
J2:3/1 (with short)	730(In) 553(Out)
J2:3/2 (short)	177
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	686
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'Cumulative 2024 With Dev AM' (FG13: 'Cumulative 2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	276	55	356	58	189	934
	B	211	0	26	172	28	569	1006
	C	31	19	0	0	36	2	88
	D	335	198	3	0	179	21	736
	E	34	20	58	99	0	3	214
	F	44	448	5	36	6	0	539
	Tot.	655	961	147	663	307	784	3517

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Cumulative 2024 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	426
J1:1/2	237
J1:2/1 (with short)	934(In) 467(Out)
J1:2/2 (short)	467
J1:3/1 (with short)	539(In) 269(Out)
J1:3/2 (short)	270
J1:4/1 (with short)	1006(In) 503(Out)
J1:4/2 (short)	503
J1:5/1	225
J1:5/2	736
J1:6/1	303
J1:6/2	481
J1:7/1	655
J1:8/1	417
J1:8/2	325
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	742(In) 650(Out)
J2:1/2 (short)	92
J2:2/1	88
J2:3/1 (with short)	736(In) 535(Out)
J2:3/2 (short)	201
J2:4/1 (short)	57
J2:4/2 (with short)	214(In) 157(Out)
J2:5/1	147
J2:6/1	663
J2:7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'Cumulative 2024 With Dev PM' (FG14: 'Cumulative 2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	265	50	372	76	112	875
	B	174	0	19	139	28	437	797
	C	22	10	0	2	38	2	74
	D	412	179	2	0	143	42	778
	E	85	37	79	187	0	9	397
	F	106	497	4	32	7	0	646
	Tot.	799	988	154	732	292	602	3567

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: Cumulative 2024 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	572
J1:1/2	226
J1:2/1 (with short)	875(In) 437(Out)
J1:2/2 (short)	438
J1:3/1 (with short)	646(In) 323(Out)
J1:3/2 (short)	323
J1:4/1 (with short)	797(In) 399(Out)
J1:4/2 (short)	398
J1:5/1	217
J1:5/2	771
J1:6/1	266
J1:6/2	336
J1:7/1	799
J1:8/1	358
J1:8/2	369
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	727(In) 616(Out)
J2:1/2 (short)	111
J2:2/1	74
J2:3/1 (with short)	778(In) 597(Out)
J2:3/2 (short)	181
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	732
J2:7/1	292

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'Cumulative 2029 Baseline AM' (FG15: 'Cumulative 2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	279	54	316	57	161	867
	B	214	0	29	168	30	600	1041
	C	32	20	0	0	37	2	91
	D	325	195	3	0	183	23	729
	E	35	21	60	101	0	2	219
	F	36	448	6	36	6	0	532
	Tot.	642	963	152	621	313	788	3479

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Cumulative 2029 Baseline AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	419
J1:1/2	236
J1:2/1 (with short)	867(In) 434(Out)
J1:2/2 (short)	433
J1:3/1 (with short)	532(In) 266(Out)
J1:3/2 (short)	266
J1:4/1 (with short)	1041(In) 520(Out)
J1:4/2 (short)	521
J1:5/1	230
J1:5/2	733
J1:6/1	320
J1:6/2	468
J1:7/1	642
J1:8/1	382
J1:8/2	320
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	702(In) 609(Out)
J2:1/2 (short)	93
J2:2/1	91
J2:3/1 (with short)	729(In) 531(Out)
J2:3/2 (short)	198
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	621
J2:7/1	313

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'Cumulative 2029 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	265	49	334	74	91	813
	B	174	0	19	132	29	431	785
	C	21	10	0	2	38	2	73
	D	369	175	2	0	143	41	730
	E	83	39	79	187	0	9	397
	F	76	495	5	31	7	0	614
	Tot.	723	984	154	686	291	574	3412

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: Cumulative 2029 Baseline PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	525
J1:1/2	224
J1:2/1 (with short)	813(In) 406(Out)
J1:2/2 (short)	407
J1:3/1 (with short)	614(In) 307(Out)
J1:3/2 (short)	307
J1:4/1 (with short)	785(In) 392(Out)
J1:4/2 (short)	393
J1:5/1	231
J1:5/2	753
J1:6/1	264
J1:6/2	310
J1:7/1	723
J1:8/1	321
J1:8/2	359
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	680(In) 570(Out)
J2:1/2 (short)	110
J2:2/1	73
J2:3/1 (with short)	730(In) 553(Out)
J2:3/2 (short)	177
J2:4/1 (short)	131
J2:4/2 (with short)	397(In) 266(Out)
J2:5/1	154
J2:6/1	686
J2:7/1	291

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'Cumulative 2029 With Dev AM' (FG17: 'Cumulative 2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
	A	B	C	D	E	F	Tot.	
Origin	A	0	279	56	363	60	172	930
	B	214	0	27	175	29	604	1049
	C	33	19	0	0	37	2	91
	D	341	201	3	0	183	23	751
	E	35	21	60	101	0	2	219
	F	45	455	6	36	6	0	548
	Tot.	668	975	152	675	315	803	3588

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: Cumulative 2029 With Dev AM
Junction: J1: Station Road North Hyde Road	
J1:1/1	436
J1:1/2	241
J1:2/1 (with short)	930(In) 465(Out)
J1:2/2 (short)	465
J1:3/1 (with short)	548(In) 274(Out)
J1:3/2 (short)	274
J1:4/1 (with short)	1049(In) 524(Out)
J1:4/2 (short)	525
J1:5/1	229
J1:5/2	746
J1:6/1	320
J1:6/2	483
J1:7/1	668
J1:8/1	417
J1:8/2	341
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	758(In) 663(Out)
J2:1/2 (short)	95
J2:2/1	91
J2:3/1 (with short)	751(In) 547(Out)
J2:3/2 (short)	204
J2:4/1 (short)	58
J2:4/2 (with short)	219(In) 161(Out)
J2:5/1	152
J2:6/1	675
J2:7/1	315

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'Cumulative 2029 With Dev PM' (FG18: 'Cumulative 2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	268	51	378	78	114	889
	B	177	0	19	142	29	445	812
	C	23	10	0	2	39	2	76
	D	418	183	2	0	147	44	794
	E	87	38	80	191	0	9	405
	F	107	506	4	33	7	0	657
	Tot.	812	1005	156	746	300	614	3633

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: Cumulative 2029 With Dev PM
Junction: J1: Station Road North Hyde Road	
J1:1/1	583
J1:1/2	231
J1:2/1 (with short)	889(In) 445(Out)
J1:2/2 (short)	444
J1:3/1 (with short)	657(In) 329(Out)
J1:3/2 (short)	328
J1:4/1 (with short)	812(In) 406(Out)
J1:4/2 (short)	406
J1:5/1	222
J1:5/2	783
J1:6/1	271
J1:6/2	343
J1:7/1	812
J1:8/1	367
J1:8/2	374
Junction: J2: Station Road Millington Road	
J2:1/1 (with short)	741(In) 627(Out)
J2:1/2 (short)	114
J2:2/1	76
J2:3/1 (with short)	794(In) 609(Out)
J2:3/2 (short)	185
J2:4/1 (short)	134
J2:4/2 (with short)	405(In) 271(Out)
J2:5/1	156
J2:6/1	746
J2:7/1	300

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Station Road North Hyde Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Station Rd S Lane 1)	This lane uses a directly entered Saturation Flow						2287	2287
J1:1/2 (Station Rd S Lane 2)	This lane uses a directly entered Saturation Flow						1892	1892
J1:2/1 (Station Rd N Lane 1)	This lane uses a directly entered Saturation Flow						2149	2149
J1:2/2 (Station Rd N Lane 2)	This lane uses a directly entered Saturation Flow						2040	2040
J1:3/1 (N Hyde Rd W Lane 1)	This lane uses a directly entered Saturation Flow						1958	1958
J1:3/2 (N Hyde Rd W Lane 2)	This lane uses a directly entered Saturation Flow						2160	2160
J1:4/1 (N Hyde Rd E Lane 1)	This lane uses a directly entered Saturation Flow						1966	1966
J1:4/2 (N Hyde Rd E Lane 2)	This lane uses a directly entered Saturation Flow						2094	2094
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:5/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:6/1	Infinite Saturation Flow						Inf	Inf
J1:6/2	This lane uses a directly entered Saturation Flow						1800	1800
J1:7/1	This lane uses a directly entered Saturation Flow						1800	1800
J1:8/1 (intermediate Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/2 (intermediate Lane 2)	Infinite Saturation Flow						Inf	Inf

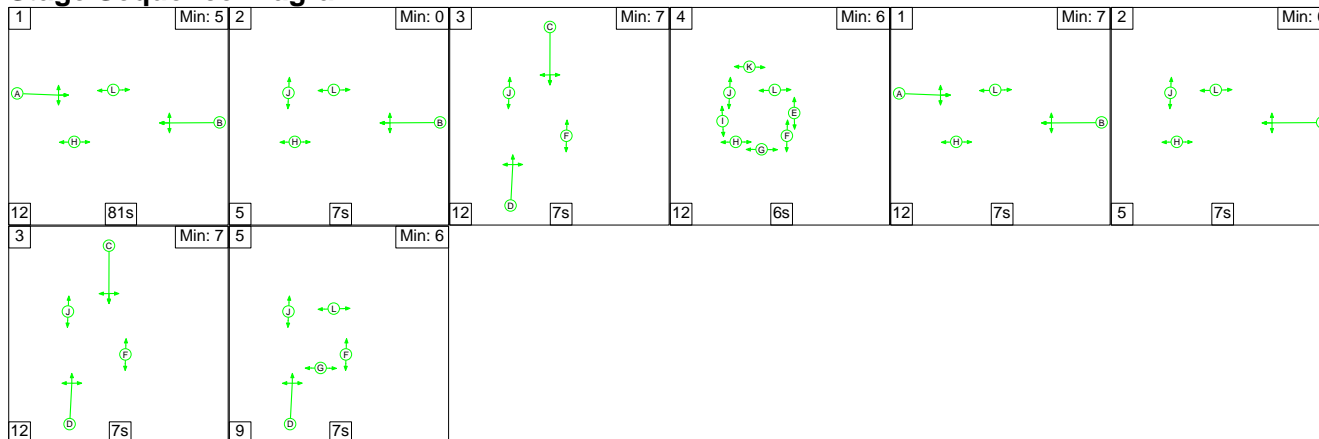
Full Input Data And Results

Junction: J2: Station Road Millington Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	This lane uses a directly entered Saturation Flow						2064	2064
J2:1/2	This lane uses a directly entered Saturation Flow						2064	2064
J2:2/1 (Bedwell Gardens Lane 1)	This lane uses a directly entered Saturation Flow						1995	1995
J2:3/1 (Station Road South Lane 1)	This lane uses a directly entered Saturation Flow						2021	2021
J2:3/2 (Station Road South Lane 2)	This lane uses a directly entered Saturation Flow						2156	2156
J2:4/1 (Millington Road Lane 1)	This lane uses a directly entered Saturation Flow						2386	2386
J2:4/2 (Millington Road Lane 2)	This lane uses a directly entered Saturation Flow						1982	1982
J2:5/1 (Bedwell Gardens Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Station Road South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Millington Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM Base 2016' (FG1: 'Base 2016 AM', Plan 1: 'Staging Plan No. 1')

C1

Stage Sequence Diagram

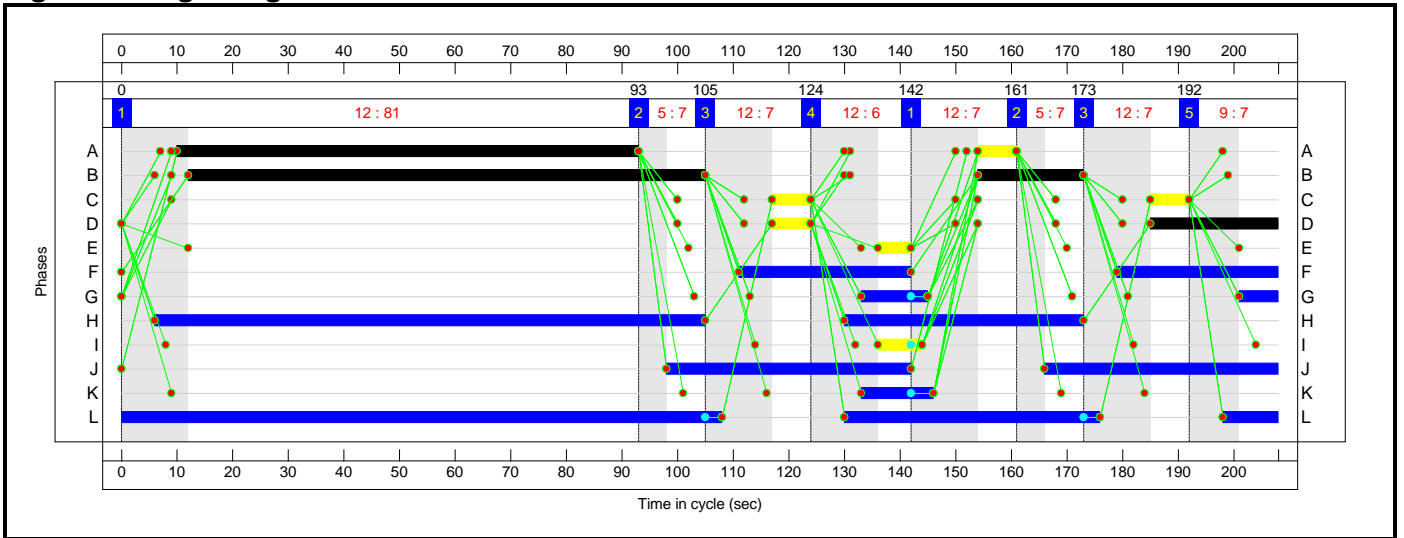


Stage Timings

Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

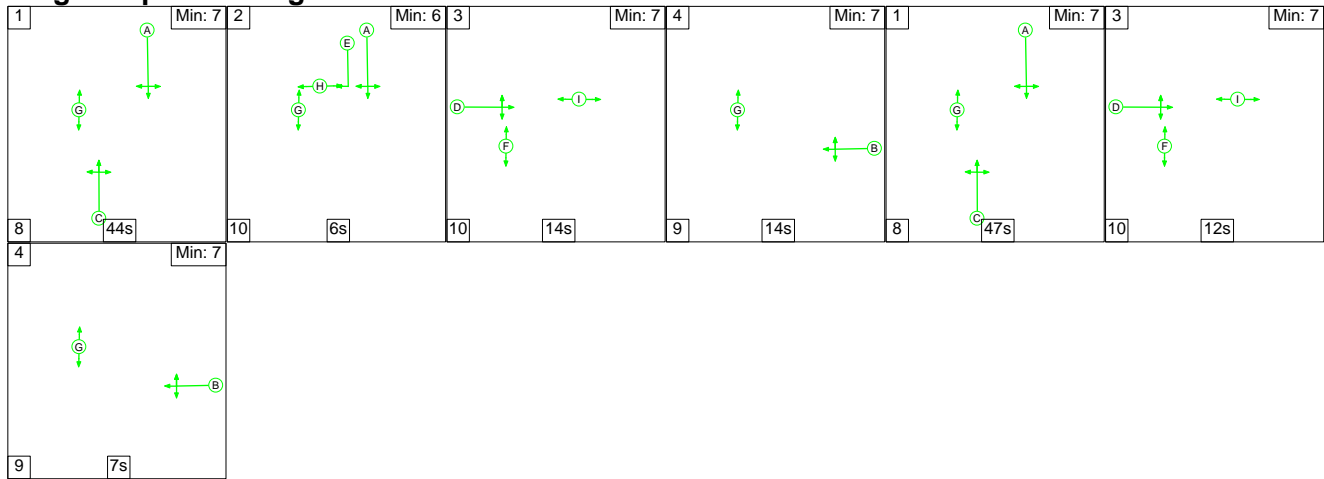
Full Input Data And Results

Signal Timings Diagram



C2

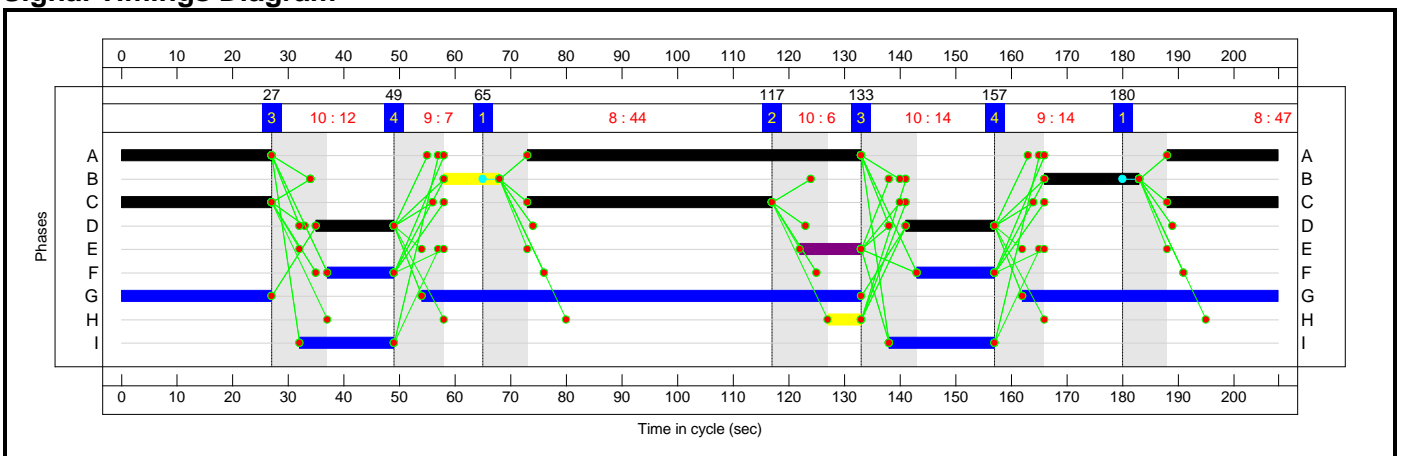
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	44	6	14	14	47	12	7
Change Point	65	117	133	157	180	27	49

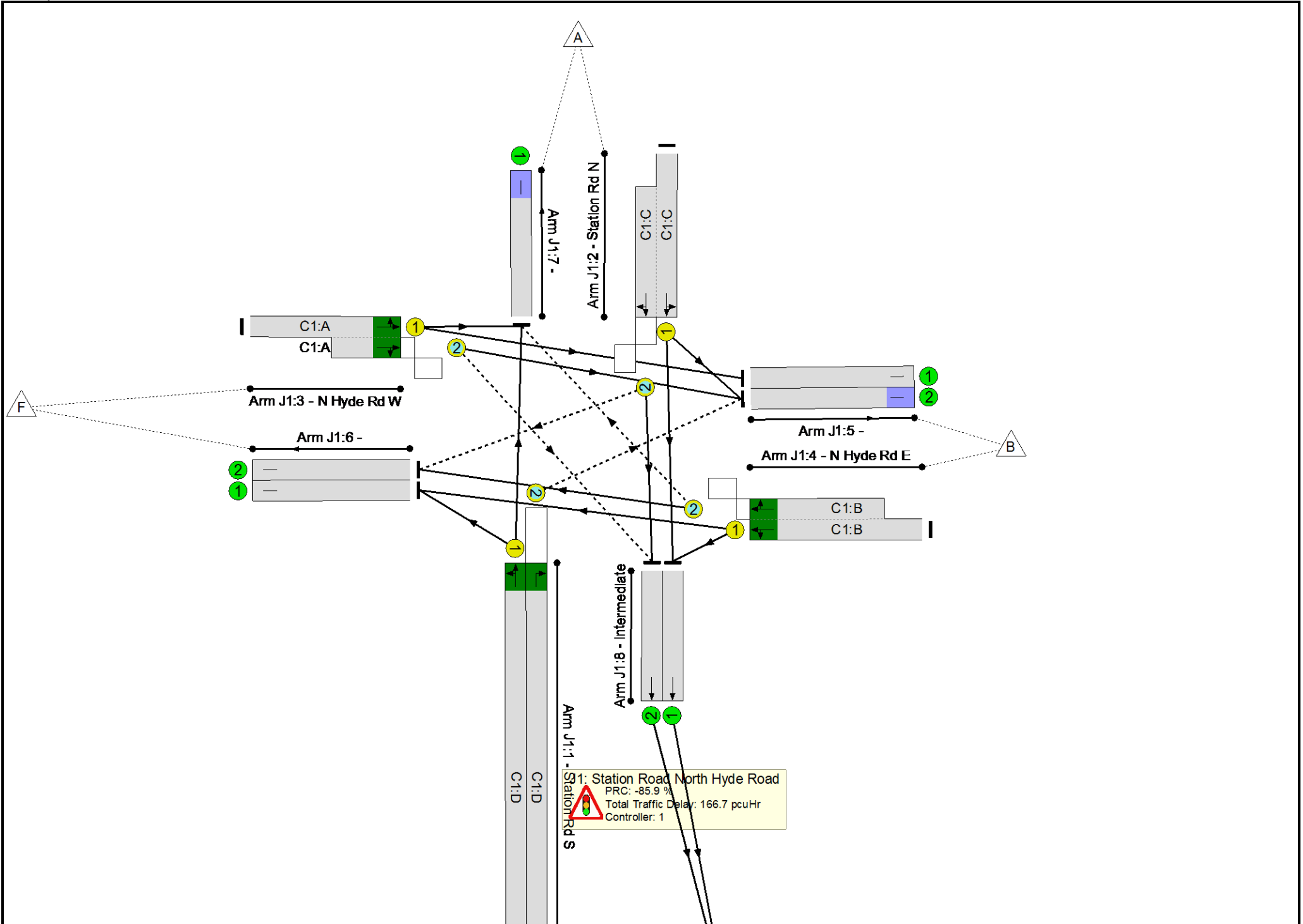
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	167.3%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	167.3%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	377	2287	396	95.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	139	1892	229	60.6%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	539	2149:2040	322	167.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	363	1958:2160	1063	34.1%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	624	1966:2094	1460	42.7%
5/1		U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	371	1800	1800	18.2%
6/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	264	1800	1800	13.0%
7/1		U	N/A	N/A	-		-	-	-	485	1800	1800	26.9%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	57.9%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	107	11	591	2064:2064	1122	39.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	27	-	81	1995	278	29.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	91	-	569	2021:2156	983	57.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	30	-	178	1982:2386	389	45.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	195	108	118	57.6	119.1	0.8	177.6	-	-	-	-
J1: Station Road North Hyde Road	-	-	136	107	117	48.7	117.5	0.6	166.7	-	-	-	-
1/1	377	377	-	-	-	8.0	6.1	-	14.1	134.7	15.4	6.1	21.5
1/2	139	139	0	67	72	2.0	0.8	0.2	3.0	78.9	5.4	0.8	6.1
2/1+2/2	539	322	0	0	42	34.6	109.6	0.1	144.3	964.0	32.0	109.6	141.6
3/1+3/2	363	363	59	0	1	1.8	0.3	0.2	2.2	21.9	3.3	0.3	3.6
4/1+4/2	624	624	77	40	3	2.2	0.4	0.1	2.6	15.0	4.9	0.4	5.3
5/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	328	328	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	234	234	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	485	485	-	-	-	0.0	0.2	-	0.2	1.5	0.5	0.2	0.7
8/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	59	1	1	9.0	1.6	0.2	10.9	-	-	-	-
1/1+1/2	446	446	57	1	1	2.8	0.3	0.2	3.4	27.1	13.3	0.3	13.6
2/1	81	81	-	-	-	0.9	0.2	-	1.1	49.6	2.3	0.2	2.5
3/1+3/2	569	569	2	0	0	3.3	0.7	0.0	4.0	25.5	12.8	0.7	13.5
4/2+4/1	178	178	-	-	-	1.9	0.4	-	2.4	47.9	3.5	0.4	3.9
5/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-85.9	Total Delay for Signalled Lanes (pcuHr):			166.31	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):			10.86	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-85.9	Total Delay Over All Lanes (pcuHr):			177.56					

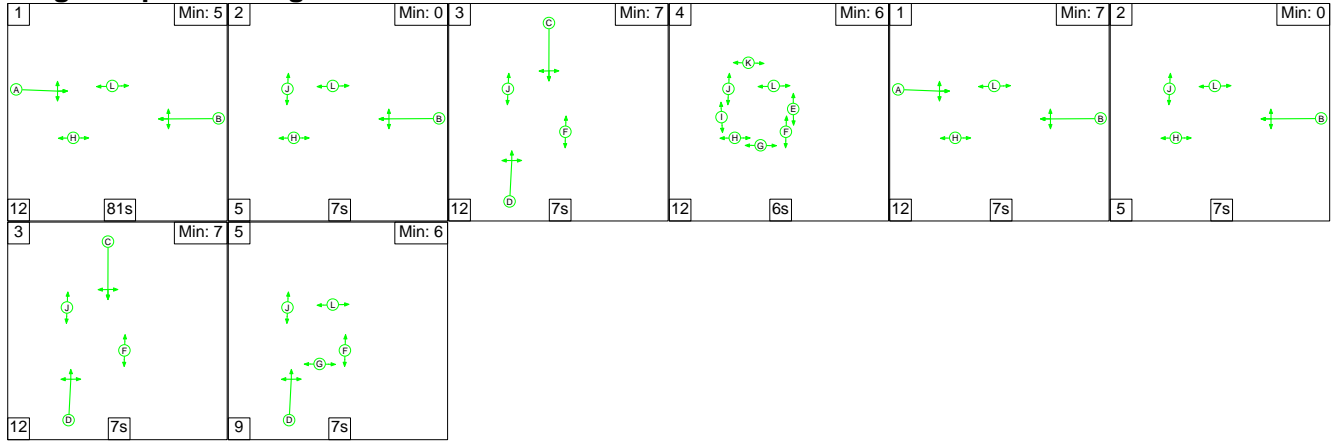
Full Input Data And Results

Full Input Data And Results

Scenario 2: 'PM Base 2016' (FG2: 'Base 2016 PM', Plan 1: 'Staging Plan No. 1')

C1

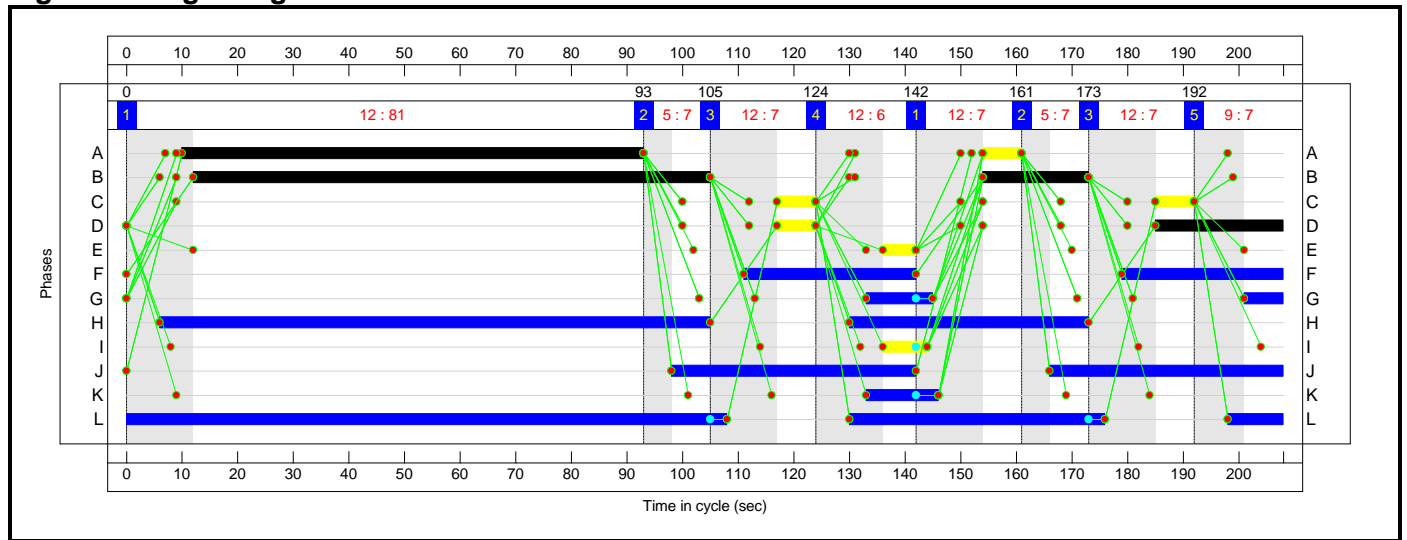
Stage Sequence Diagram



Stage Timings

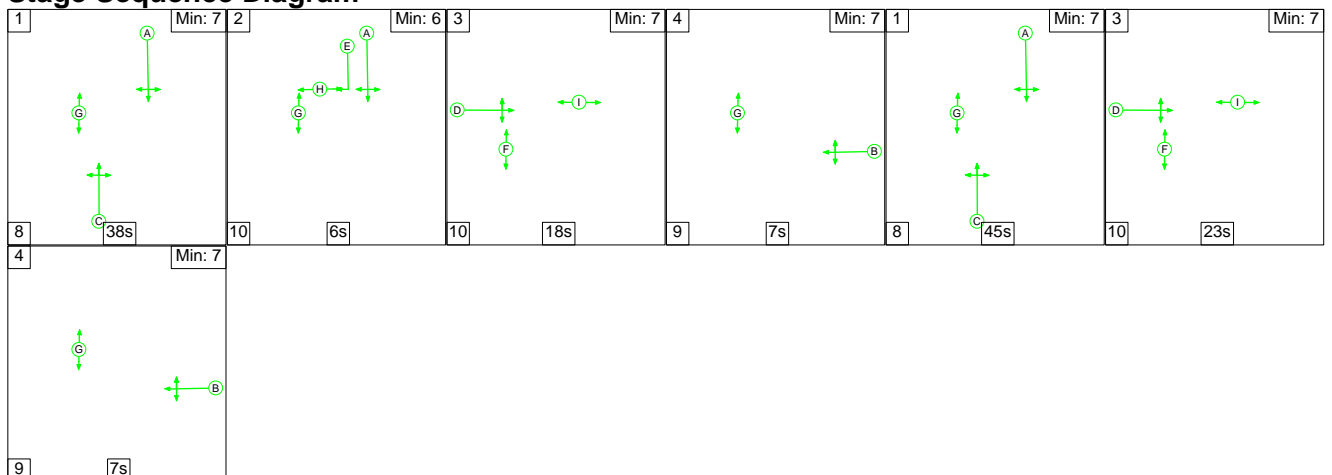
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

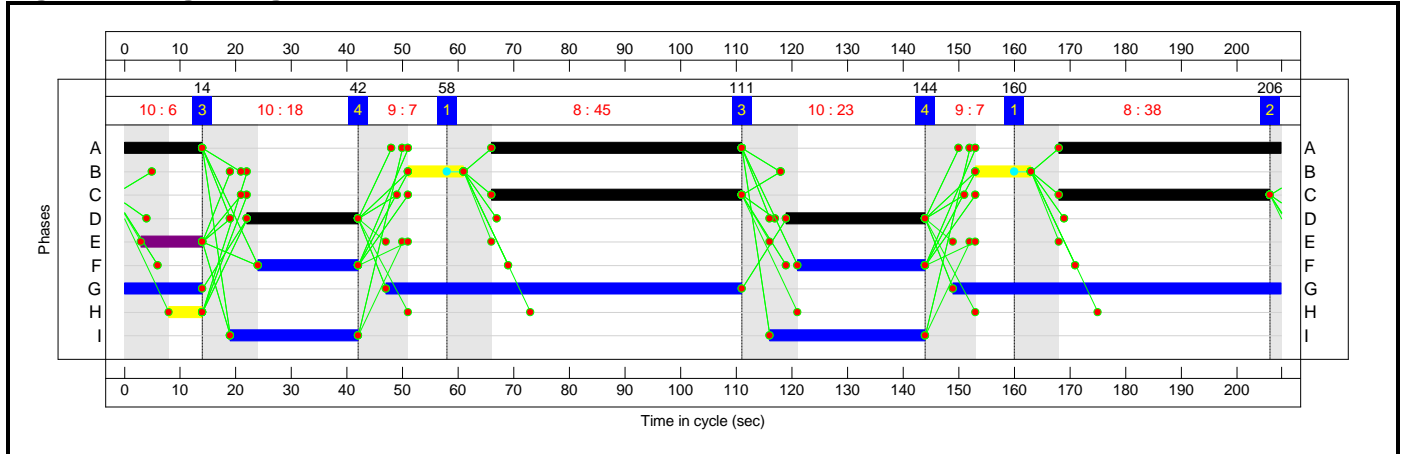


Full Input Data And Results

Stage Timings

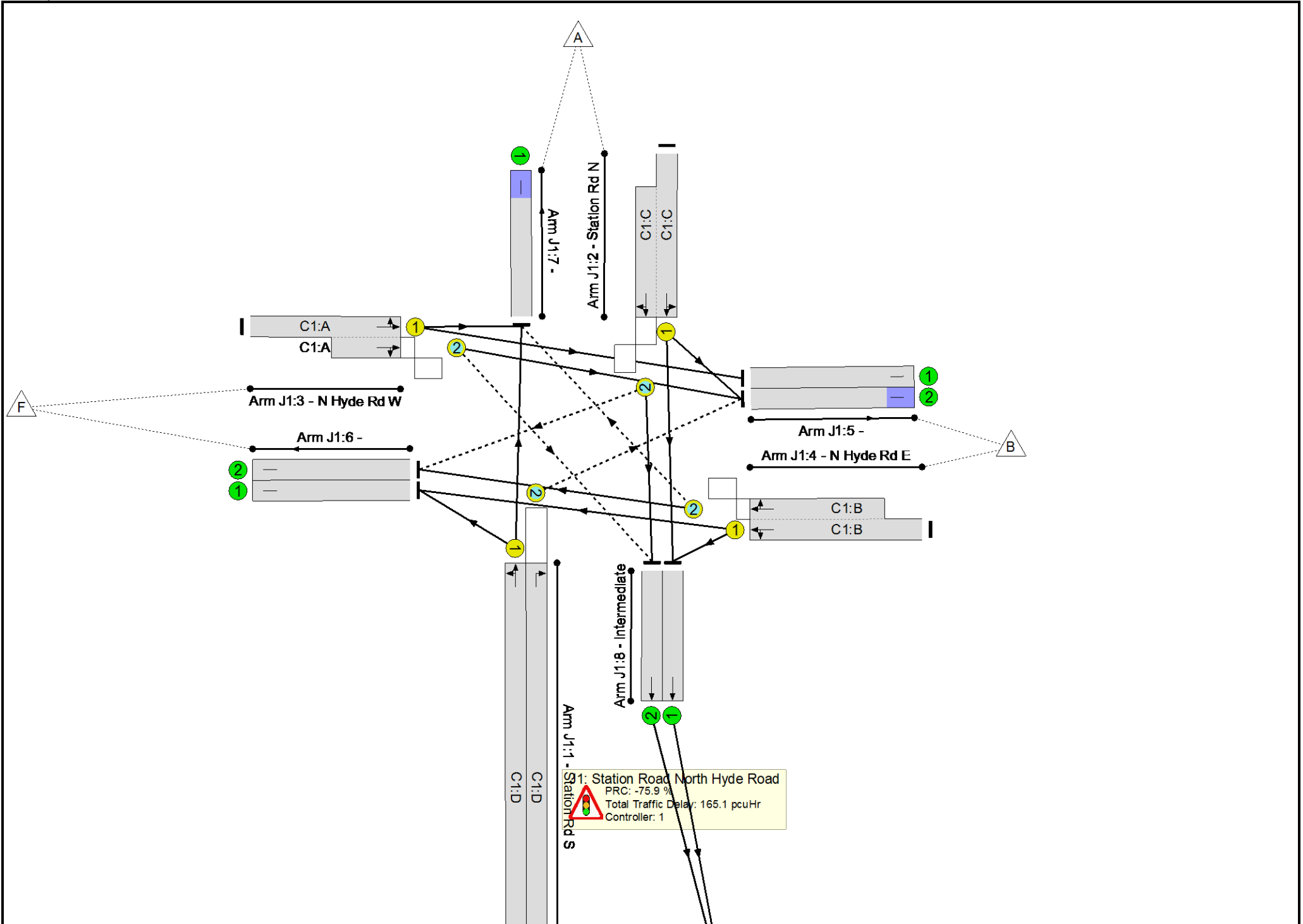
Stage	1	2	3	4	1	3	4
Duration	38	6	18	7	45	23	7
Change Point	160	206	14	42	58	111	144

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	158.3%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	158.3%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	361	2113	325	111.1%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	192	1892	229	83.7%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	496	2062:2010	313	158.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	391	2078:2078	1081	36.2%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	540	1932:1988	1411	38.3%
5/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	449	1800	1800	22.8%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	235	1800	1800	11.6%
7/1		U	N/A	N/A	-		-	-	-	438	1800	1800	22.7%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	59.9%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	99	11	521	2026:2026	1055	38.2%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	65	1995	211	30.8%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	83	-	537	2032:2023	927	57.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	45	-	339	1925:2386	566	59.9%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	182	162	119	55.8	120.0	0.8	176.5	-	-	-	-
J1: Station Road North Hyde Road	-	-	113	155	119	46.5	118.0	0.5	165.1	-	-	-	-
1/1	361	325	-	-	-	10.4	22.1	-	32.5	323.8	20.1	22.1	42.1
1/2	192	192	0	120	72	2.7	2.3	0.2	5.3	98.5	6.9	2.3	9.2
2/1+2/2	496	313	0	0	43	29.6	92.7	0.1	122.5	888.8	25.2	92.7	117.9
3/1+3/2	391	391	47	0	1	1.9	0.3	0.1	2.3	21.4	3.6	0.3	3.9
4/1+4/2	540	540	66	35	3	1.8	0.3	0.1	2.2	14.8	4.1	0.3	4.4
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	410	410	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.2
6/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	209	209	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	409	409	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
8/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	69	7	0	9.2	2.0	0.2	11.4	-	-	-	-
1/1+1/2	402	402	68	7	0	1.9	0.3	0.2	2.4	21.9	10.2	0.3	10.5
2/1	65	65	-	-	-	0.8	0.2	-	1.0	55.3	1.8	0.2	2.0
3/1+3/2	537	537	1	0	0	3.3	0.7	0.0	4.0	26.7	9.9	0.7	10.6
4/2+4/1	339	339	-	-	-	3.3	0.7	-	4.0	42.5	6.1	0.7	6.8
5/1	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-75.9	Total Delay for Signalled Lanes (pcuHr):			164.71	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	50.3	Total Delay for Signalled Lanes (pcuHr):			11.43	Cycle Time (s): 208				
PRC Over All Lanes (%):				-75.9	Total Delay Over All Lanes (pcuHr):			176.51					

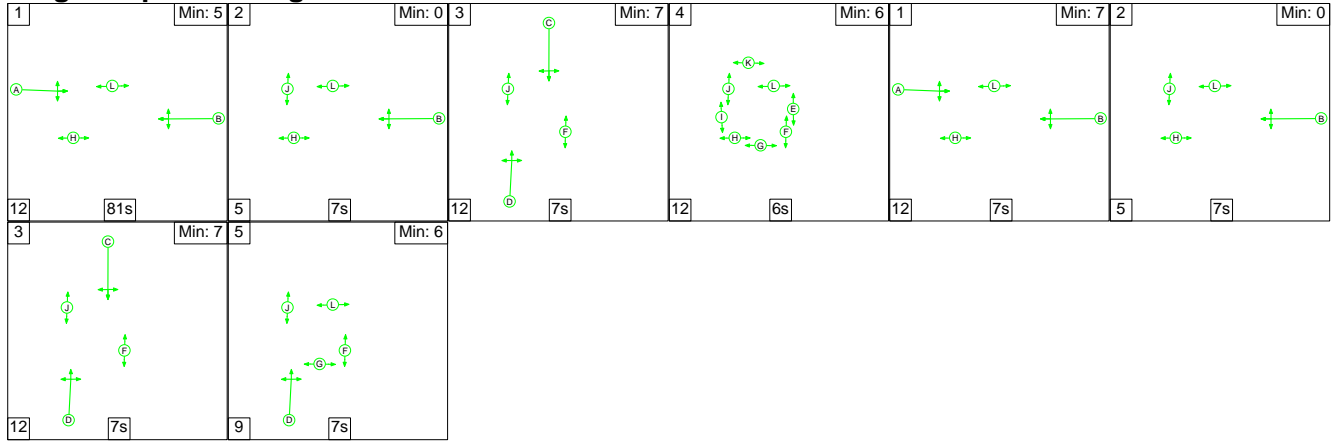
Full Input Data And Results

Full Input Data And Results

Scenario 3: '2024 Baseline AM' (FG3: '2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

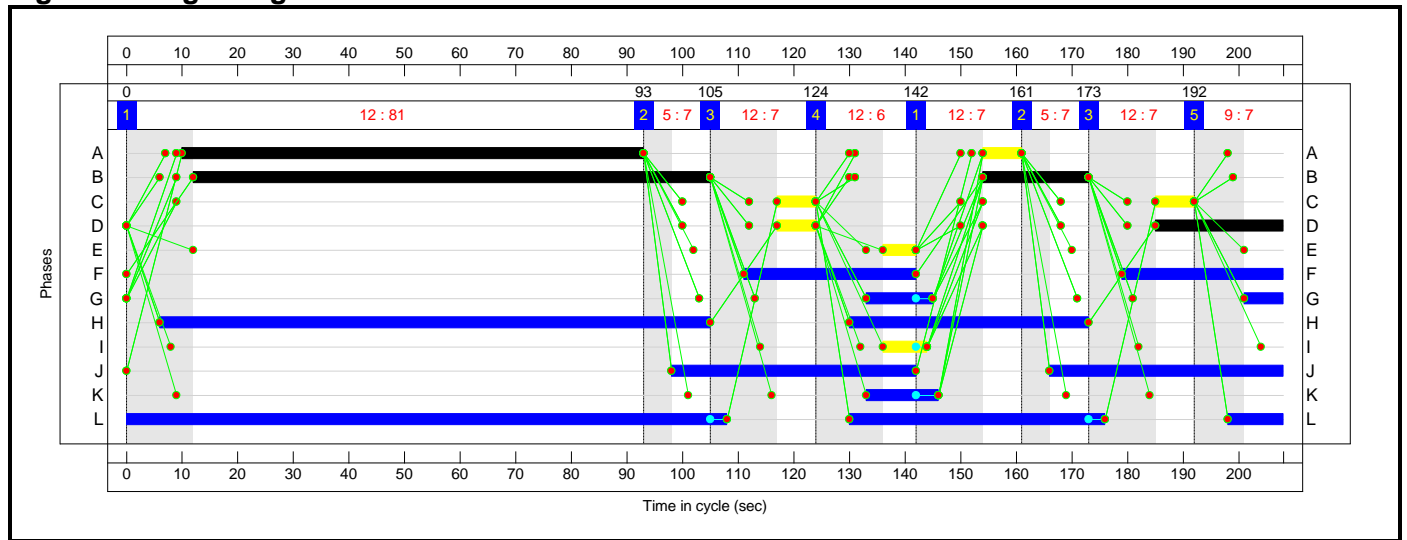
Stage Sequence Diagram



Stage Timings

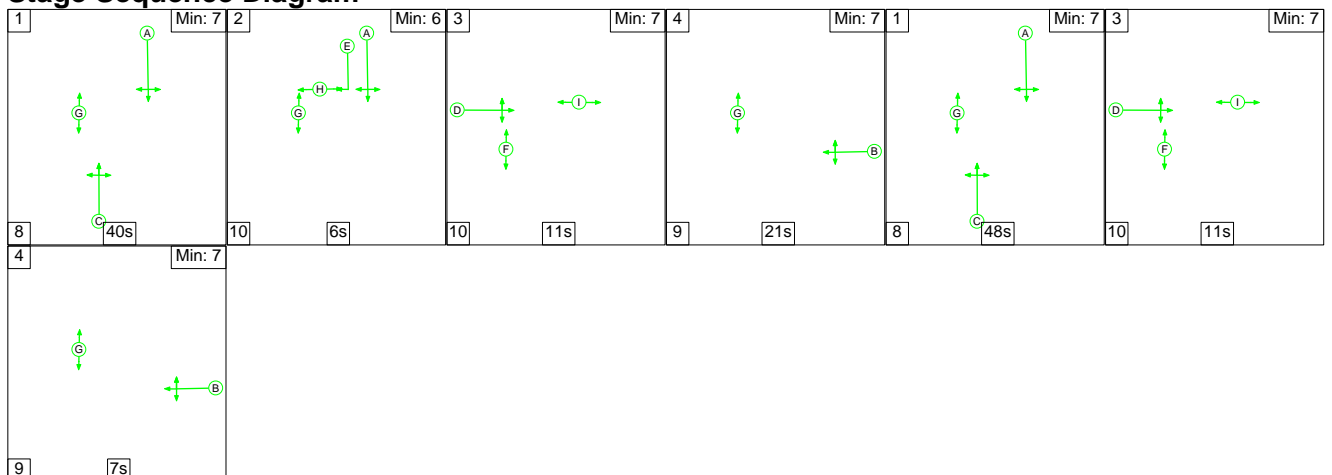
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

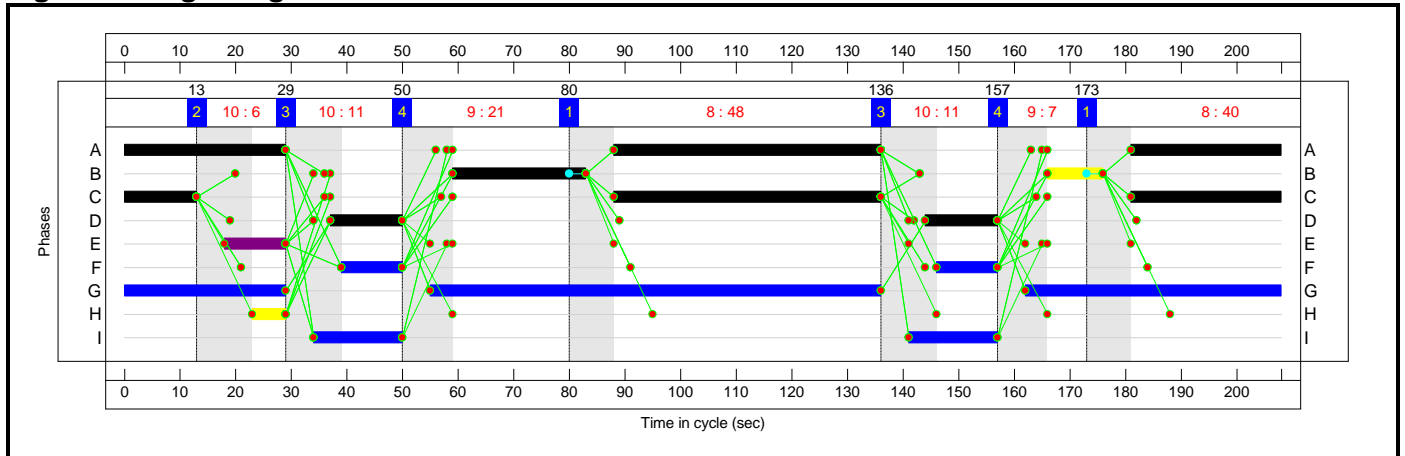


Full Input Data And Results

Stage Timings

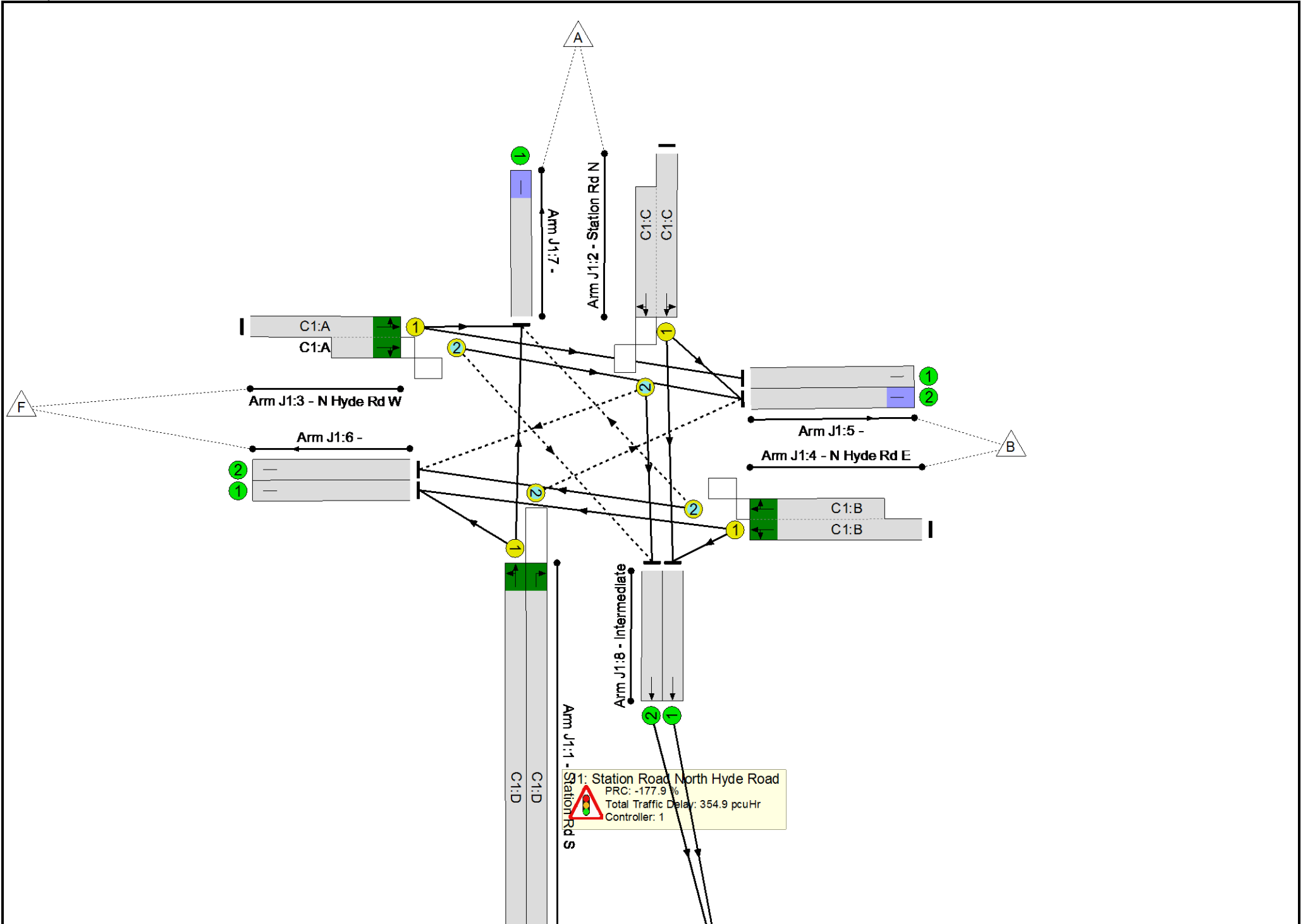
Stage	1	2	3	4	1	3	4
Duration	40	6	11	21	48	11	7
Change Point	173	13	29	50	80	136	157

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	250.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	250.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	401	2287	396	101.3%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	232	1892	229	101.1%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	806	2149:2040	322	250.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	517	1958:2160	1065	48.5%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	1026	1966:2094	1441	71.2%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	720	1800	1800	30.8%
6/1		U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	442	1800	1800	19.8%
7/1		U	N/A	N/A	-		-	-	-	615	1800	1800	33.9%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	104	11	661	2064:2064	1096	38.8%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	34	-	88	1995	345	25.5%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	88	-	706	2021:2156	987	71.5%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	26	-	214	1982:2386	350	61.1%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	219	193	191	99.7	267.2	1.2	368.1	-	-	-	-
J1: Station Road North Hyde Road	-	-	161	191	190	89.3	264.7	0.9	354.9	-	-	-	-
1/1	401	396	-	-	-	6.2	11.4	-	17.6	157.9	17.1	11.4	28.5
1/2	232	229	0	124	106	3.5	8.3	0.3	12.1	187.3	9.6	8.3	17.8
2/1+2/2	806	322	0	0	55	72.5	242.7	0.2	315.3	1408.5	77.0	242.7	319.7
3/1+3/2	517	517	32	0	15	2.9	0.5	0.2	3.6	25.3	5.4	0.5	5.9
4/1+4/2	1026	1026	129	67	15	4.2	1.2	0.1	5.5	19.4	9.5	1.2	10.8
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	554	554	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	357	357	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	610	610	-	-	-	0.1	0.3	-	0.4	2.1	7.0	0.3	7.2
8/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	58	3	1	10.4	2.5	0.3	13.2	-	-	-	-
1/1+1/2	425	425	55	3	1	2.3	0.3	0.3	2.9	25.0	7.5	0.3	7.9
2/1	88	88	-	-	-	0.9	0.2	-	1.1	44.3	2.3	0.2	2.5
3/1+3/2	706	706	3	0	0	4.7	1.2	0.0	5.9	30.2	17.9	1.2	19.2
4/2+4/1	214	214	-	-	-	2.5	0.8	-	3.3	54.8	4.4	0.8	5.2
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-177.9	Total Delay for Signalled Lanes (pcuHr):			354.17	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	25.9	Total Delay for Signalled Lanes (pcuHr):			13.21	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-177.9	Total Delay Over All Lanes (pcuHr):			368.09					

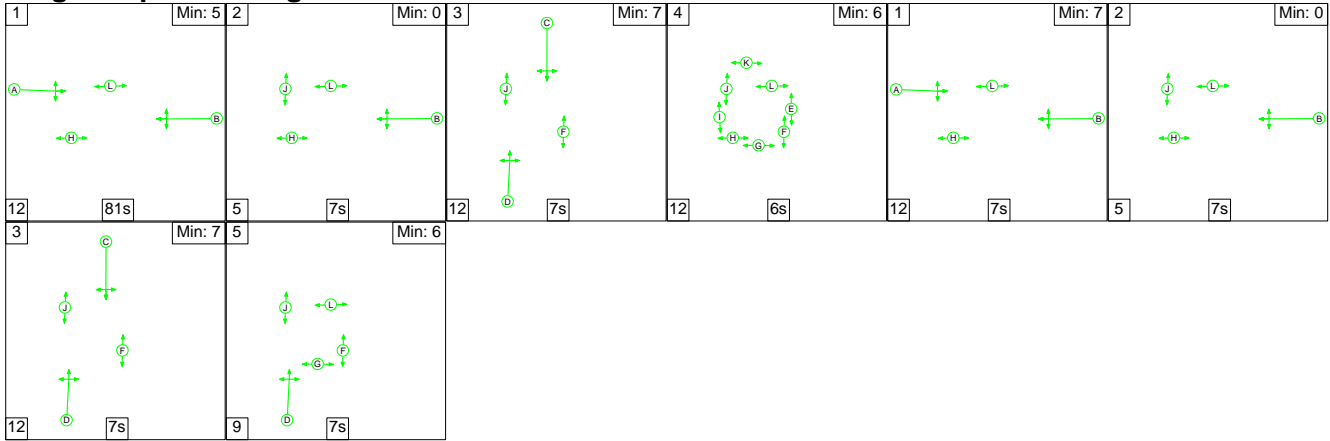
Full Input Data And Results

Full Input Data And Results

Scenario 4: '2024 Baseline PM' (FG4: '2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

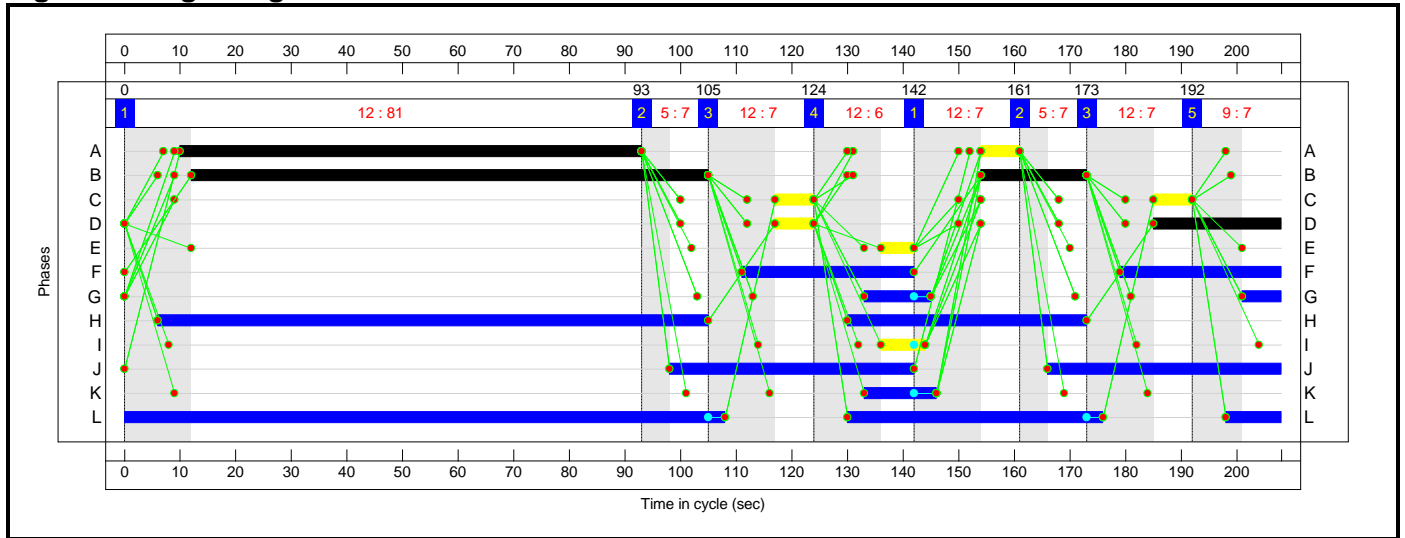
Stage Sequence Diagram



Stage Timings

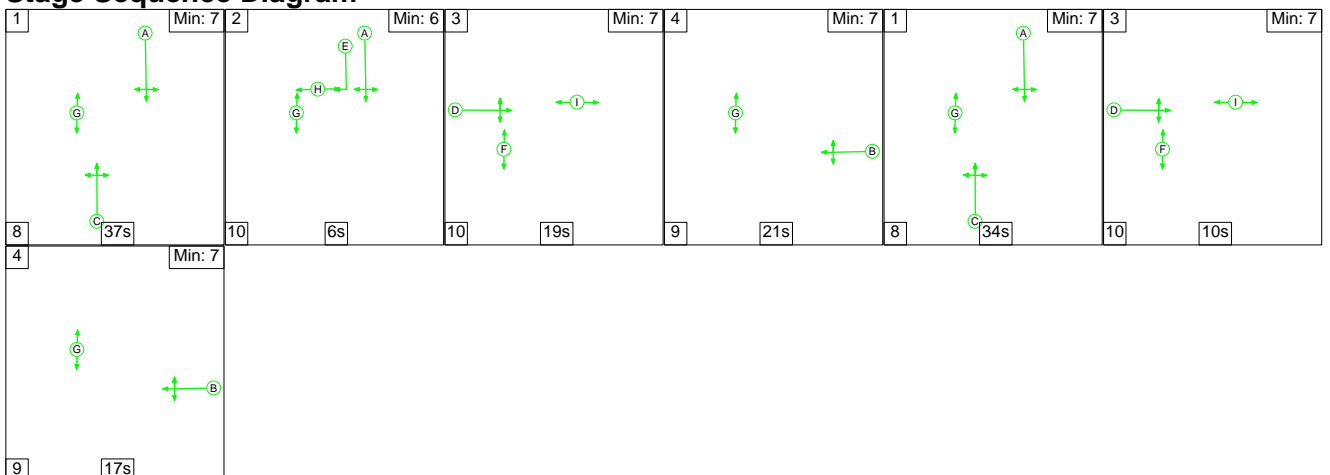
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

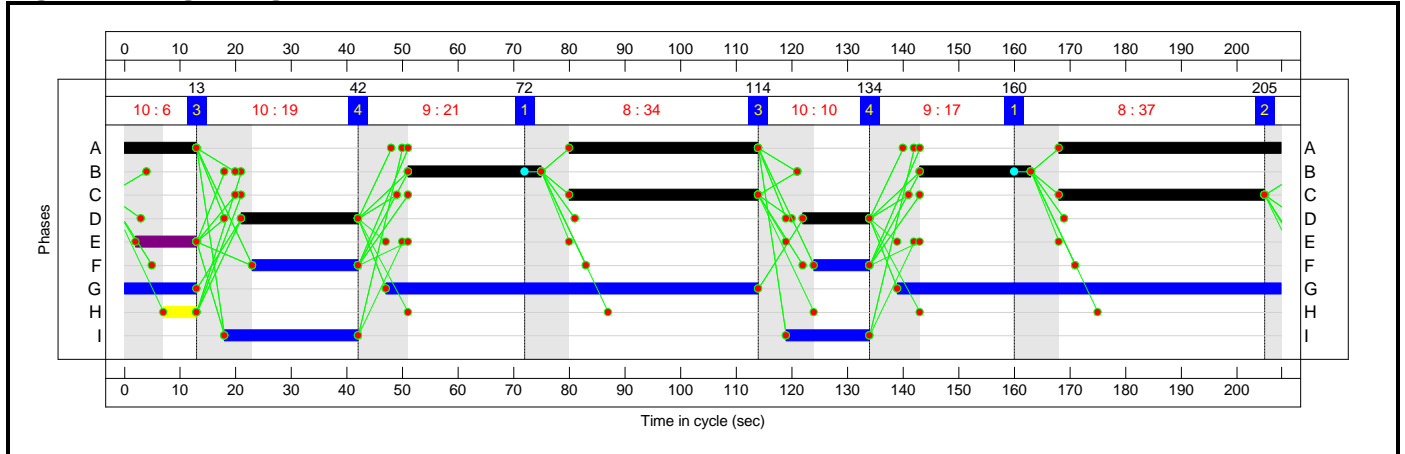


Full Input Data And Results

Stage Timings

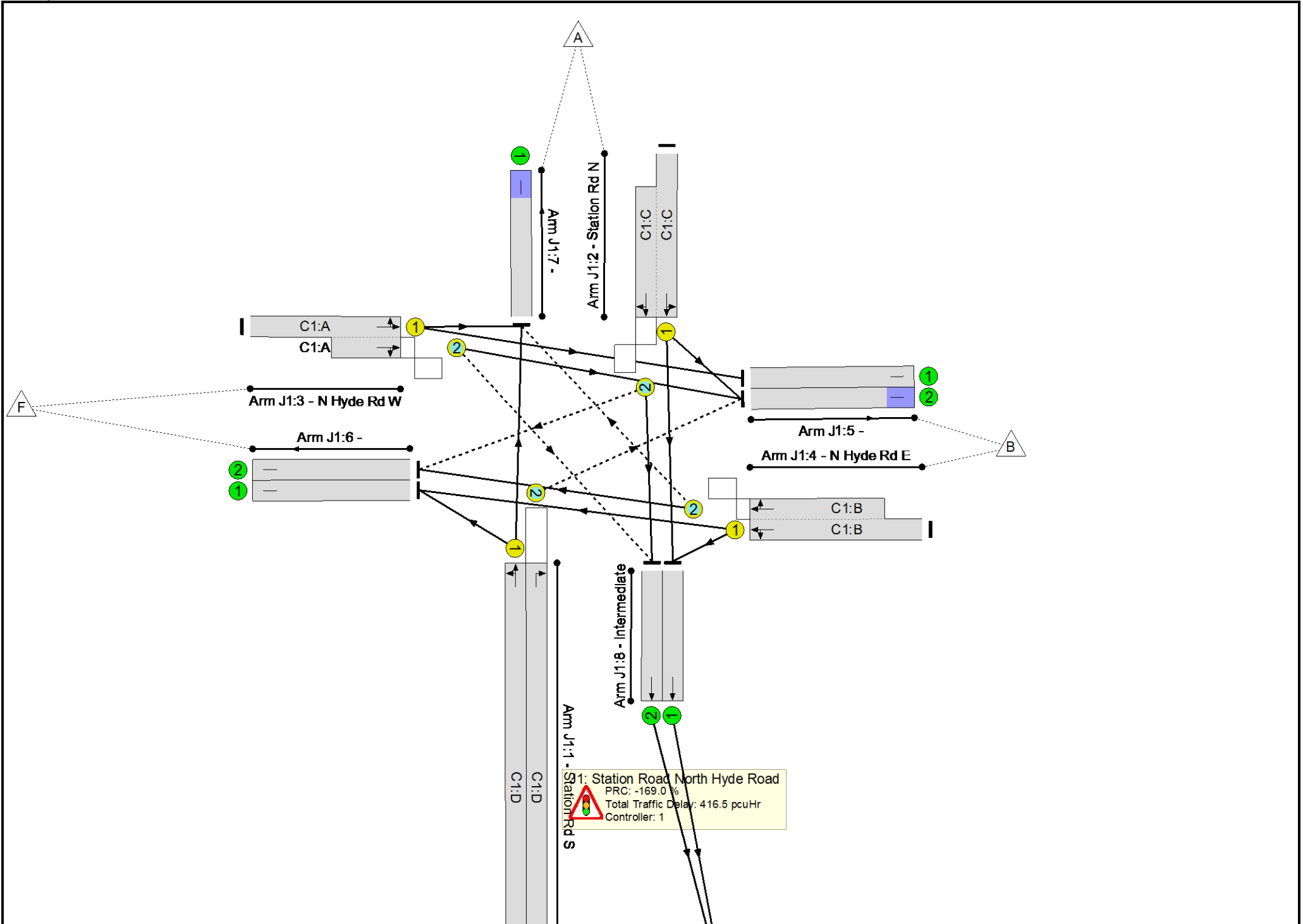
Stage	1	2	3	4	1	3	4
Duration	37	6	19	21	34	10	17
Change Point	160	205	13	42	72	114	134

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	242.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	242.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	496	2287	352	141.0%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	225	1892	229	98.1%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	780	2149:2040	322	242.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	594	1958:2160	1064	55.8%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	785	1966:2094	1407	55.8%
5/1		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	744	1800	1800	32.9%
6/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	296	1800	1800	13.9%
7/1		U	N/A	N/A	-		-	-	-	672	1800	1800	30.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	87	11	661	2064:2064	939	42.2%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	44	-	75	1995	441	17.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	71	-	693	2021:2156	807	85.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	33	-	397	1982:2386	452	87.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	174	193	172	117.6	318.3	1.1	437.0	-	-	-	-
J1: Station Road North Hyde Road	-	-	141	187	145	104.0	311.8	0.7	416.5	-	-	-	-
1/1	496	352	-	-	-	25.1	73.8	-	98.9	717.7	39.9	73.8	113.7
1/2	225	225	0	124	101	3.1	6.5	0.2	9.9	157.7	9.0	6.5	15.4
2/1+2/2	780	322	0	0	31	68.8	229.7	0.1	298.6	1378.1	72.7	229.7	302.5
3/1+3/2	594	594	35	0	8	3.9	0.6	0.1	4.6	28.1	9.4	0.6	10.0
4/1+4/2	785	785	106	63	5	3.0	0.6	0.3	3.9	17.9	7.9	0.6	8.5
5/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	591	591	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	250	250	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	544	544	-	-	-	0.0	0.2	-	0.3	1.7	0.9	0.2	1.2
8/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	33	7	27	13.6	6.6	0.4	20.5	-	-	-	-
1/1+1/2	397	397	32	7	27	2.4	0.4	0.4	3.1	28.3	6.6	0.4	7.0
2/1	75	75	-	-	-	0.7	0.1	-	0.8	38.7	2.0	0.1	2.1
3/1+3/2	693	693	1	0	0	6.0	2.9	0.0	8.9	46.2	20.2	2.9	23.1
4/2+4/1	397	397	-	-	-	4.5	3.2	-	7.7	69.9	8.6	3.2	11.8
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-169.0	Total Delay for Signalled Lanes (pcuHr):			415.87	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):			20.52	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-169.0	Total Delay Over All Lanes (pcuHr):			436.98					

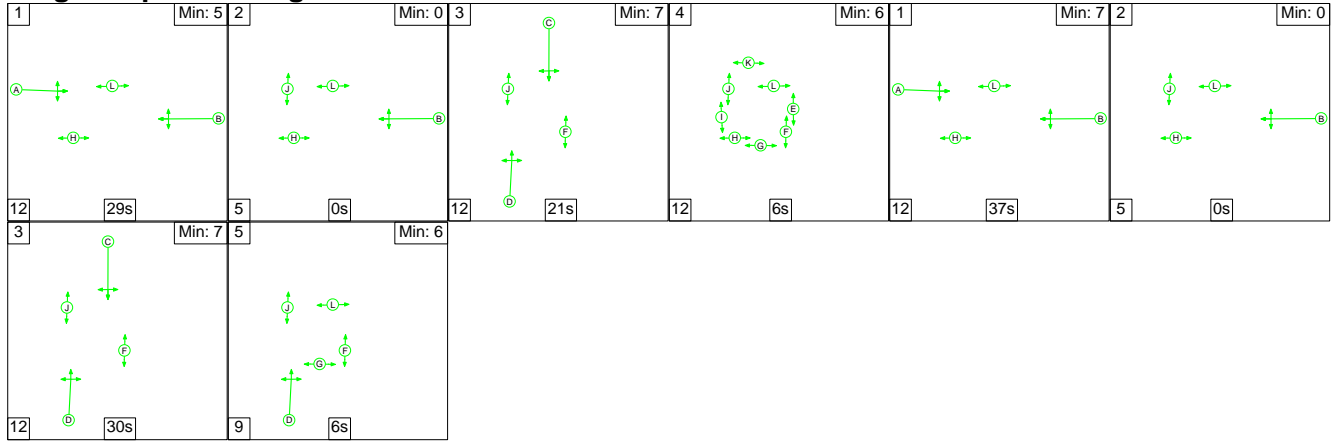
Full Input Data And Results

Full Input Data And Results

Scenario 5: '2024 With Dev AM' (FG5: '2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

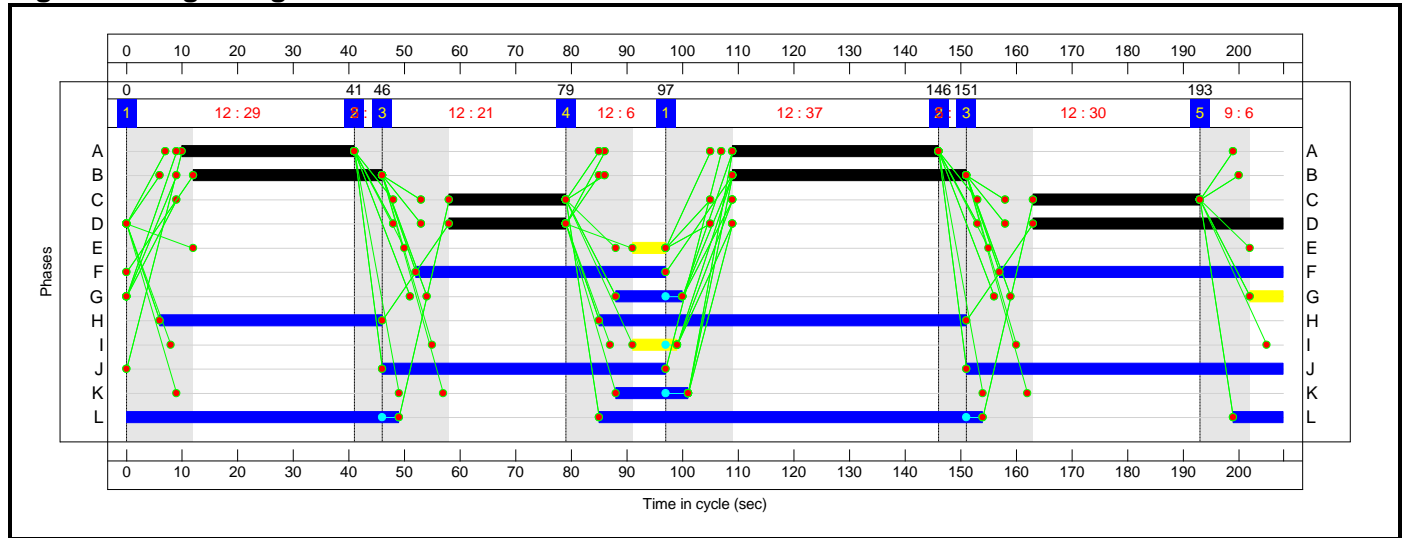
Stage Sequence Diagram



Stage Timings

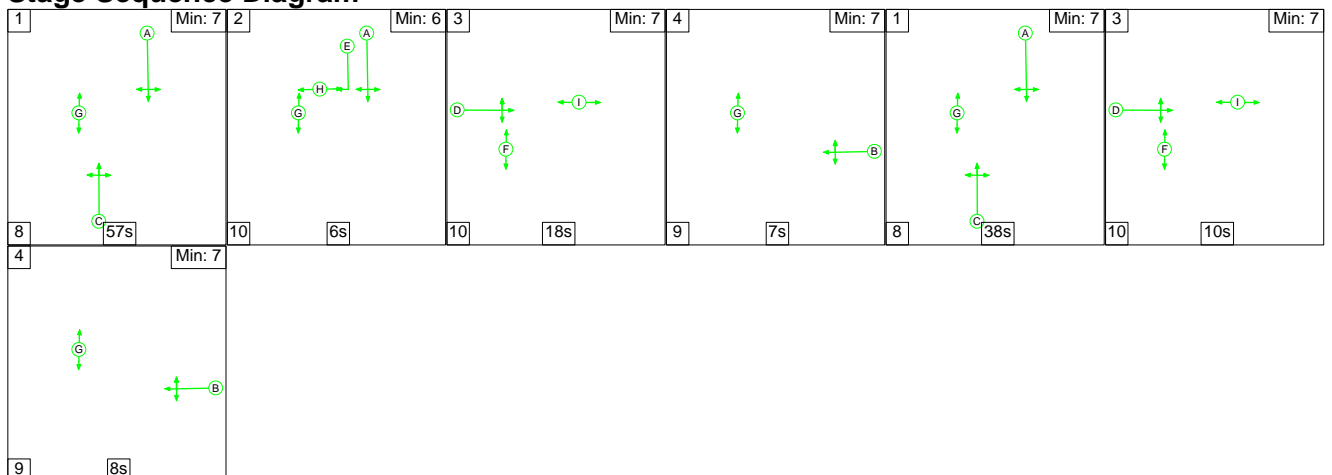
Stage	1	2	3	4	1	2	3	5
Duration	29	0	21	6	37	0	30	6
Change Point	0	41	46	79	97	146	151	193

Signal Timings Diagram



C2

Stage Sequence Diagram

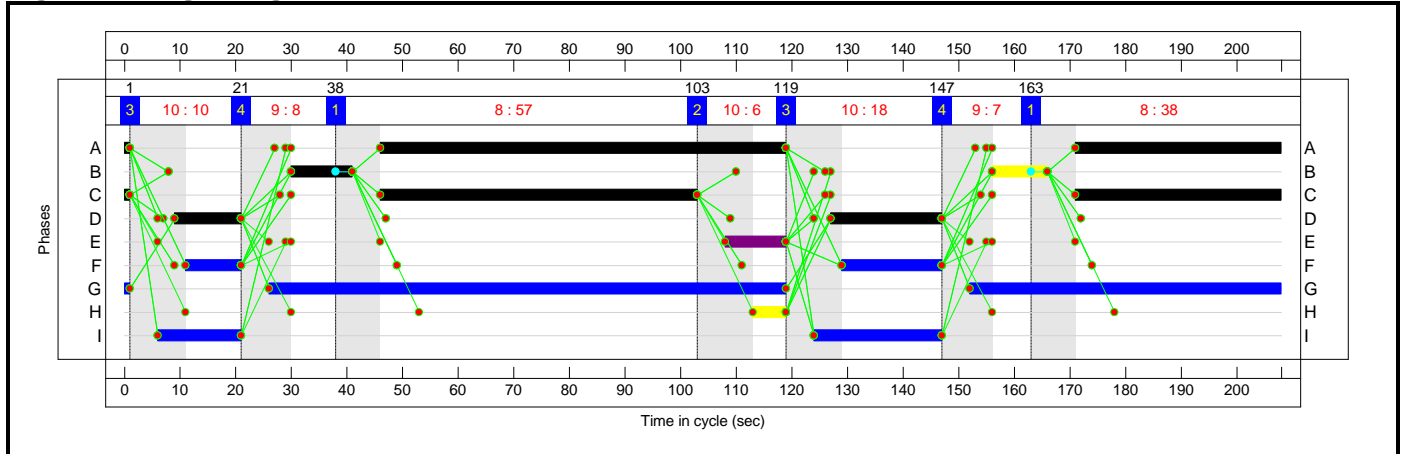


Full Input Data And Results

Stage Timings

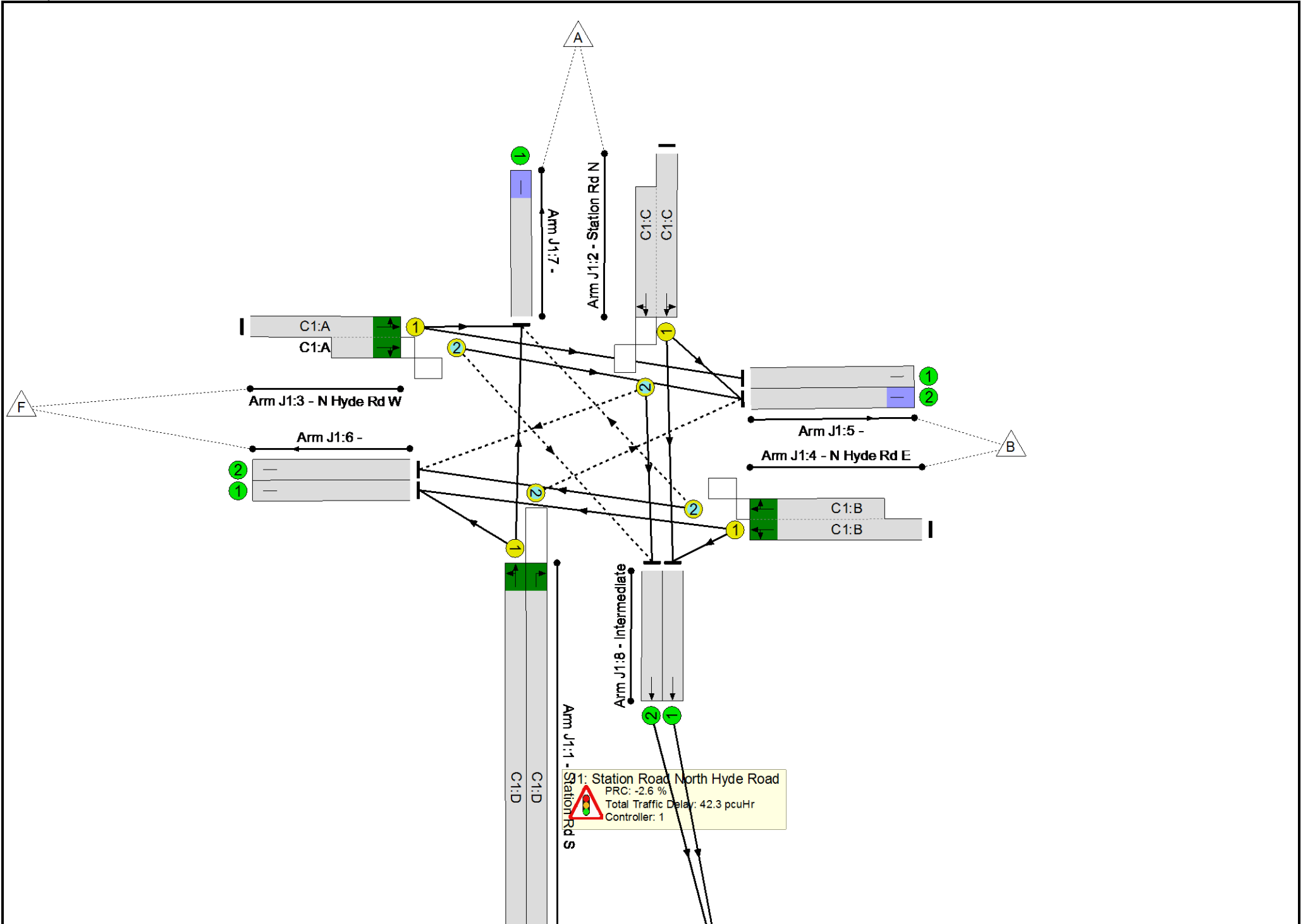
Stage	1	2	3	4	1	3	4
Duration	57	6	18	7	38	10	8
Change Point	38	103	119	147	163	1	21

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	92.4%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	66	-	418	2287	792	52.8%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	66	-	215	1892	248	86.8%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	51	-	887	2149:2040	960	92.4%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	68	-	508	1958:2160	835	60.8%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	76	-	1021	1966:2094	1109	92.1%
5/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	700	1800	1800	38.9%
6/1		U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	469	1800	1800	26.1%
7/1		U	N/A	N/A	-		-	-	-	639	1800	1800	35.5%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	67.7%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	111	11	707	2064:2064	1161	60.9%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	21	-	88	1995	221	39.9%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	95	-	707	2021:2156	1044	67.7%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	32	-	214	1982:2386	410	52.2%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	411	134	187	33.9	18.1	2.4	54.4	-	-	-	-
J1: Station Road North Hyde Road	-	-	337	133	171	24.9	15.4	2.0	42.3	-	-	-	-
1/1	418	418	-	-	-	1.9	0.6	-	2.4	20.9	6.5	0.6	7.1
1/2	215	215	8	118	89	1.5	2.8	1.0	5.4	90.1	3.8	2.8	6.7
2/1+2/2	887	887	129	0	41	9.6	5.3	0.3	15.2	61.7	14.2	5.3	19.5
3/1+3/2	508	508	10	0	35	3.7	0.8	0.4	4.8	34.4	6.7	0.8	7.5
4/1+4/2	1021	1021	190	15	6	8.1	5.2	0.3	13.7	48.1	19.0	5.2	24.2
5/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	700	700	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.4
6/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	469	469	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	639	639	-	-	-	0.0	0.3	-	0.3	1.6	0.3	0.3	0.5
8/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	74	1	16	9.1	2.7	0.3	12.1	-	-	-	-
1/1+1/2	707	707	74	1	16	1.5	0.8	0.3	2.6	13.2	13.7	0.8	14.5
2/1	88	88	-	-	-	1.1	0.3	-	1.4	58.9	2.9	0.3	3.2
3/1+3/2	707	707	0	0	0	4.1	1.0	0.0	5.1	26.1	16.3	1.0	17.3
4/2+4/1	214	214	-	-	-	2.4	0.5	-	3.0	49.7	5.0	0.5	5.5
5/1	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):			41.52	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	33.0	Total Delay for Signalled Lanes (pcuHr):			12.11	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-2.6	Total Delay Over All Lanes (pcuHr):			54.40					

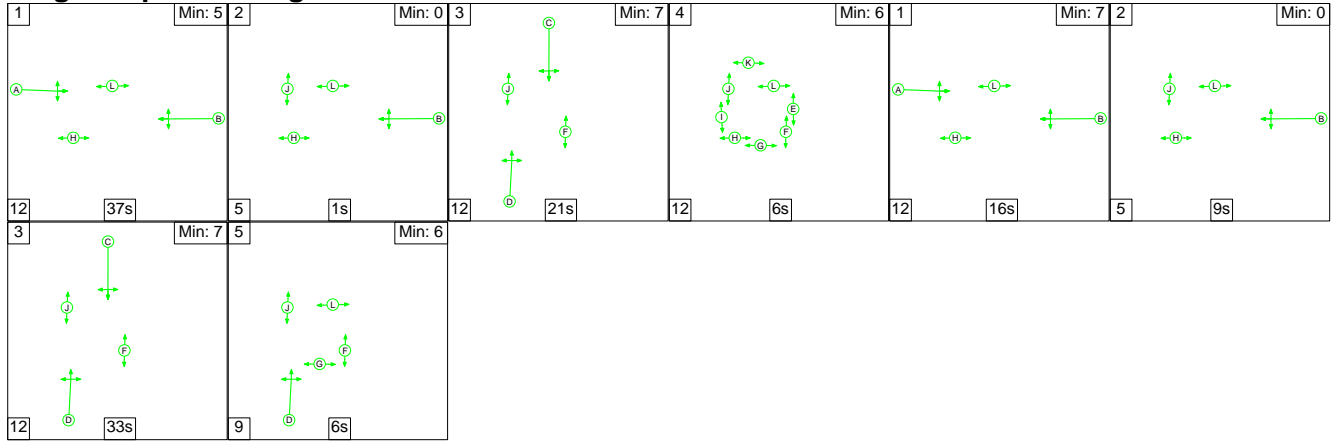
Full Input Data And Results

Full Input Data And Results

Scenario 6: '2024 With Dev PM' (FG6: '2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

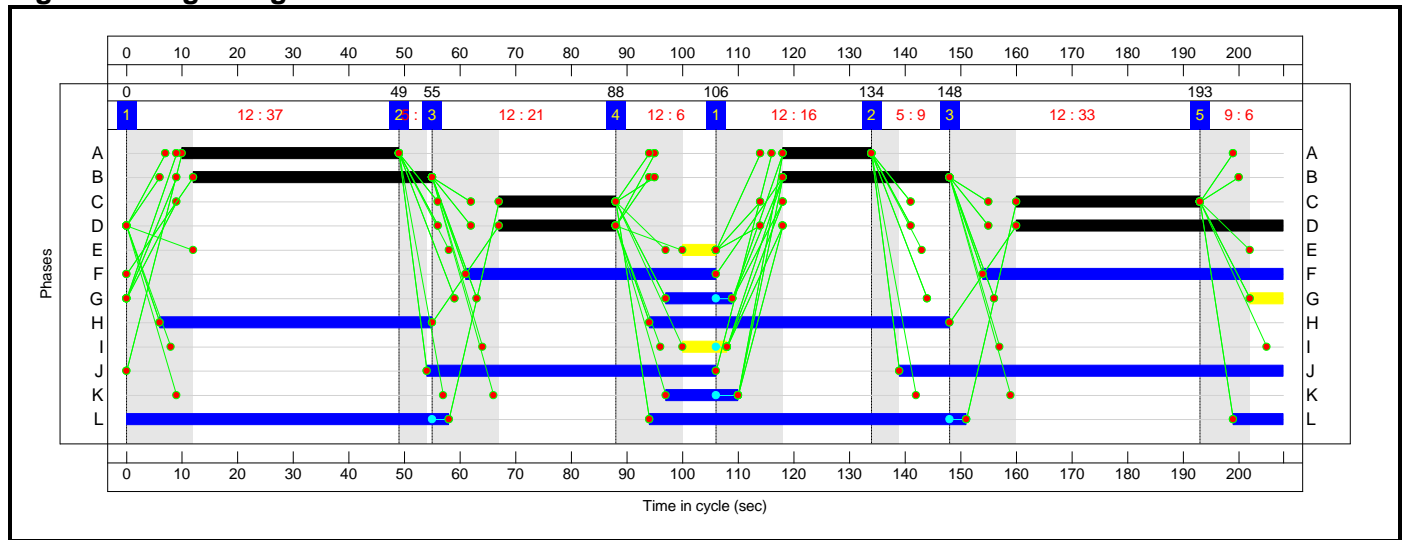
Stage Sequence Diagram



Stage Timings

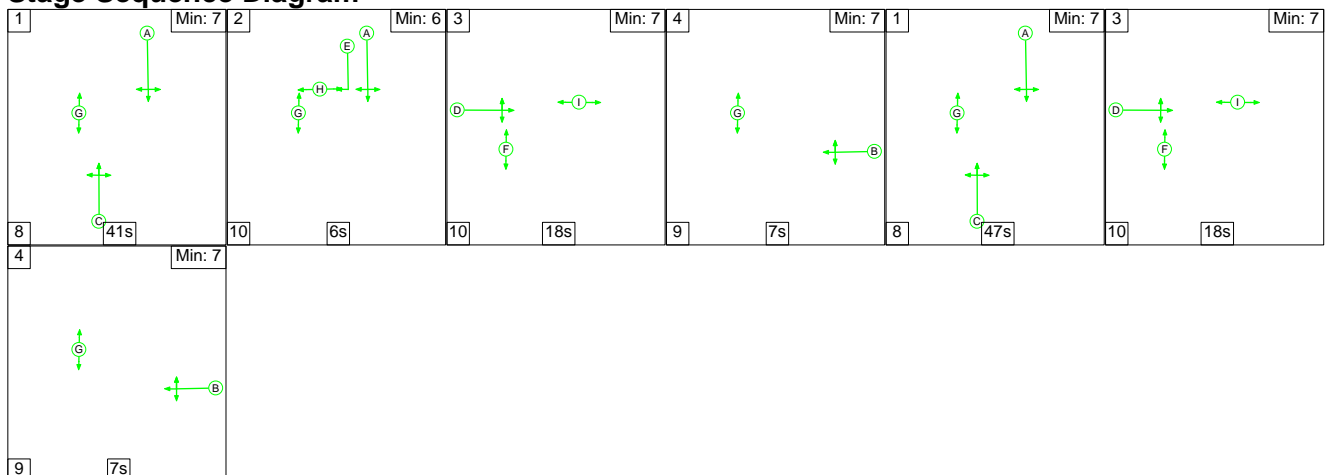
Stage	1	2	3	4	1	2	3	5
Duration	37	1	21	6	16	9	33	6
Change Point	0	49	55	88	106	134	148	193

Signal Timings Diagram



C2

Stage Sequence Diagram

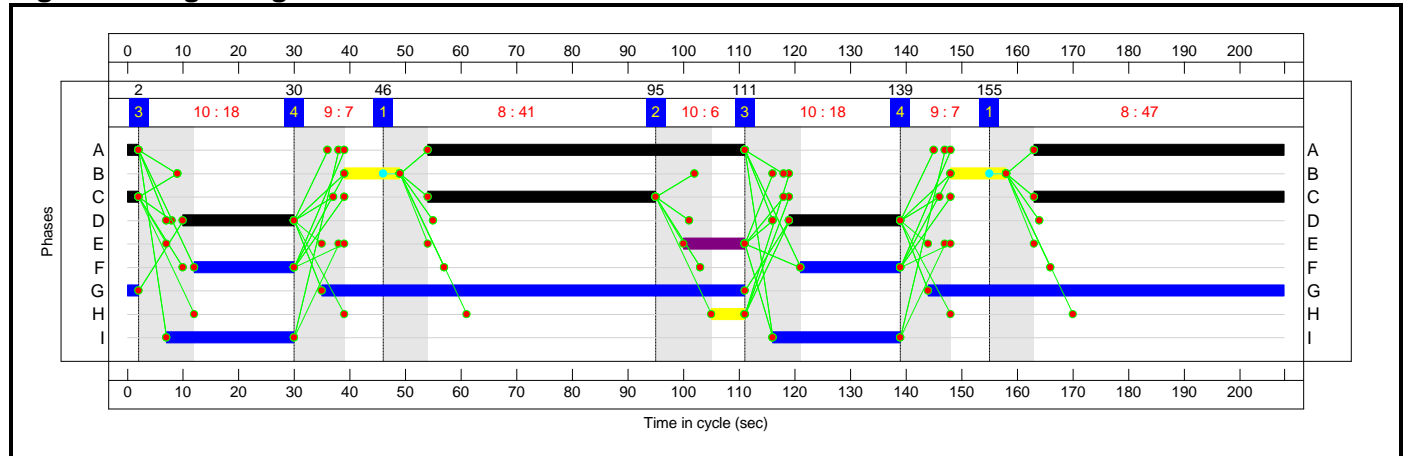


Full Input Data And Results

Stage Timings

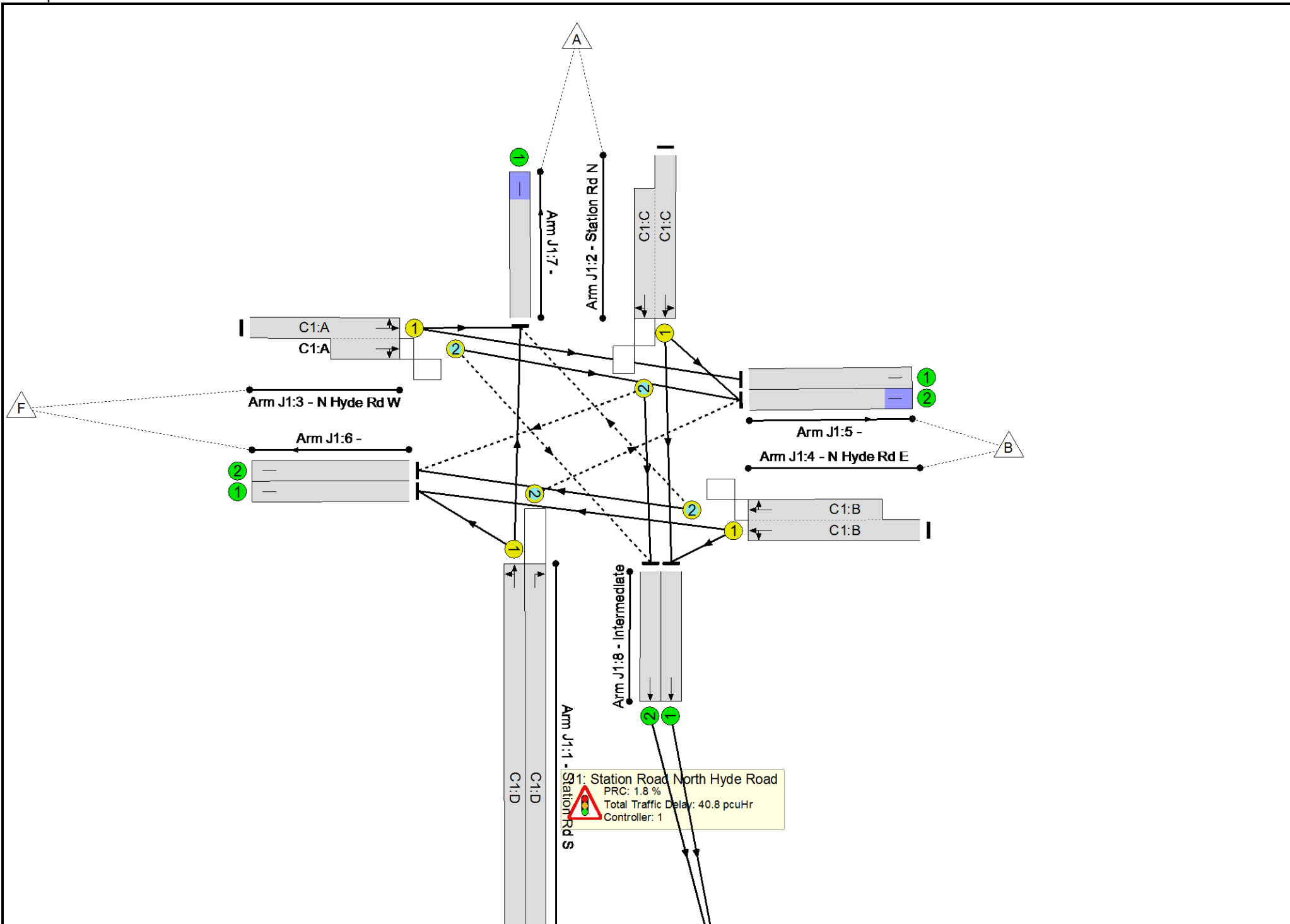
Stage	1	2	3	4	1	3	4
Duration	41	6	18	7	47	18	7
Change Point	46	95	111	139	155	2	30

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	69	-	543	2287	781	69.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	69	-	222	1892	282	78.7%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	54	-	842	2149:2040	952	88.4%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	55	-	623	1958:2160	731	85.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	759	1966:2094	859	88.4%
5/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	755	1800	1800	41.9%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	304	1800	1800	16.9%
7/1		U	N/A	N/A	-		-	-	-	750	1800	1800	41.7%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	104	11	690	2064:2064	1105	62.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	74	1995	211	35.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	88	-	745	2021:2156	968	76.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	40	-	397	1982:2386	523	75.9%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	273	242	134	36.4	17.9	2.4	56.7	-	-	-	-
J1: Station Road North Hyde Road	-	-	186	227	123	25.3	13.6	2.0	40.8	-	-	-	-
1/1	543	543	-	-	-	2.5	1.1	-	3.7	24.2	13.4	1.1	14.5
1/2	222	222	35	118	69	1.8	1.7	1.0	4.6	73.8	5.5	1.7	7.3
2/1+2/2	842	842	57	0	41	8.8	3.6	0.4	12.8	54.7	12.3	3.6	15.9
3/1+3/2	623	623	40	0	3	5.9	2.8	0.1	8.7	50.5	13.7	2.8	16.4
4/1+4/2	759	759	55	109	10	6.2	3.6	0.5	10.3	48.7	11.6	3.6	15.2
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	755	755	-	-	-	0.0	0.4	-	0.4	1.7	0.1	0.4	0.4
6/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	304	304	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	750	750	-	-	-	0.0	0.4	-	0.4	1.9	0.9	0.4	1.2
8/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	87	15	10	11.2	4.3	0.4	15.9	-	-	-	-
1/1+1/2	690	690	85	15	10	1.2	0.8	0.4	2.5	12.9	17.1	0.8	17.9
2/1	74	74	-	-	-	0.9	0.3	-	1.2	56.4	2.1	0.3	2.3
3/1+3/2	745	745	2	0	0	4.9	1.6	0.0	6.6	31.8	18.1	1.6	19.8
4/2+4/1	397	397	-	-	-	4.1	1.5	-	5.7	51.3	7.9	1.5	9.4
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		1.8	Total Delay for Signalled Lanes (pcuHr):		39.99	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):		17.0	Total Delay for Signalled Lanes (pcuHr):		15.86	Cycle Time (s): 208				
			PRC Over All Lanes (%):		1.8	Total Delay Over All Lanes (pcuHr):		56.71					

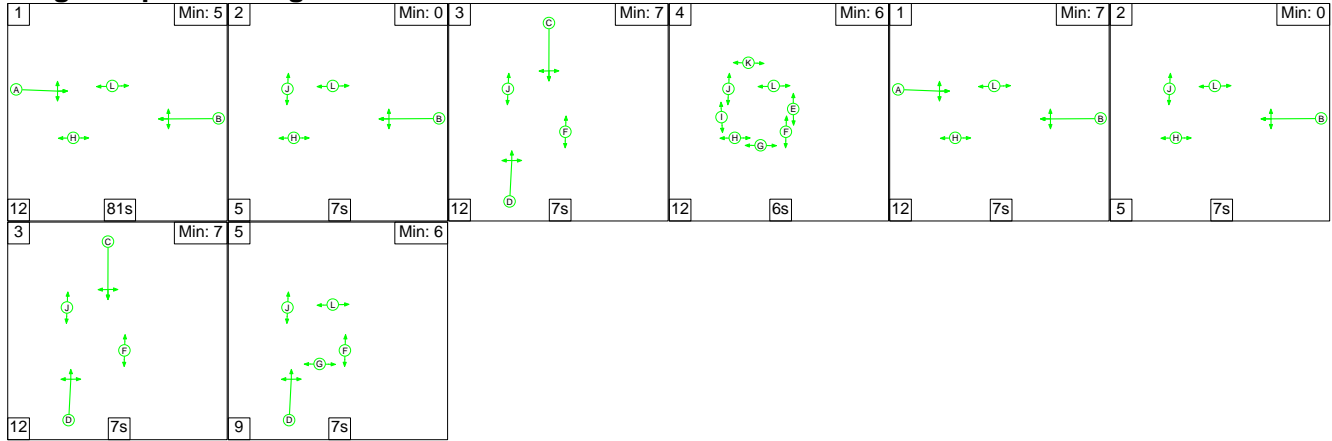
Full Input Data And Results

Full Input Data And Results

Scenario 7: '2029 Baseline AM' (FG7: '2029 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

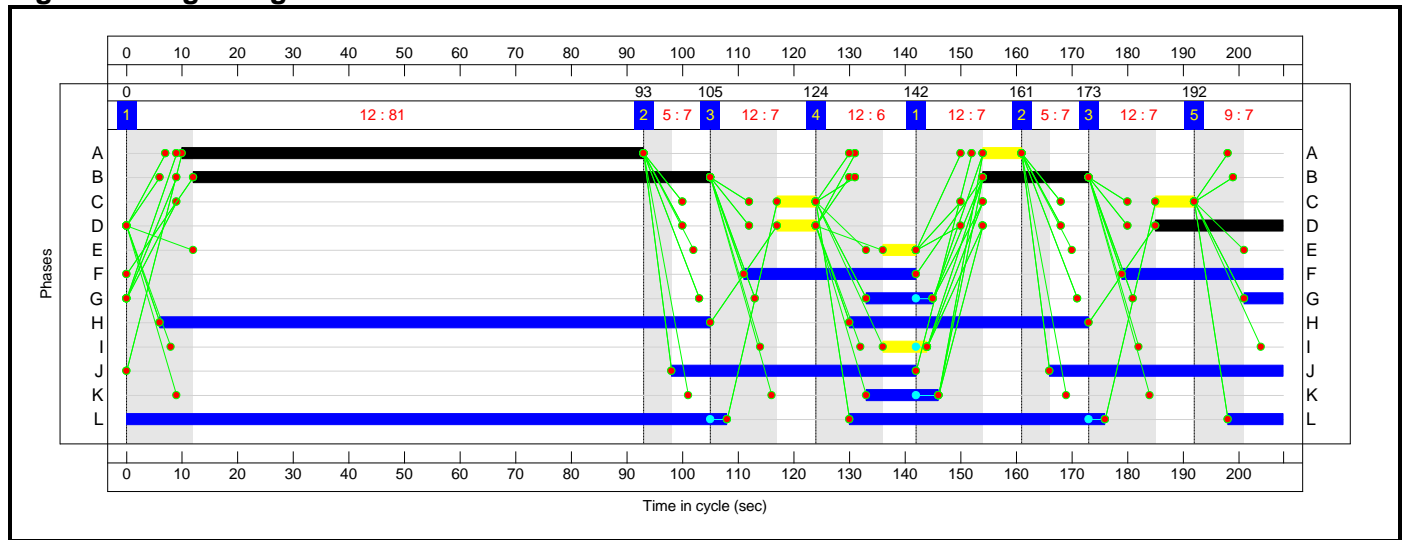
Stage Sequence Diagram



Stage Timings

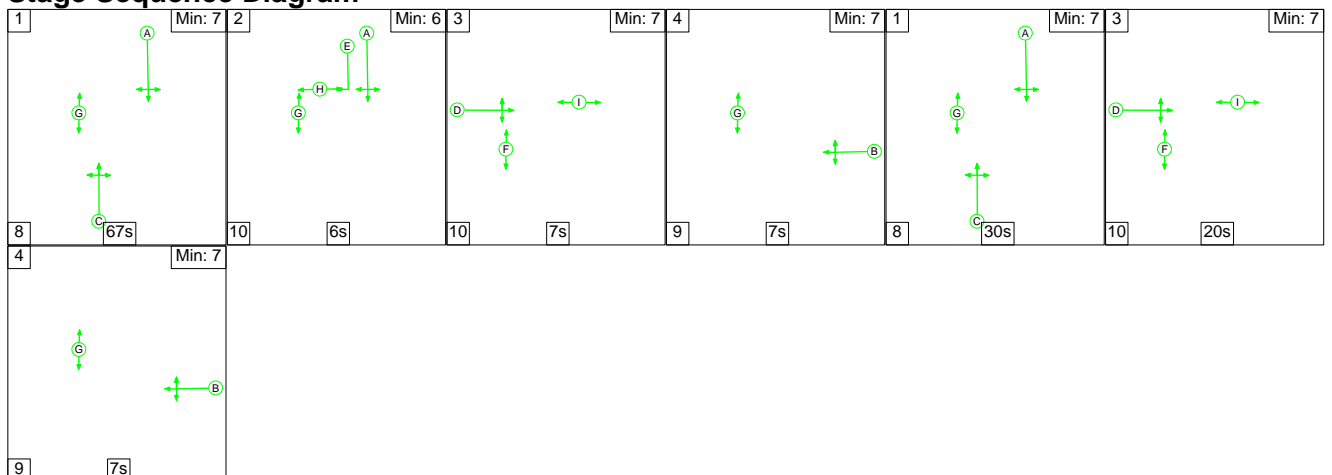
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

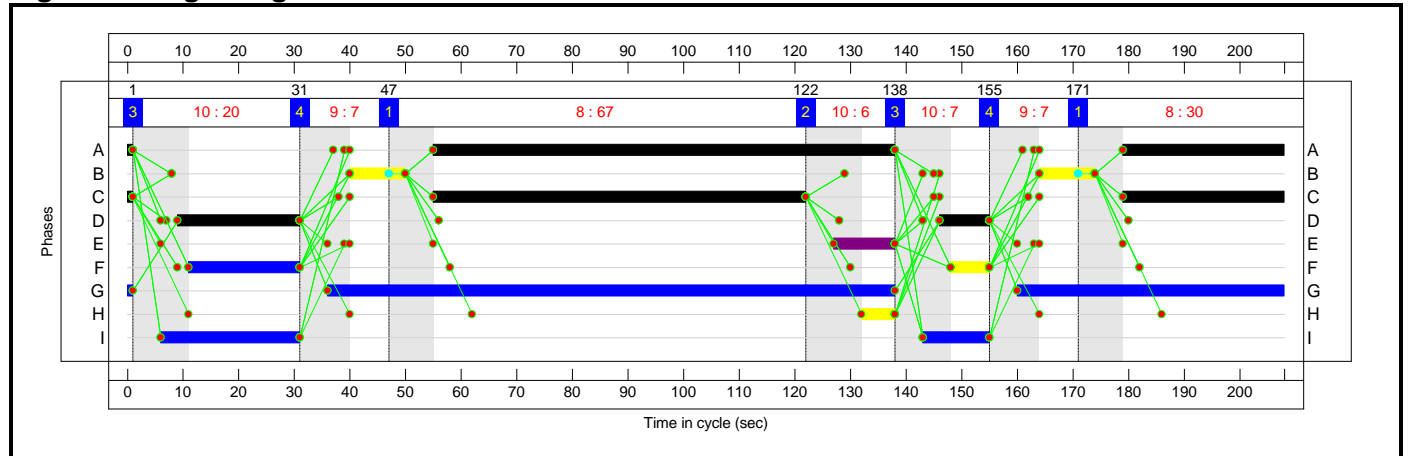


Full Input Data And Results

Stage Timings

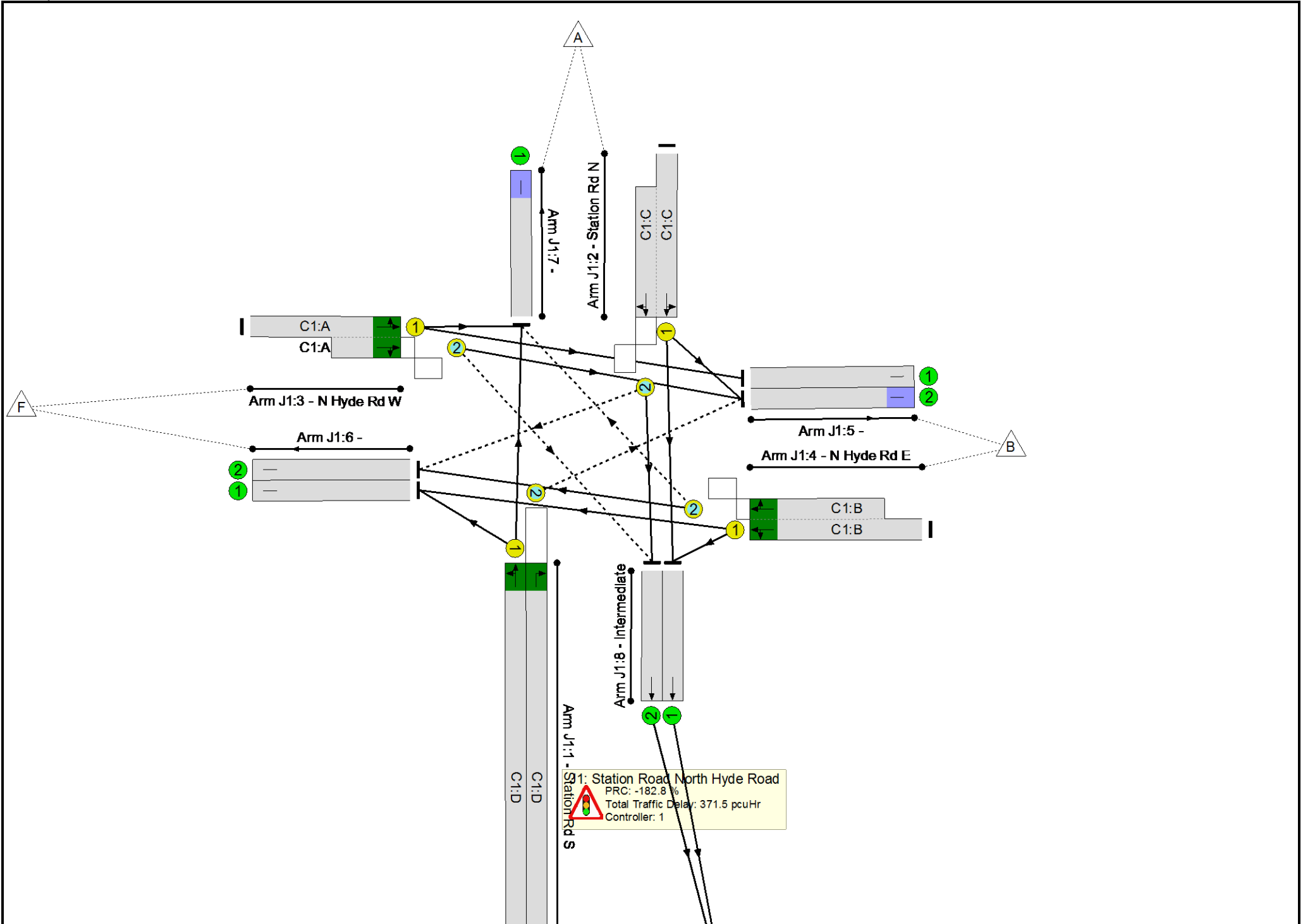
Stage	1	2	3	4	1	3	4
Duration	67	6	7	7	30	20	7
Change Point	47	122	138	155	171	1	31

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	254.5%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	254.5%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	410	2287	396	103.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	236	1892	229	102.9%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	820	2149:2040	322	254.5%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	525	1958:2160	1065	49.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	1043	1966:2094	1441	72.4%
5/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	730	1800	1800	30.9%
6/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	450	1800	1800	20.1%
7/1		U	N/A	N/A	-		-	-	-	626	1800	1800	34.0%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	316	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	67.0%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	113	11	676	2064:2064	1185	36.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	91	1995	211	43.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	97	-	721	2021:2156	1076	67.0%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	31	-	218	1982:2386	393	55.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	223	194	192	103.7	278.2	1.1	383.0	-	-	-	-
J1: Station Road North Hyde Road	-	-	165	191	190	94.7	275.9	0.9	371.5	-	-	-	-
1/1	410	396	-	-	-	8.3	14.3	-	22.6	198.3	18.2	14.3	32.4
1/2	236	229	0	124	106	4.5	9.5	0.3	14.4	219.0	10.0	9.5	19.5
2/1+2/2	820	322	0	0	54	74.4	249.7	0.2	324.3	1423.8	79.5	249.7	329.2
3/1+3/2	525	525	33	0	15	3.0	0.5	0.3	3.8	25.8	5.9	0.5	6.4
4/1+4/2	1043	1043	131	67	15	4.3	1.3	0.2	5.8	19.9	9.9	1.3	11.2
5/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	557	557	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	362	362	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/1	613	613	-	-	-	0.1	0.3	-	0.4	2.1	6.4	0.3	6.7
8/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	58	3	2	9.0	2.3	0.2	11.5	-	-	-	-
1/1+1/2	432	432	55	3	2	1.4	0.3	0.2	1.9	16.1	6.3	0.3	6.6
2/1	91	91	-	-	-	1.2	0.4	-	1.5	60.5	3.0	0.4	3.4
3/1+3/2	721	721	3	0	0	3.8	1.0	0.0	4.8	24.0	13.0	1.0	14.0
4/2+4/1	218	218	-	-	-	2.6	0.6	-	3.2	53.5	5.5	0.6	6.2
5/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-182.8	Total Delay for Signalled Lanes (pcuHr):			370.79	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	34.3	Total Delay for Signalled Lanes (pcuHr):			11.51	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-182.8	Total Delay Over All Lanes (pcuHr):			383.01					

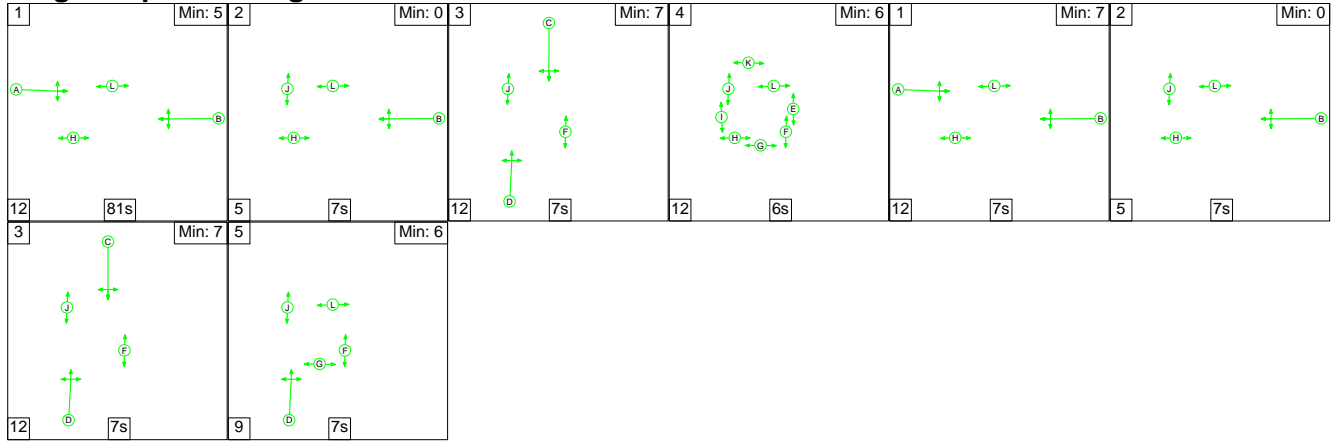
Full Input Data And Results

Full Input Data And Results

Scenario 8: '2029 Baseline PM' (FG8: '2029 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

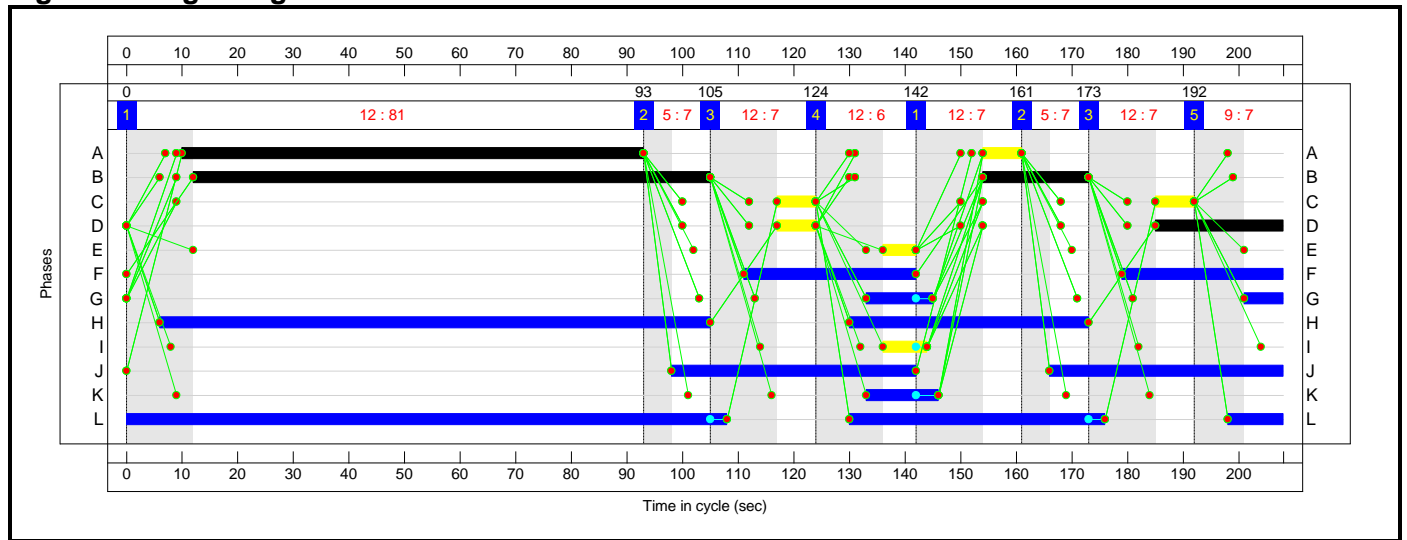
Stage Sequence Diagram



Stage Timings

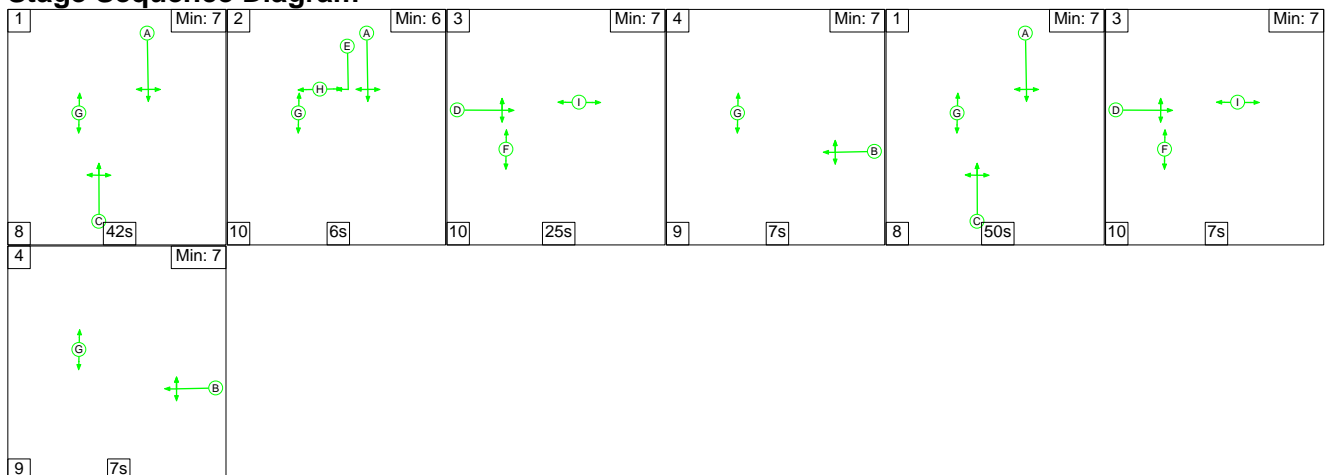
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

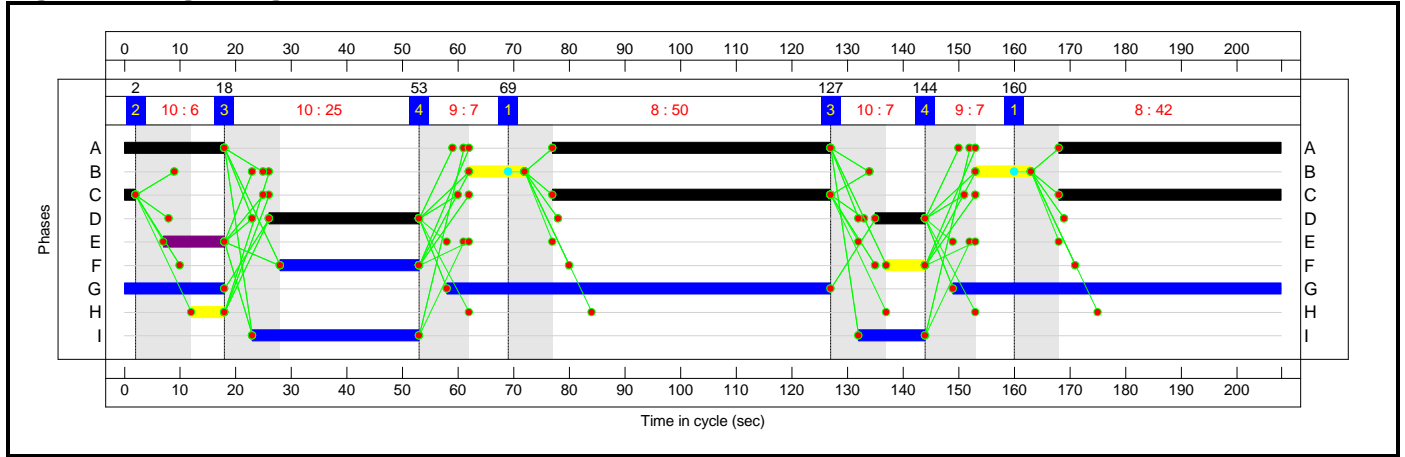


Full Input Data And Results

Stage Timings

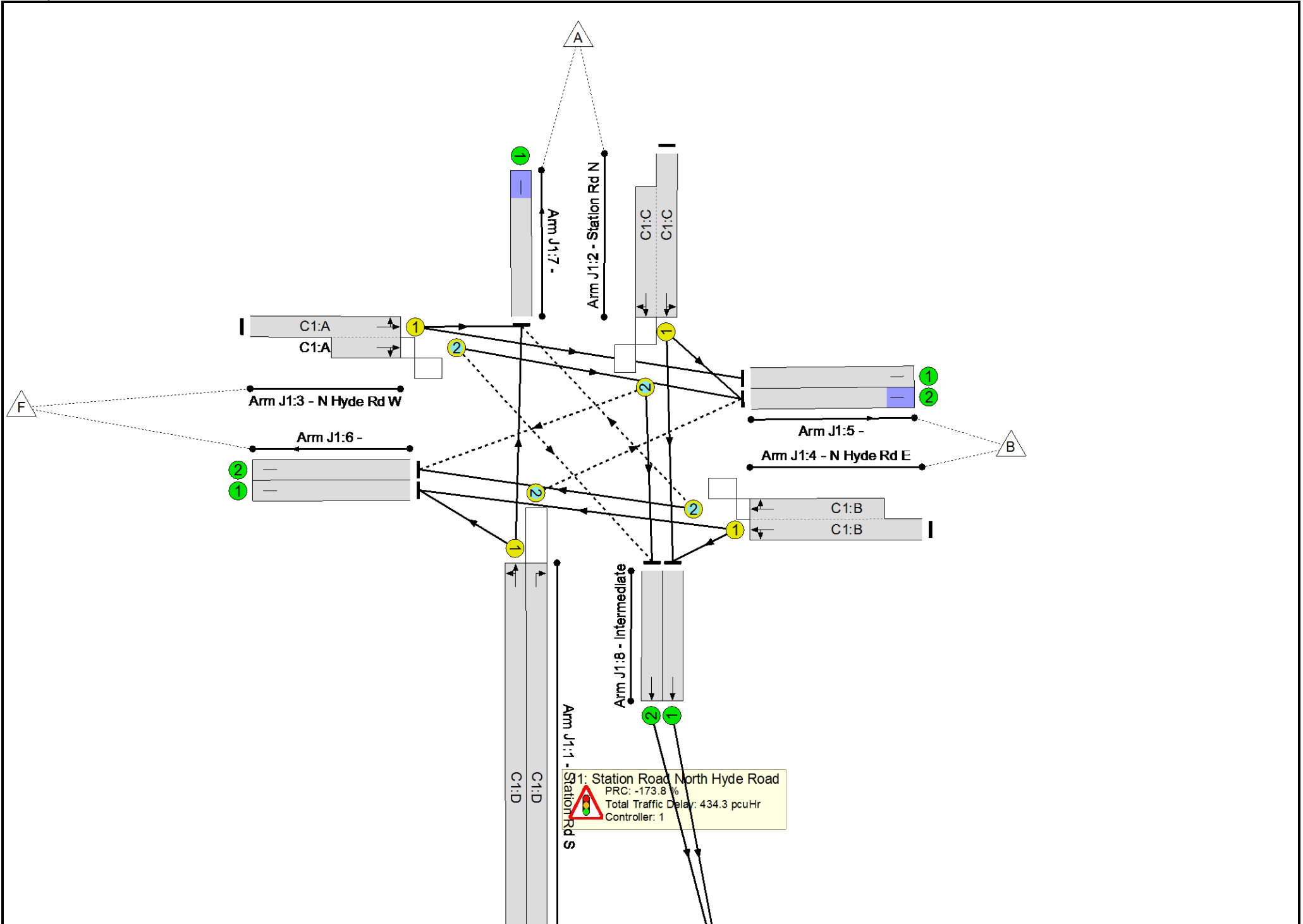
Stage	1	2	3	4	1	3	4
Duration	42	6	25	7	50	7	7
Change Point	160	2	18	53	69	127	144

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	246.4%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	246.4%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	506	2287	352	143.8%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	230	1892	229	100.3%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	794	2149:2040	322	246.4%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	604	1958:2160	1064	56.7%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	799	1966:2094	1398	57.2%
5/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	756	1800	1800	33.3%
6/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	302	1800	1800	14.1%
7/1		U	N/A	N/A	-		-	-	-	684	1800	1800	30.4%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	108	11	675	2064:2064	1148	35.0%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	76	1995	211	36.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	92	-	716	2021:2156	1014	70.6%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	36	-	405	1982:2386	475	85.3%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	210	189	151	121.3	329.4	1.1	451.8	-	-	-	-
J1: Station Road North Hyde Road	-	-	143	188	151	108.5	325.0	0.7	434.3	-	-	-	-
1/1	506	352	-	-	-	27.1	78.7	-	105.7	752.3	41.6	78.7	120.3
1/2	230	229	0	124	106	3.6	7.7	0.2	11.5	180.6	9.3	7.7	17.1
2/1+2/2	794	322	0	0	31	70.7	236.7	0.1	307.6	1394.5	75.1	236.7	311.8
3/1+3/2	604	604	35	0	9	4.0	0.7	0.1	4.8	28.5	10.0	0.7	10.6
4/1+4/2	799	799	108	64	5	3.1	0.7	0.3	4.0	18.2	8.1	0.7	8.8
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	599	599	-	-	-	0.0	0.2	-	0.3	1.5	0.1	0.2	0.3
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	254	254	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	547	547	-	-	-	0.0	0.2	-	0.3	1.7	0.9	0.2	1.1
8/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	67	2	0	12.8	4.4	0.3	17.6	-	-	-	-
1/1+1/2	402	402	65	2	0	2.1	0.3	0.3	2.7	24.4	6.5	0.3	6.8
2/1	76	76	-	-	-	0.9	0.3	-	1.2	57.4	2.3	0.3	2.6
3/1+3/2	716	716	2	0	0	4.6	1.2	0.0	5.8	29.2	18.7	1.2	19.9
4/2+4/1	405	405	-	-	-	5.1	2.7	-	7.8	69.5	10.7	2.7	13.4
5/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-173.8	Total Delay for Signalled Lanes (pcuHr):			433.67	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):			17.57	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-173.8	Total Delay Over All Lanes (pcuHr):			451.84					

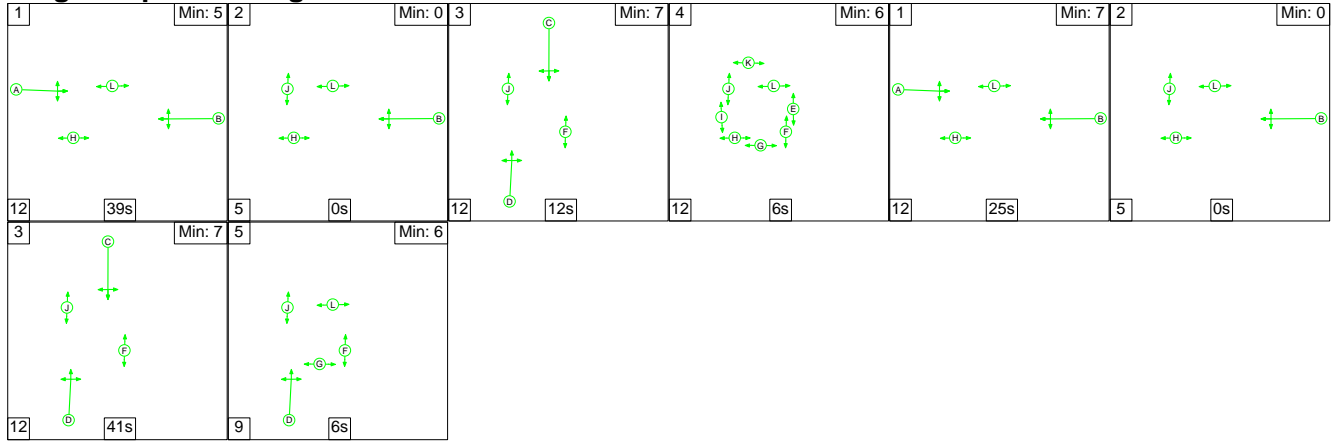
Full Input Data And Results

Full Input Data And Results

Scenario 9: '2029 With Dev AM' (FG9: '2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

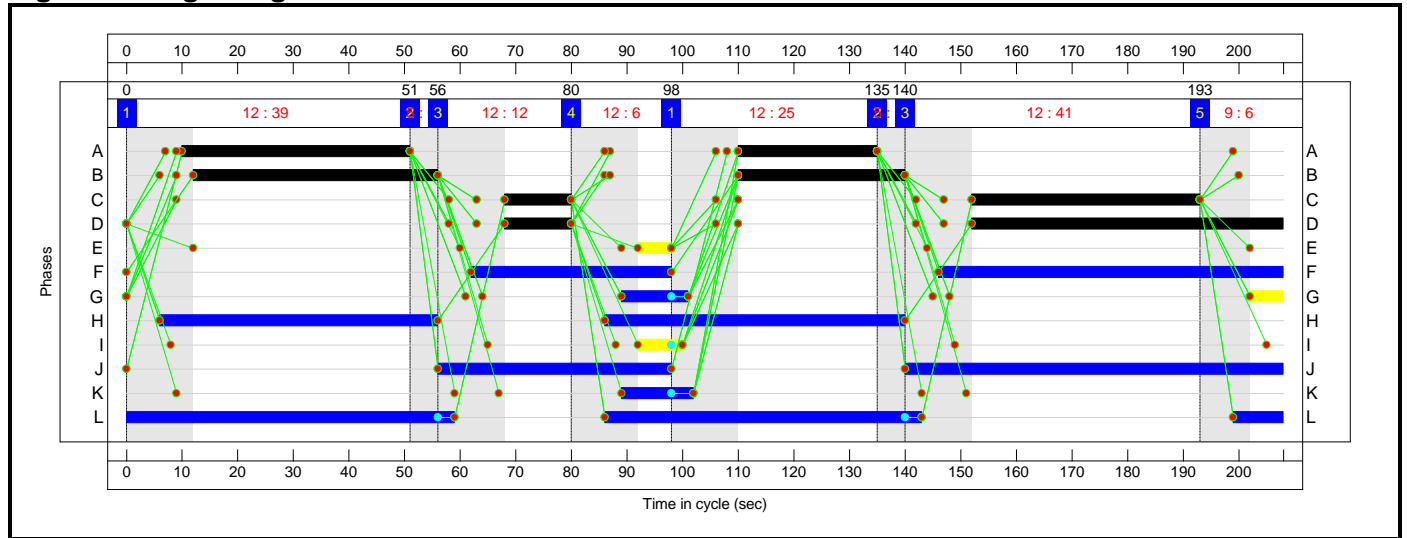
Stage Sequence Diagram



Stage Timings

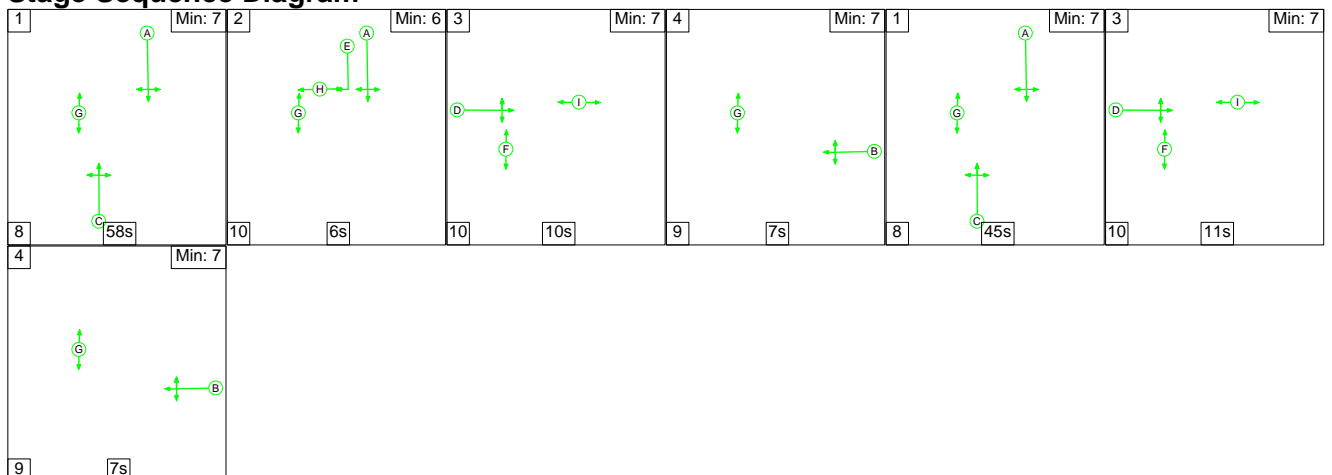
Stage	1	2	3	4	1	2	3	5
Duration	39	0	12	6	25	0	41	6
Change Point	0	51	56	80	98	135	140	193

Signal Timings Diagram



C2

Stage Sequence Diagram

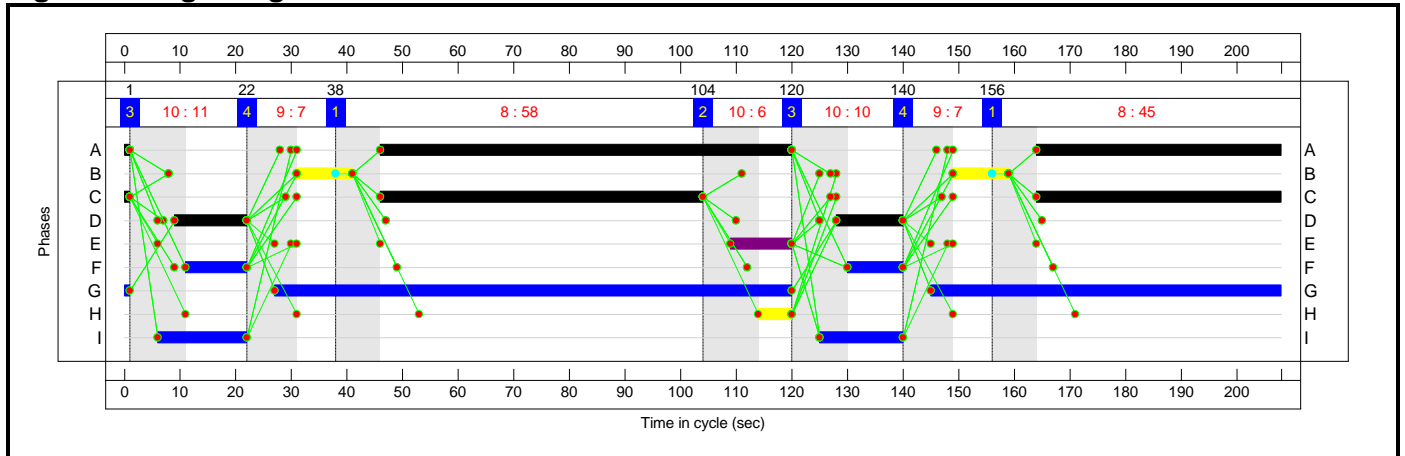


Full Input Data And Results

Stage Timings

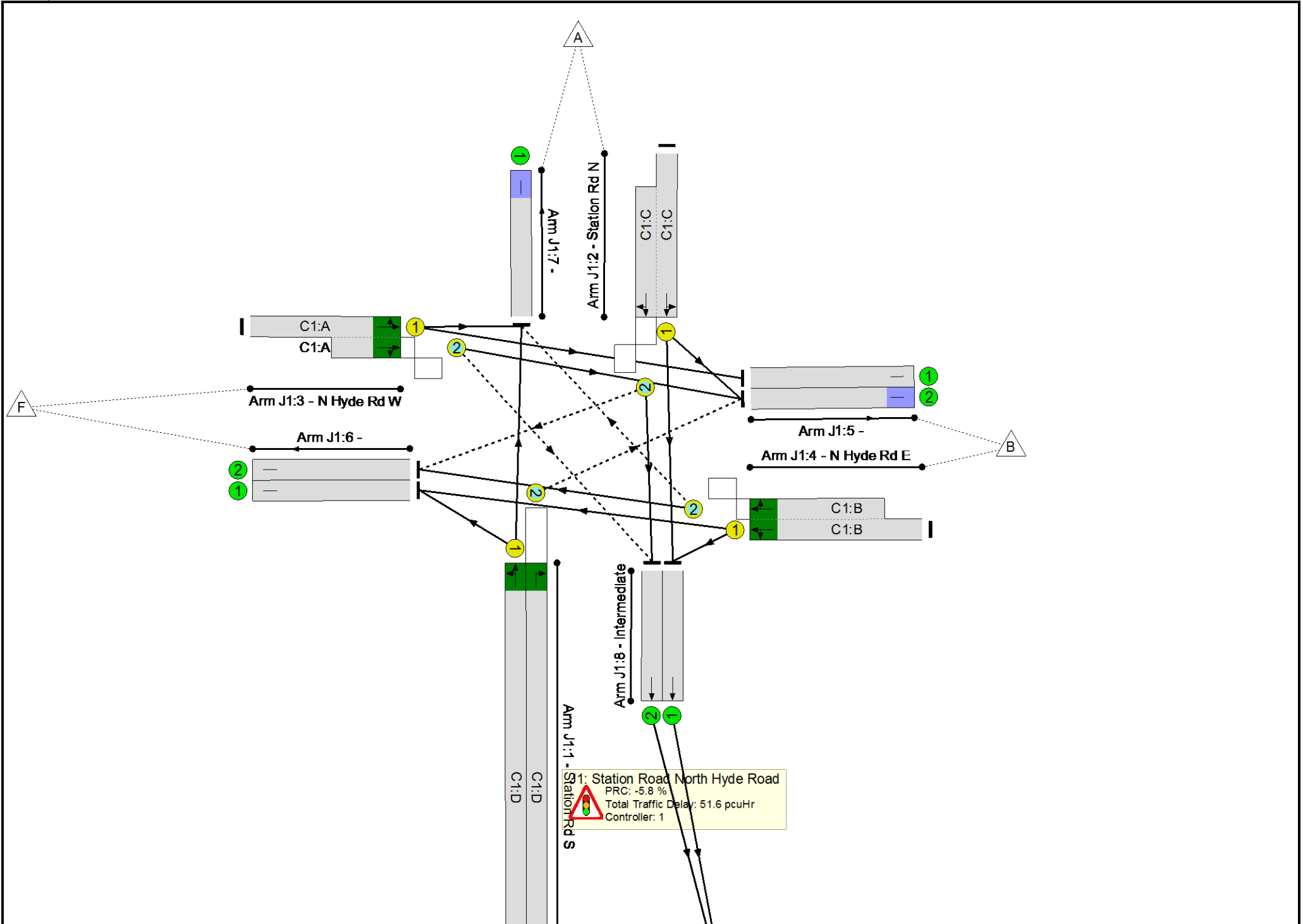
Stage	1	2	3	4	1	3	4
Duration	58	6	10	7	45	11	7
Change Point	38	104	120	140	156	1	22

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	68	-	427	2287	814	52.5%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	68	-	219	1892	273	80.3%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	53	-	902	2149:2040	947	95.2%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	66	-	516	1958:2160	758	68.1%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	74	-	1038	1966:2094	1090	95.2%
5/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	708	1800	1800	39.3%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	477	1800	1800	26.5%
7/1		U	N/A	N/A	-		-	-	-	652	1800	1800	36.2%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	119	11	725	2064:2064	1241	58.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	90	1995	211	42.7%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	103	-	721	2021:2156	1125	64.1%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	25	-	219	1982:2386	340	64.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	421	137	192	38.4	22.3	2.5	63.3	-	-	-	-
J1: Station Road North Hyde Road	-	-	324	136	192	29.9	19.5	2.2	51.6	-	-	-	-
1/1	427	427	-	-	-	2.0	0.6	-	2.6	21.7	9.7	0.6	10.2
1/2	219	219	16	118	85	1.6	1.9	1.1	4.6	75.7	5.0	1.9	6.9
2/1+2/2	902	902	120	0	52	13.0	7.5	0.3	20.8	83.0	21.6	7.5	29.1
3/1+3/2	516	516	1	0	47	4.0	1.1	0.4	5.5	38.2	9.0	1.1	10.1
4/1+4/2	1038	1038	187	18	9	9.2	7.7	0.3	17.3	60.0	26.3	7.7	34.1
5/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	708	708	-	-	-	0.0	0.3	-	0.3	1.7	0.1	0.3	0.4
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	477	477	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	652	652	-	-	-	0.0	0.3	-	0.3	1.7	0.6	0.3	0.9
8/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	96	1	0	8.5	2.9	0.3	11.7	-	-	-	-
1/1+1/2	725	725	93	1	0	1.3	0.7	0.3	2.3	11.4	21.5	0.7	22.2
2/1	90	90	-	-	-	1.1	0.4	-	1.5	59.3	2.8	0.4	3.2
3/1+3/2	721	721	3	0	0	3.5	0.9	0.0	4.4	21.9	14.4	0.9	15.3
4/2+4/1	219	219	-	-	-	2.6	0.9	-	3.5	58.0	5.1	0.9	6.0
5/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-5.8	Total Delay for Signalled Lanes (pcuHr):		50.75	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):		39.6	Total Delay for Signalled Lanes (pcuHr):		11.70	Cycle Time (s): 208				
			PRC Over All Lanes (%):		-5.8	Total Delay Over All Lanes (pcuHr):		63.26					

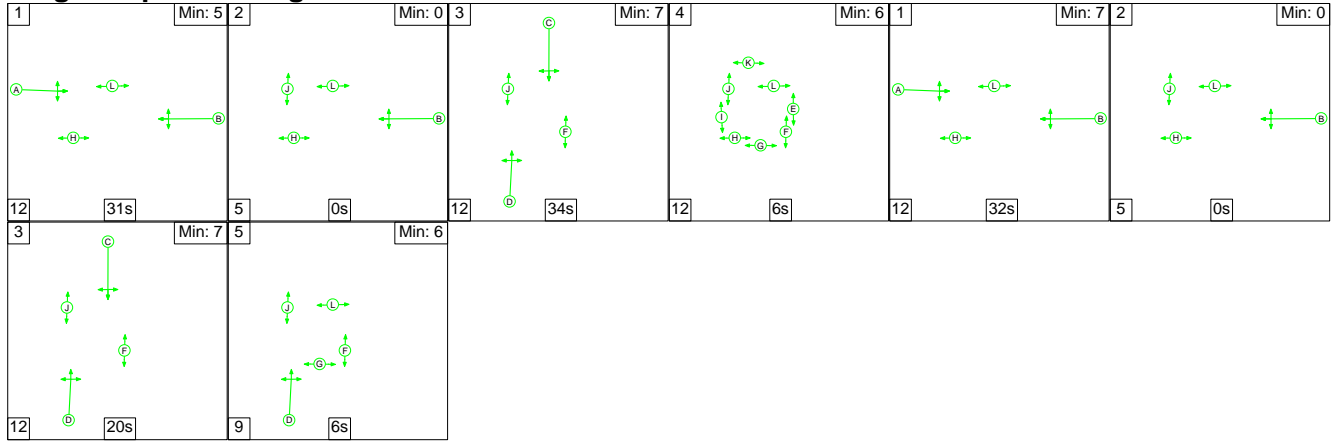
Full Input Data And Results

Full Input Data And Results

Scenario 10: '2029 With Dev PM' (FG10: '2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

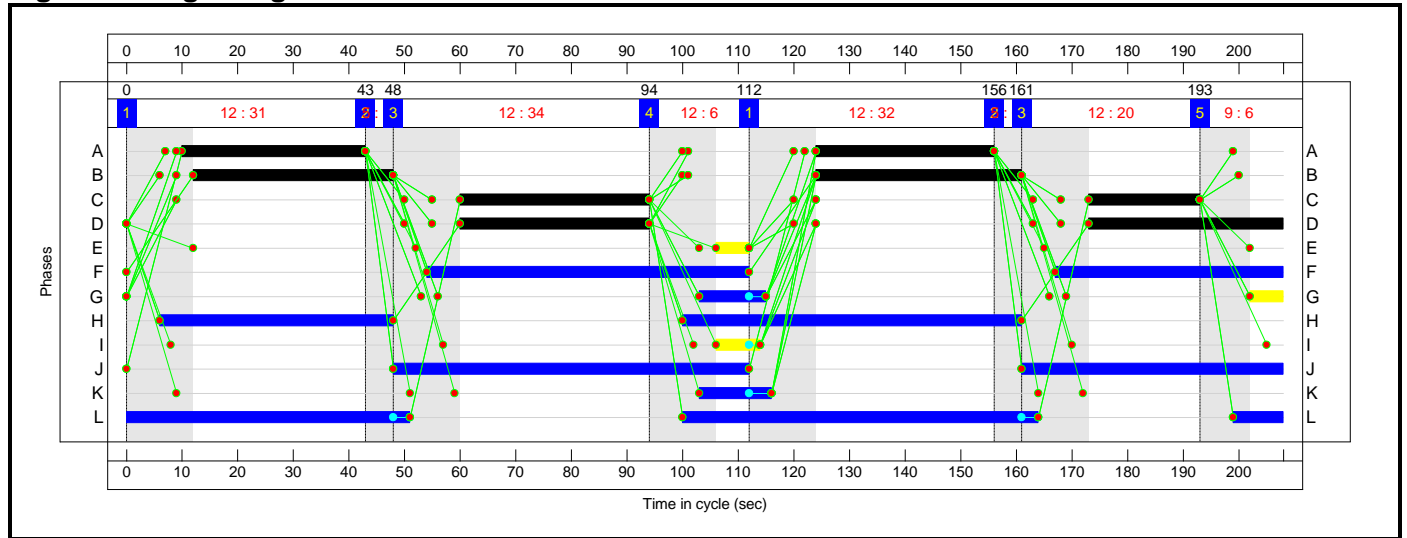
Stage Sequence Diagram



Stage Timings

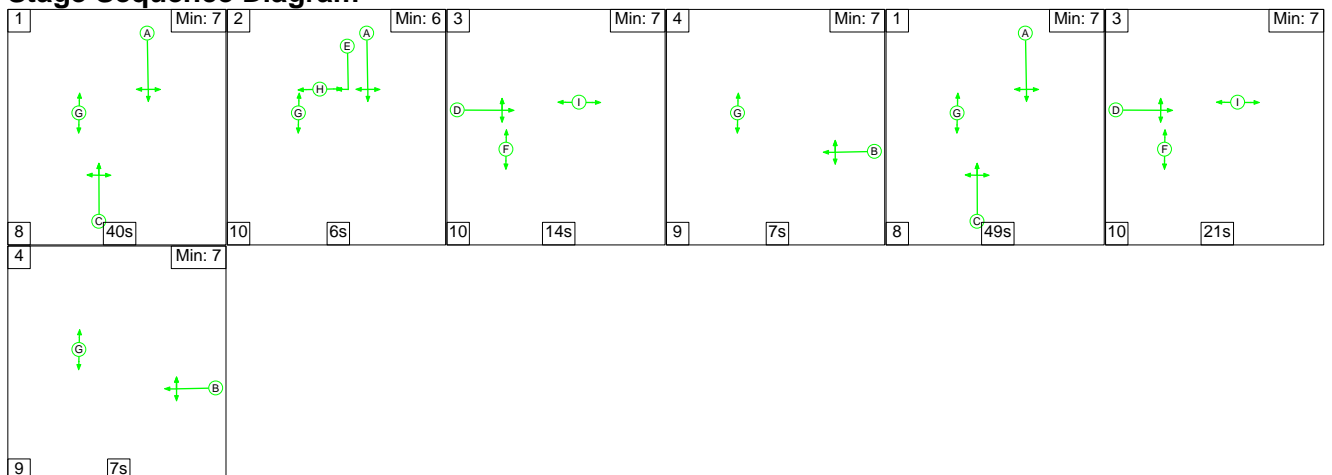
Stage	1	2	3	4	1	2	3	5
Duration	31	0	34	6	32	0	20	6
Change Point	0	43	48	94	112	156	161	193

Signal Timings Diagram



C2

Stage Sequence Diagram

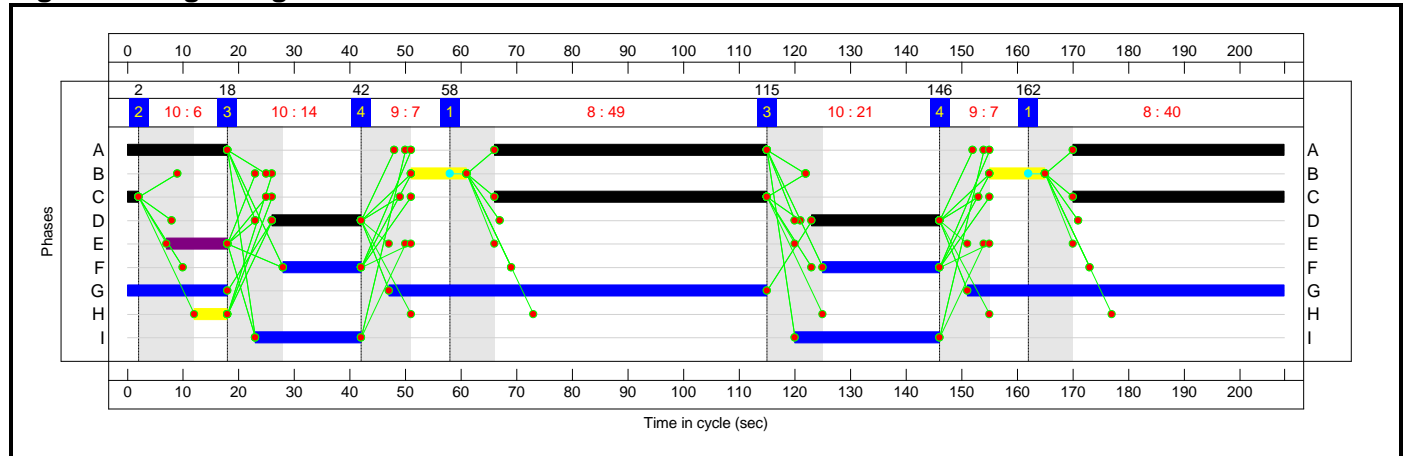


Full Input Data And Results

Stage Timings

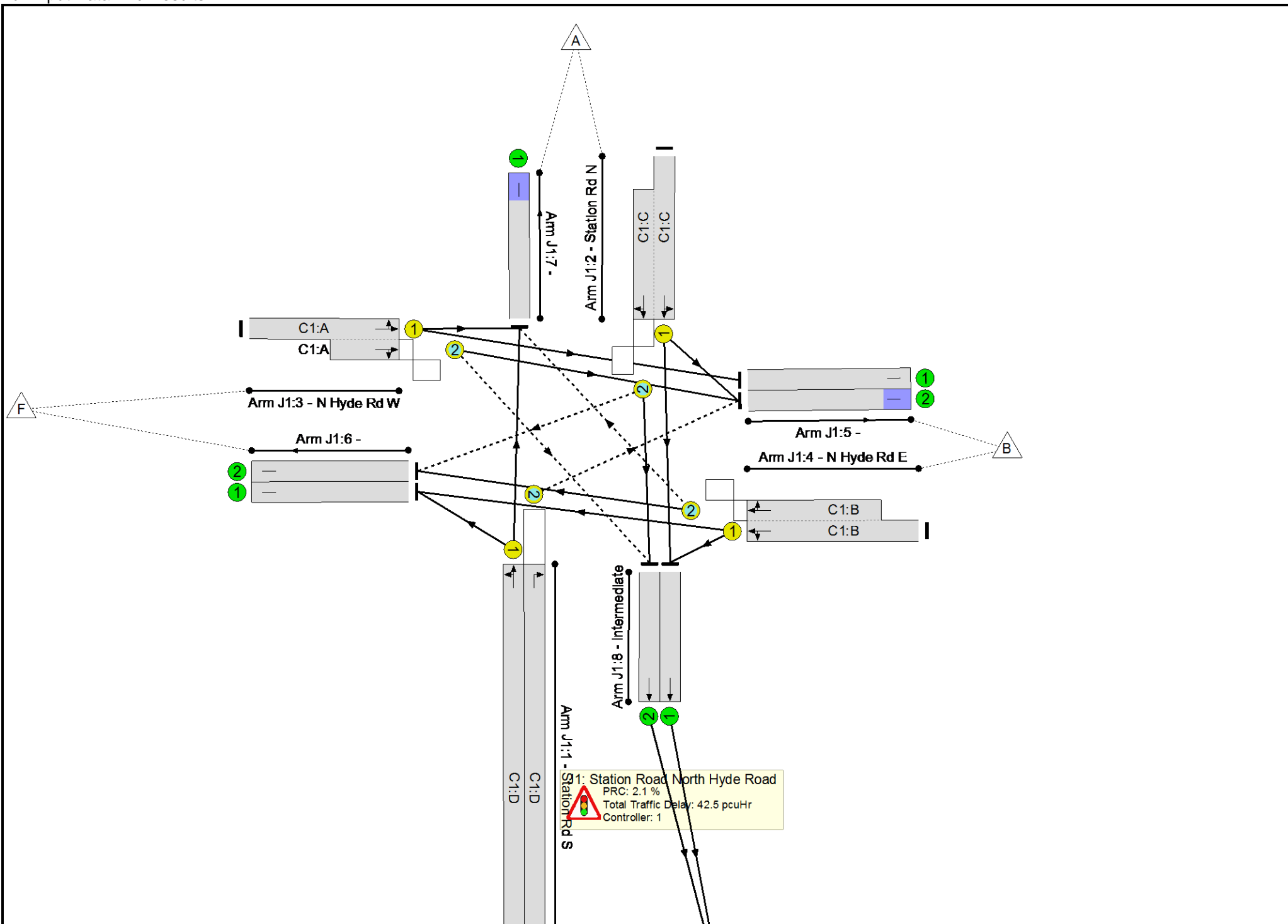
Stage	1	2	3	4	1	3	4
Duration	40	6	14	7	49	21	7
Change Point	162	2	18	42	58	115	146

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	69	-	552	2287	781	70.7%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	69	-	228	1892	259	88.0%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	54	-	856	2149:2040	971	88.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	65	-	633	1958:2160	829	76.3%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	774	1966:2094	879	88.1%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	768	1800	1800	42.7%
6/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	17.2%
7/1		U	N/A	N/A	-		-	-	-	761	1800	1800	42.3%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	105	11	704	2064:2064	1115	63.1%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	76	1995	211	36.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	89	-	761	2021:2156	979	77.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	39	-	404	1982:2386	513	78.8%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	315	180	169	38.7	18.3	2.6	59.5	-	-	-	-
J1: Station Road North Hyde Road	-	-	213	175	161	26.9	13.7	2.0	42.5	-	-	-	-
1/1	552	552	-	-	-	3.8	1.2	-	5.0	32.4	17.4	1.2	18.6
1/2	228	228	31	118	79	1.6	3.1	0.8	5.5	87.4	7.8	3.1	10.8
2/1+2/2	856	856	55	0	45	8.9	3.5	0.4	12.8	53.8	12.7	3.5	16.2
3/1+3/2	633	633	29	0	15	5.2	1.6	0.2	7.0	39.7	13.1	1.6	14.7
4/1+4/2	774	774	98	57	22	7.3	3.5	0.6	11.3	52.7	12.1	3.5	15.6
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	768	768	-	-	-	0.0	0.4	-	0.4	1.7	0.1	0.4	0.5
6/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	310	310	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	761	761	-	-	-	0.1	0.4	-	0.5	2.2	5.8	0.4	6.1
8/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	102	5	8	11.8	4.7	0.6	17.0	-	-	-	-
1/1+1/2	704	704	100	5	8	1.7	0.9	0.6	3.1	15.9	19.4	0.9	20.3
2/1	76	76	-	-	-	0.9	0.3	-	1.2	56.5	2.0	0.3	2.3
3/1+3/2	761	761	2	0	0	4.9	1.7	0.0	6.6	31.5	17.5	1.7	19.2
4/2+4/1	404	404	-	-	-	4.2	1.8	-	6.1	53.9	7.9	1.8	9.7
5/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):			41.60	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):			17.00	Cycle Time (s): 208				
PRC Over All Lanes (%):				2.1	Total Delay Over All Lanes (pcuHr):			59.54					

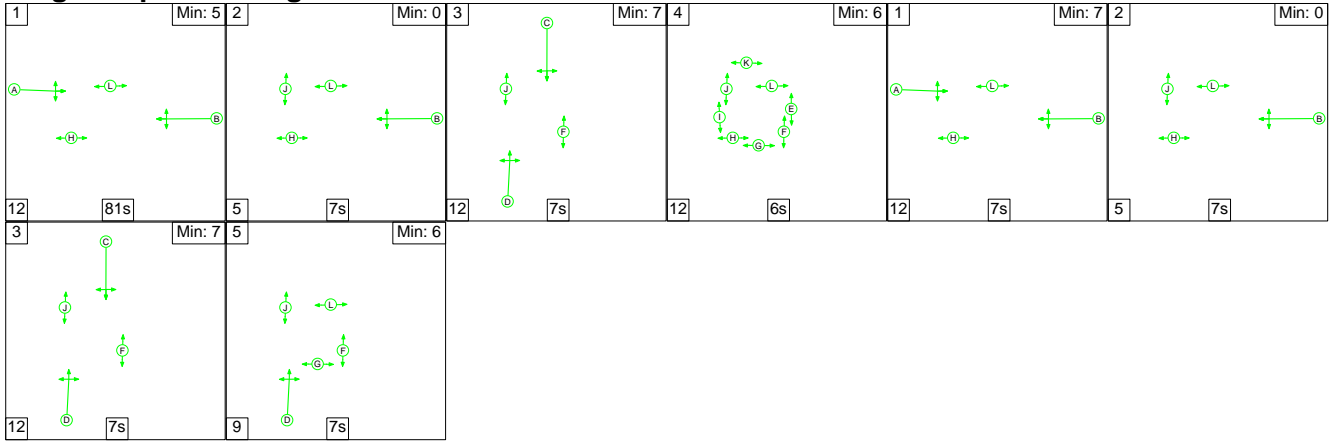
Full Input Data And Results

Full Input Data And Results

Scenario 11: 'Cumulative 2024 Baseline AM' (FG11: 'Cumulative 2024 Baseline AM', Plan 1: 'Staging Plan No. 1')

C1

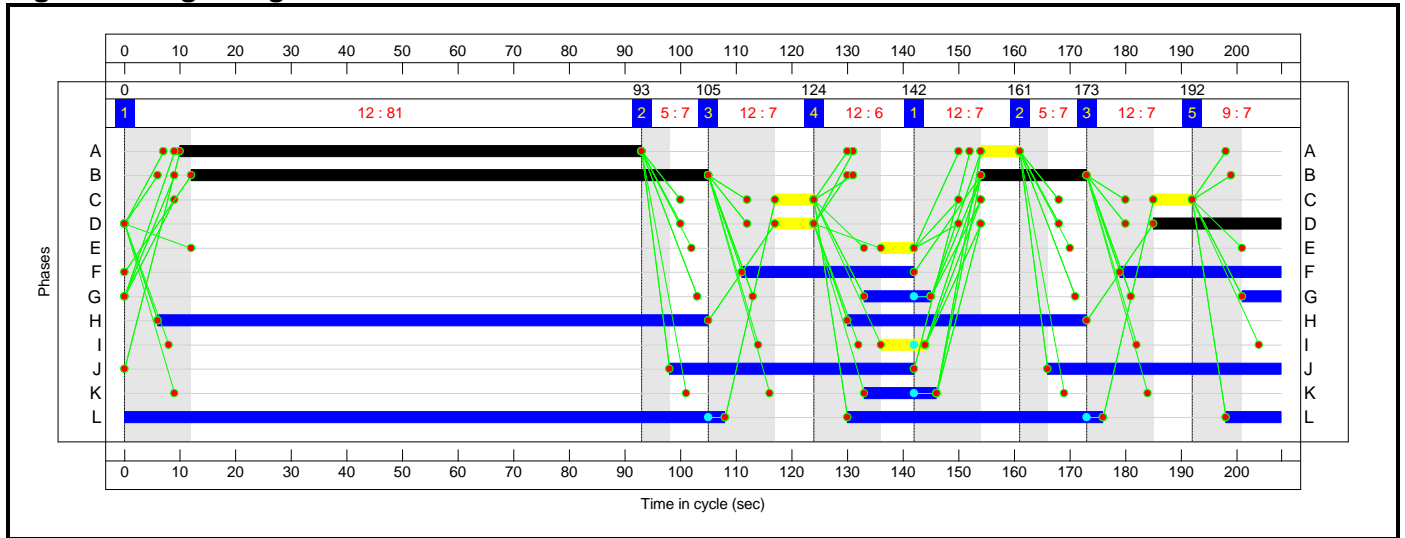
Stage Sequence Diagram



Stage Timings

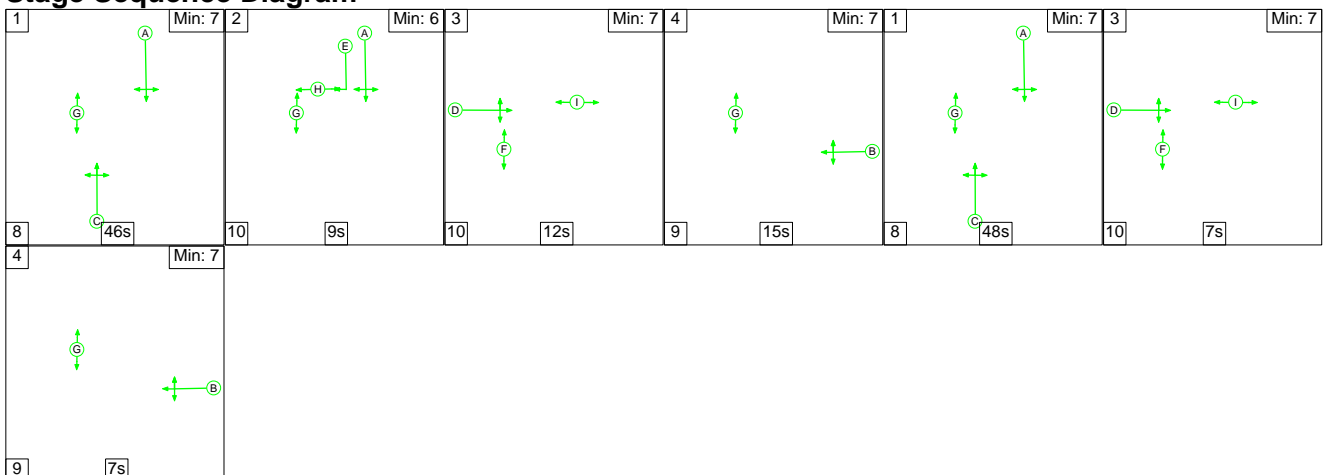
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

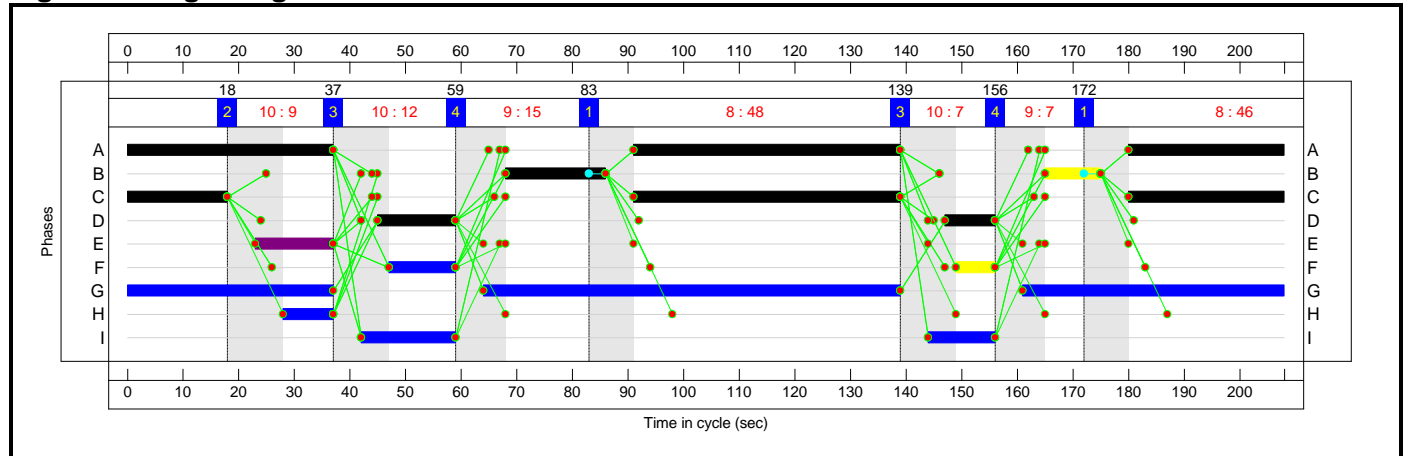


Full Input Data And Results

Stage Timings

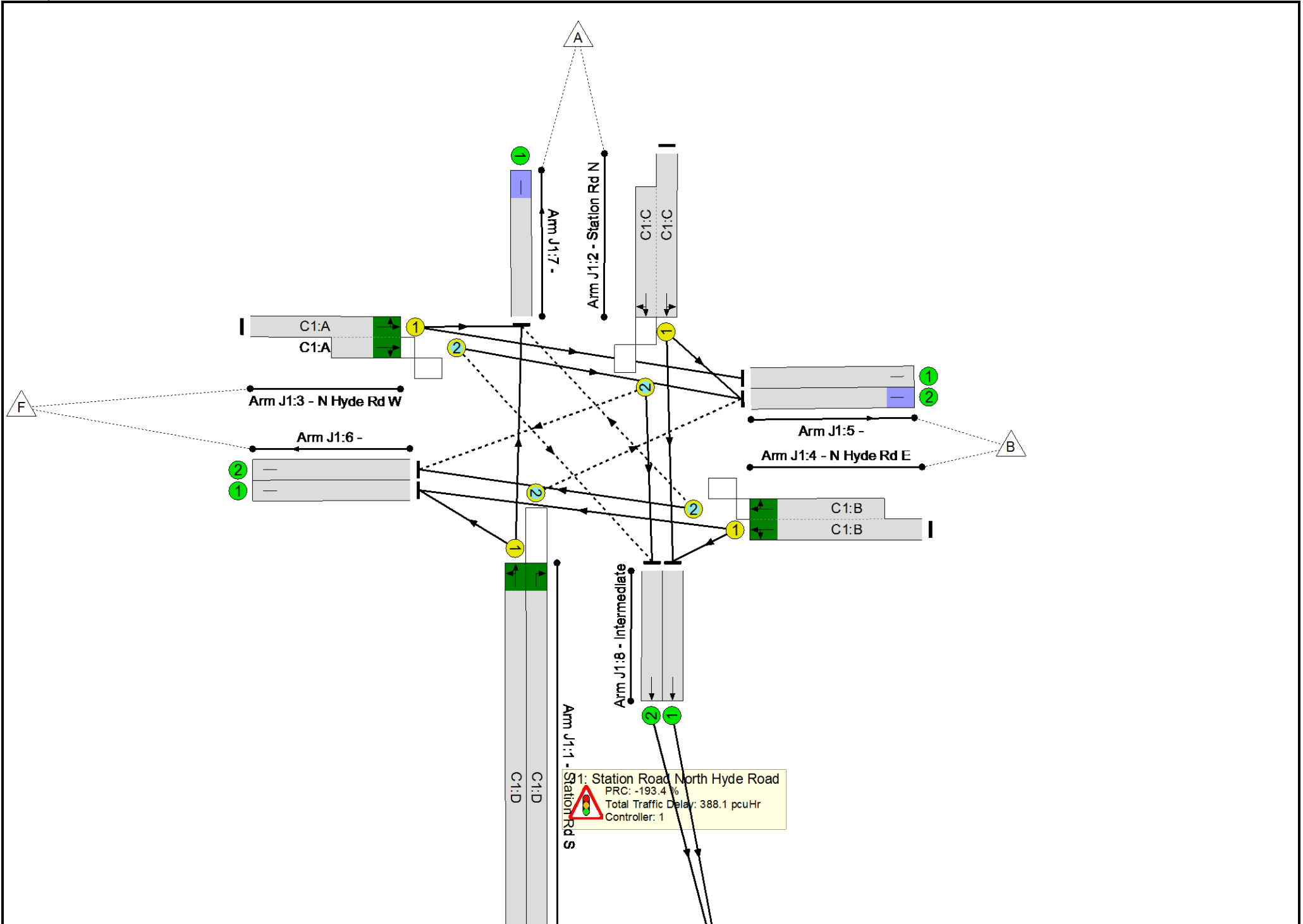
Stage	1	2	3	4	1	3	4
Duration	46	9	12	15	48	7	7
Change Point	172	18	37	59	83	139	156

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	264.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	264.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	410	2287	396	103.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	232	1892	229	101.1%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	851	2149:2040	322	264.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	524	1958:2160	1064	49.2%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	1019	1966:2094	1441	70.7%
5/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	723	1800	1800	30.6%
6/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	457	1800	1800	19.8%
7/1		U	N/A	N/A	-		-	-	-	631	1800	1800	34.3%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	68.3%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	113	14	680	2064:2064	1183	35.1%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	28	-	88	1995	288	30.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	94	-	714	2021:2156	1045	68.3%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	23	-	215	1982:2386	316	68.0%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	213	196	195	106.5	292.6	1.1	400.3	-	-	-	-
J1: Station Road North Hyde Road	-	-	161	191	194	97.1	290.0	0.9	388.1	-	-	-	-
1/1	410	396	-	-	-	7.5	14.3	-	21.8	191.3	18.6	14.3	32.8
1/2	232	229	0	124	106	3.5	8.3	0.3	12.1	188.1	9.6	8.3	17.8
2/1+2/2	851	322	0	0	59	78.8	265.2	0.2	344.2	1456.1	84.7	265.2	349.9
3/1+3/2	524	524	33	0	14	3.0	0.5	0.2	3.7	25.7	5.9	0.5	6.4
4/1+4/2	1019	1019	129	67	15	4.1	1.2	0.2	5.5	19.4	9.5	1.2	10.7
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	552	552	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	357	357	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	618	618	-	-	-	0.1	0.3	-	0.4	2.1	7.0	0.3	7.3
8/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	52	5	1	9.4	2.6	0.2	12.2	-	-	-	-
1/1+1/2	415	415	49	5	1	1.5	0.3	0.2	2.0	17.1	6.0	0.3	6.2
2/1	88	88	-	-	-	1.0	0.2	-	1.2	49.5	2.5	0.2	2.8
3/1+3/2	714	714	3	0	0	4.3	1.1	0.0	5.4	27.3	17.6	1.1	18.7
4/2+4/1	215	215	-	-	-	2.6	1.0	-	3.6	60.6	4.5	1.0	5.6
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-193.4	Total Delay for Signalled Lanes (pcuHr):			387.35	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):			12.22	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-193.4	Total Delay Over All Lanes (pcuHr):			400.29					

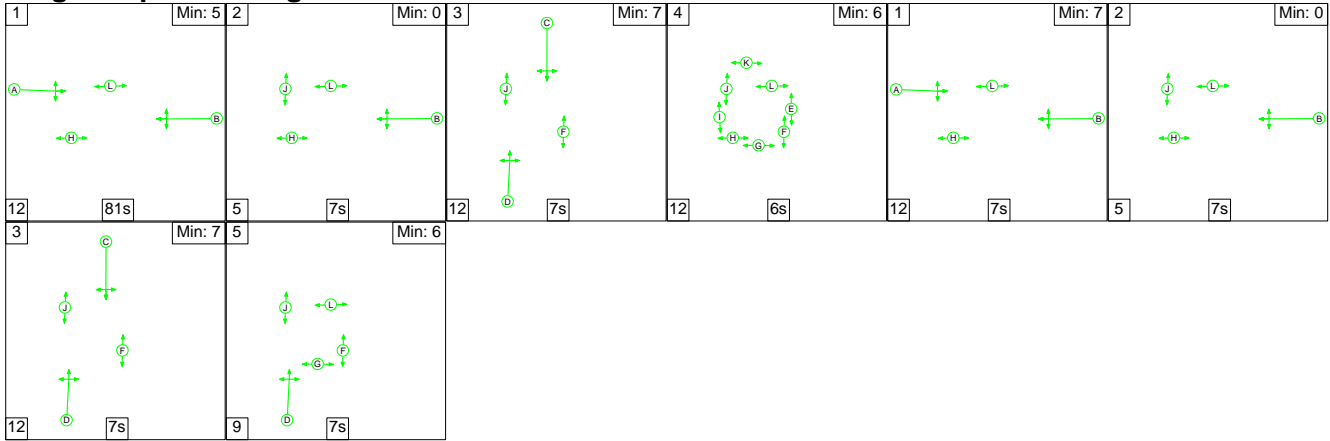
Full Input Data And Results

Full Input Data And Results

Scenario 12: 'Cumulative 2024 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

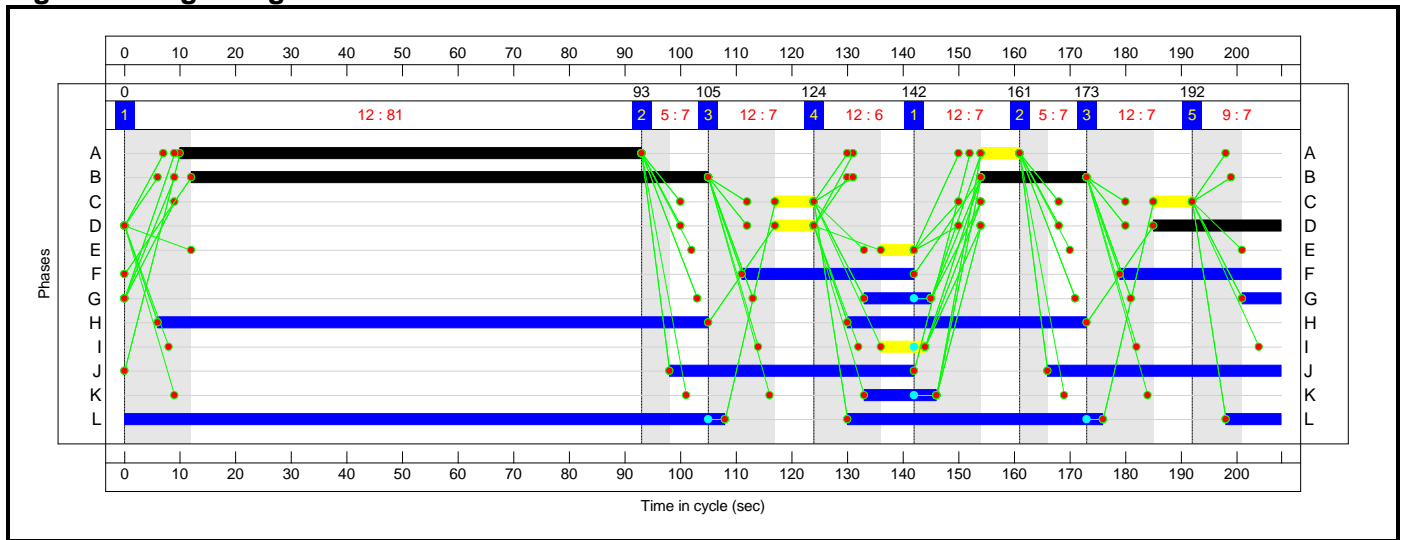
Stage Sequence Diagram



Stage Timings

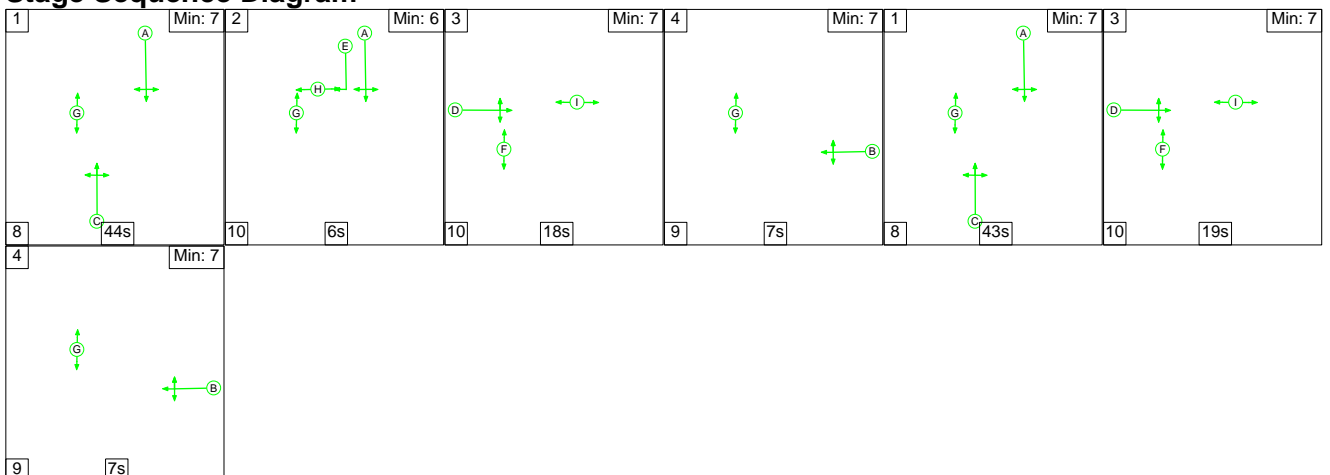
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

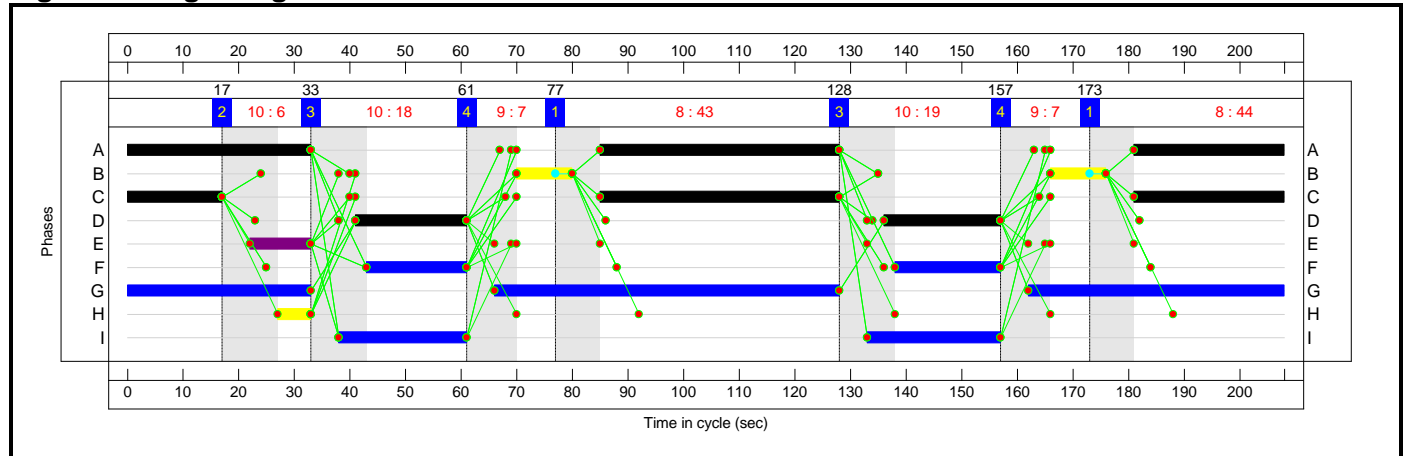


Full Input Data And Results

Stage Timings

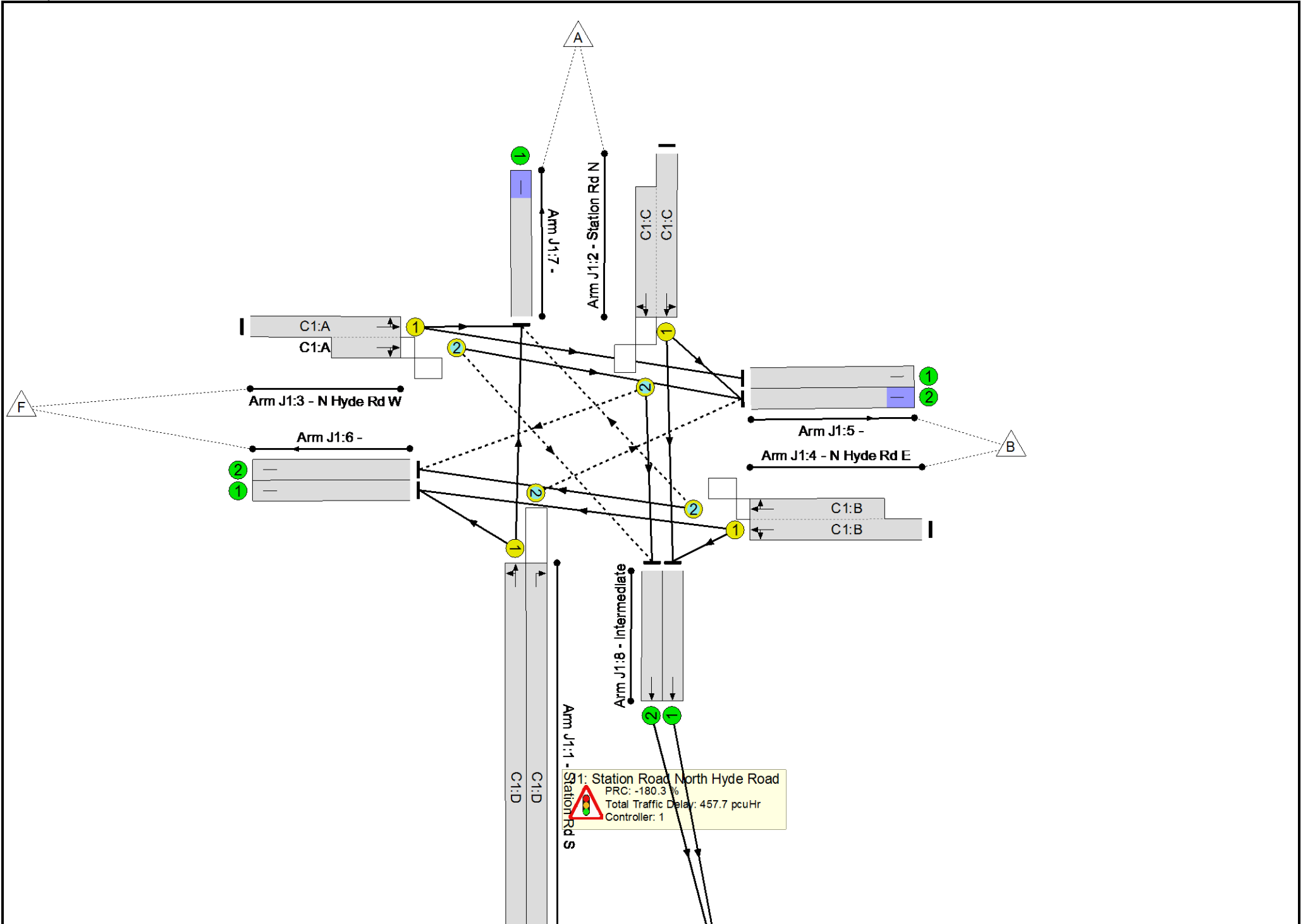
Stage	1	2	3	4	1	3	4
Duration	44	6	18	7	43	19	7
Change Point	173	17	33	61	77	128	157

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	252.3%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	252.3%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	525	2287	352	149.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	224	1892	229	97.6%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	813	2149:2040	322	252.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	614	1958:2160	1064	57.7%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	785	1966:2094	1407	55.8%
5/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	753	1800	1800	33.1%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	14.1%
7/1		U	N/A	N/A	-		-	-	-	723	1800	1800	31.5%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	103	11	680	2064:2064	1096	36.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	73	1995	211	34.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	87	-	730	2021:2156	961	75.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	41	-	397	1982:2386	533	74.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	203	191	149	126.6	345.9	1.1	473.6	-	-	-	-
J1: Station Road North Hyde Road	-	-	141	187	148	114.6	342.4	0.7	457.7	-	-	-	-
1/1	525	352	-	-	-	30.3	88.1	-	118.4	811.8	44.2	88.1	132.3
1/2	224	224	0	124	100	3.6	6.2	0.2	10.1	161.7	8.8	6.2	15.1
2/1+2/2	813	322	0	0	35	73.4	246.2	0.1	319.8	1415.9	78.4	246.2	324.7
3/1+3/2	614	614	35	0	8	4.2	0.7	0.1	4.9	29.0	10.5	0.7	11.2
4/1+4/2	785	785	106	63	5	3.0	0.6	0.3	3.9	17.9	7.9	0.6	8.5
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	254	254	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	567	567	-	-	-	0.1	0.2	-	0.3	1.8	2.3	0.2	2.5
8/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	61	4	1	12.0	3.5	0.4	15.9	-	-	-	-
1/1+1/2	402	402	59	4	1	2.2	0.3	0.4	2.9	25.8	7.4	0.3	7.7
2/1	73	73	-	-	-	0.9	0.3	-	1.1	56.5	2.1	0.3	2.4
3/1+3/2	730	730	2	0	0	4.8	1.6	0.0	6.4	31.5	17.4	1.6	19.0
4/2+4/1	397	397	-	-	-	4.1	1.4	-	5.5	50.2	8.2	1.4	9.7
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-180.3	Total Delay for Signalled Lanes (pcuHr):			457.06	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):			15.95	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-180.3	Total Delay Over All Lanes (pcuHr):			473.63					

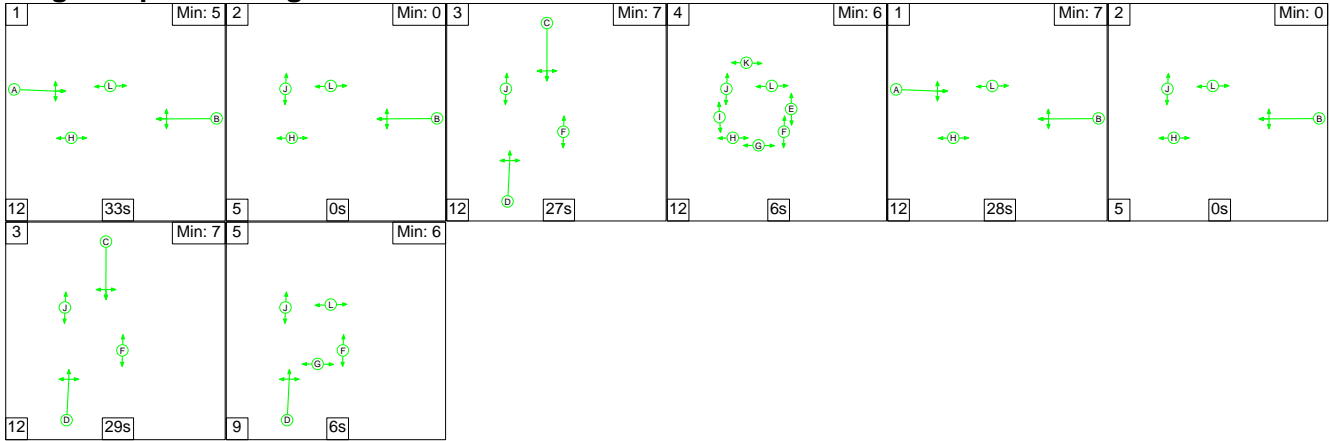
Full Input Data And Results

Full Input Data And Results

Scenario 13: 'Cumulative 2024 With Dev AM' (FG13: 'Cumulative 2024 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

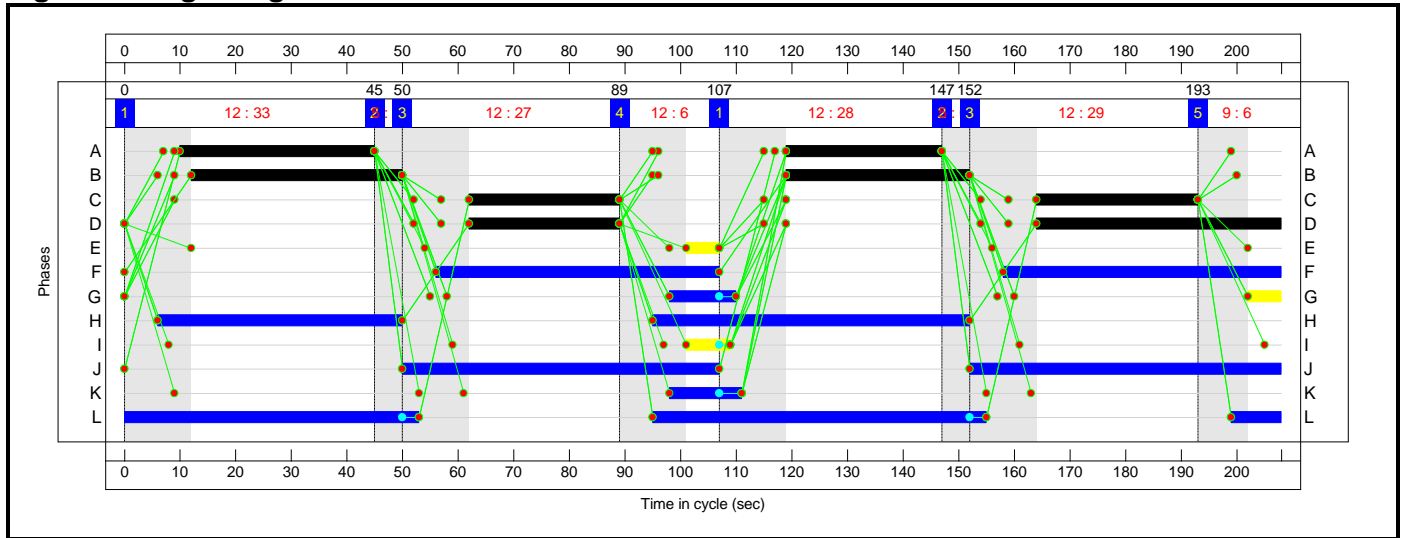
Stage Sequence Diagram



Stage Timings

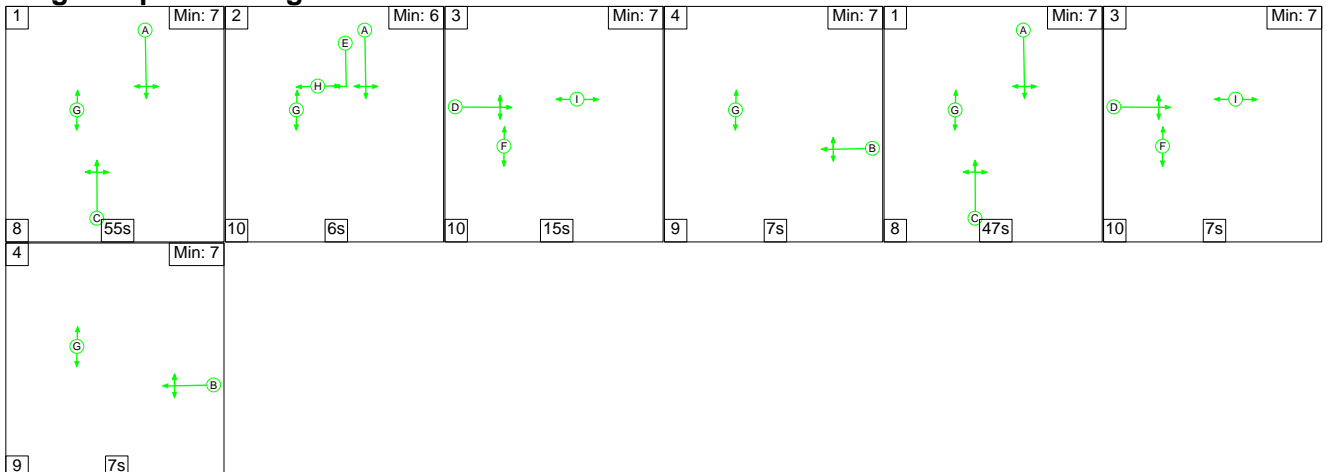
Stage	1	2	3	4	1	2	3	5
Duration	33	0	27	6	28	0	29	6
Change Point	0	45	50	89	107	147	152	193

Signal Timings Diagram



C2

Stage Sequence Diagram

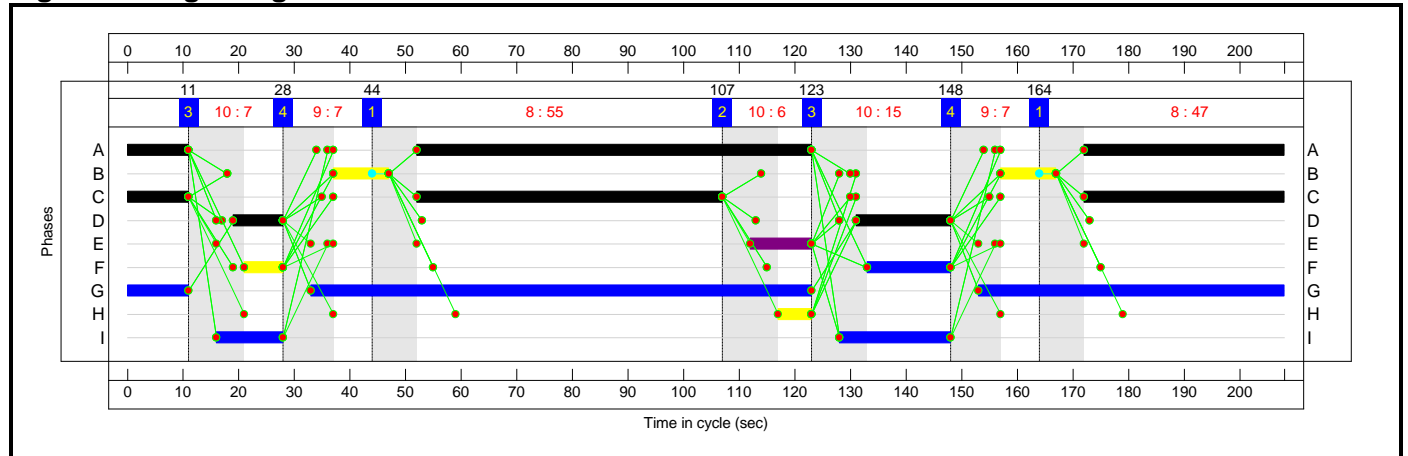


Full Input Data And Results

Stage Timings

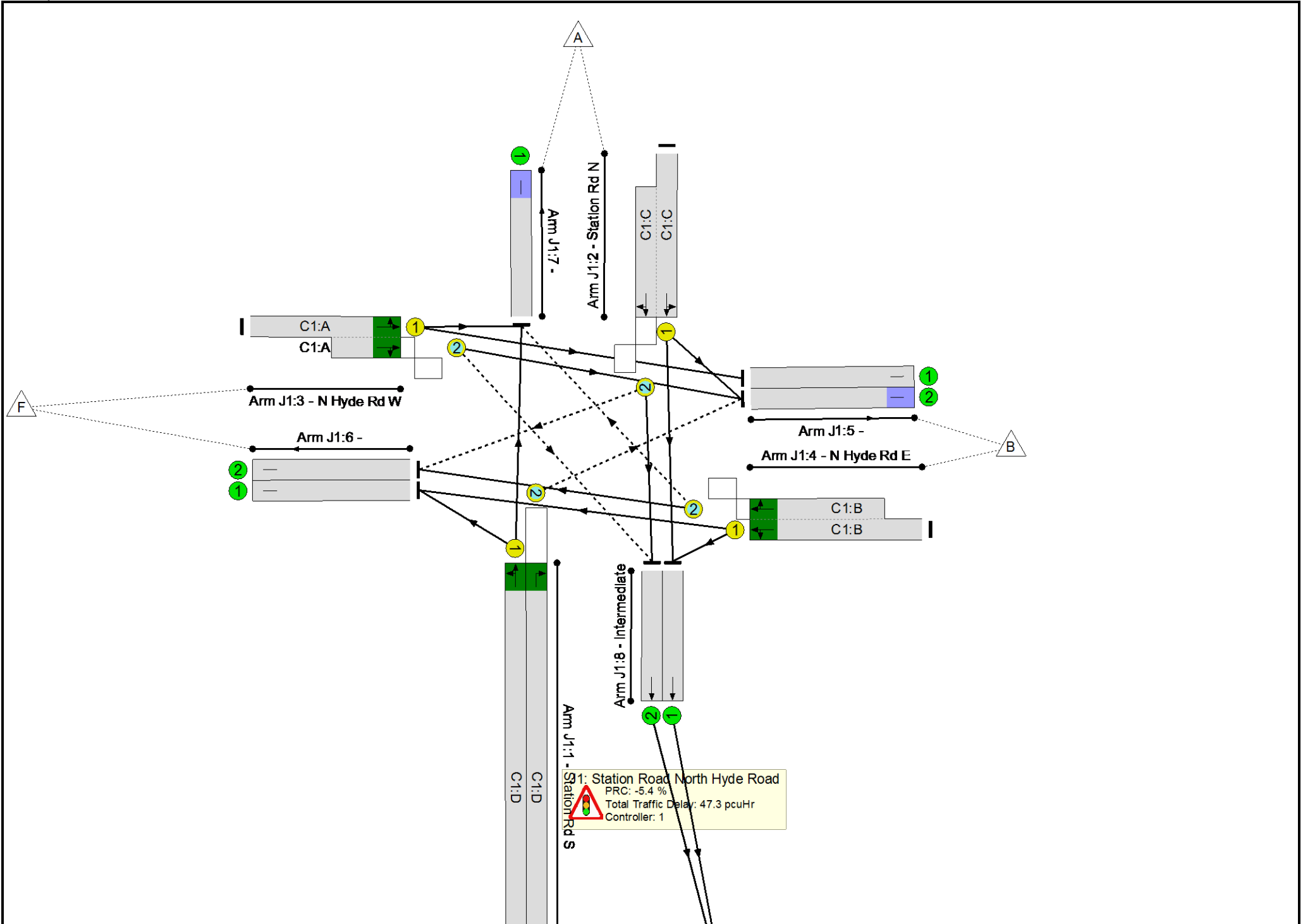
Stage	1	2	3	4	1	3	4
Duration	55	6	15	7	47	7	7
Change Point	44	107	123	148	164	11	28

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.9%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	94.9%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	71	-	426	2287	847	50.3%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	71	-	237	1892	257	92.3%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	56	-	934	2149:2040	1022	91.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	63	-	539	1958:2160	811	66.5%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	71	-	1006	1966:2094	1060	94.9%
5/1		U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	736	1800	1800	40.9%
6/1		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	481	1800	1800	26.7%
7/1		U	N/A	N/A	-		-	-	-	655	1800	1800	36.4%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	65.5%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	118	11	742	2064:2064	1229	60.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	88	1995	211	41.7%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	102	-	736	2021:2156	1124	65.5%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	26	-	214	1982:2386	345	62.0%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	418	158	203	35.2	21.4	2.6	59.2	-	-	-	-
J1: Station Road North Hyde Road	-	-	326	155	202	26.5	18.6	2.3	47.3	-	-	-	-
1/1	426	426	-	-	-	1.8	0.5	-	2.3	19.8	7.7	0.5	8.2
1/2	237	237	11	118	108	2.3	4.2	1.2	7.6	115.8	9.3	4.2	13.5
2/1+2/2	934	934	154	0	35	9.4	4.8	0.4	14.5	55.9	13.5	4.8	18.3
3/1+3/2	539	539	2	0	45	4.3	1.0	0.4	5.6	37.5	8.0	1.0	9.0
4/1+4/2	1006	1006	160	37	14	8.8	7.3	0.4	16.4	58.8	18.0	7.3	25.3
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	736	736	-	-	-	0.0	0.3	-	0.3	1.7	0.1	0.3	0.5
6/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	481	481	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	655	655	-	-	-	0.0	0.3	-	0.3	1.6	0.4	0.3	0.7
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	92	3	0	8.7	2.9	0.3	11.9	-	-	-	-
1/1+1/2	742	742	89	3	0	1.3	0.8	0.3	2.4	11.6	16.6	0.8	17.4
2/1	88	88	-	-	-	1.1	0.4	-	1.5	59.4	2.8	0.4	3.1
3/1+3/2	736	736	3	0	0	3.8	0.9	0.0	4.7	23.1	16.2	0.9	17.1
4/2+4/1	214	214	-	-	-	2.5	0.8	-	3.3	56.0	4.8	0.8	5.6
5/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):			46.51	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	37.5	Total Delay for Signalled Lanes (pcuHr):			11.89	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-5.4	Total Delay Over All Lanes (pcuHr):			59.23					

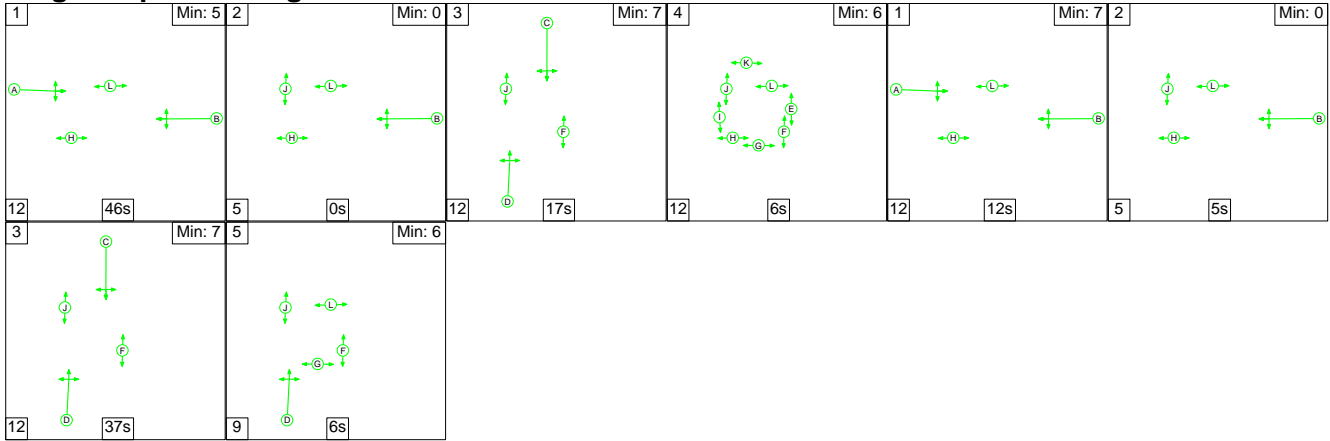
Full Input Data And Results

Full Input Data And Results

Scenario 14: 'Cumulative 2024 With Dev PM' (FG14: 'Cumulative 2024 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

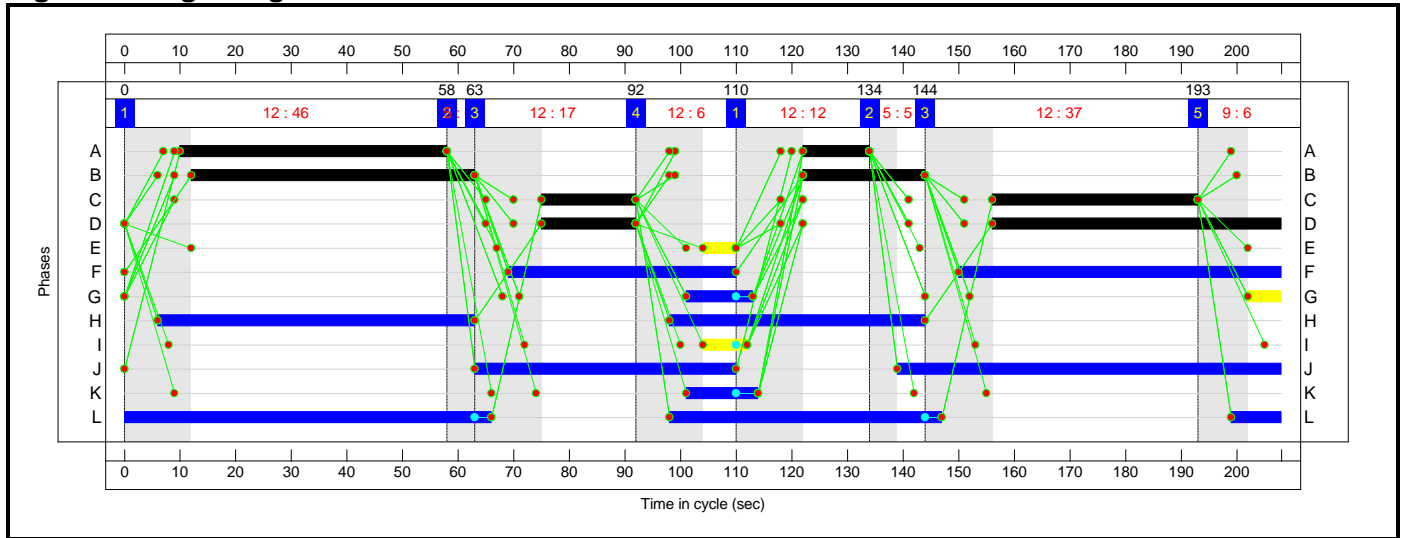
Stage Sequence Diagram



Stage Timings

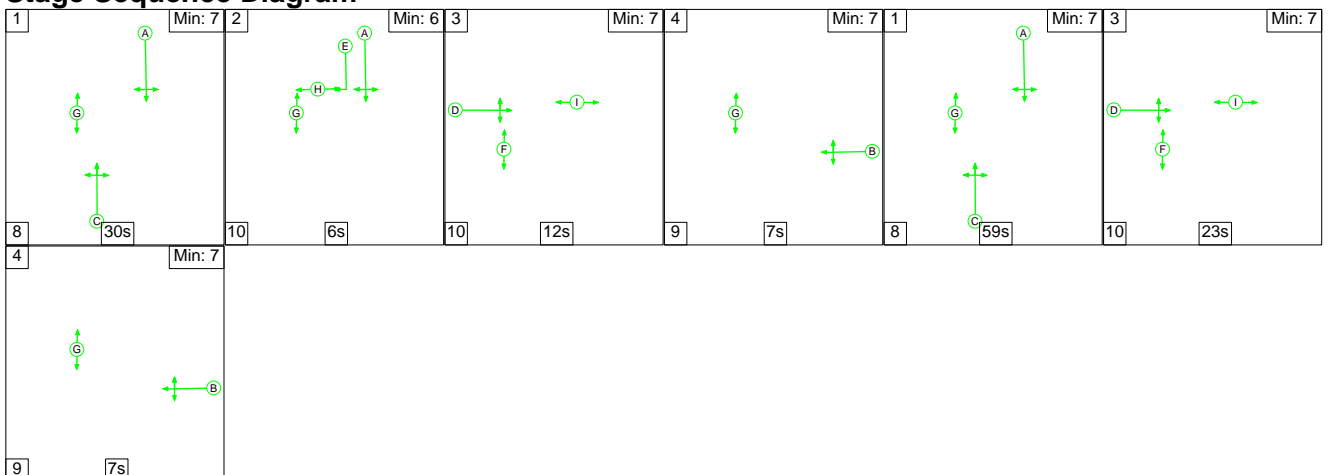
Stage	1	2	3	4	1	2	3	5
Duration	46	0	17	6	12	5	37	6
Change Point	0	58	63	92	110	134	144	193

Signal Timings Diagram



C2

Stage Sequence Diagram

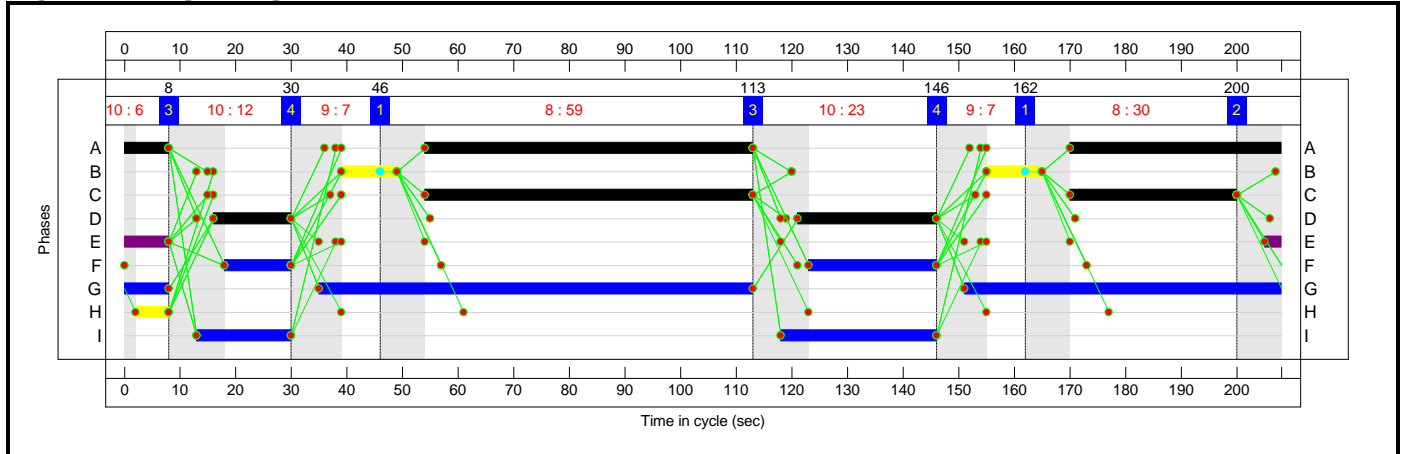


Full Input Data And Results

Stage Timings

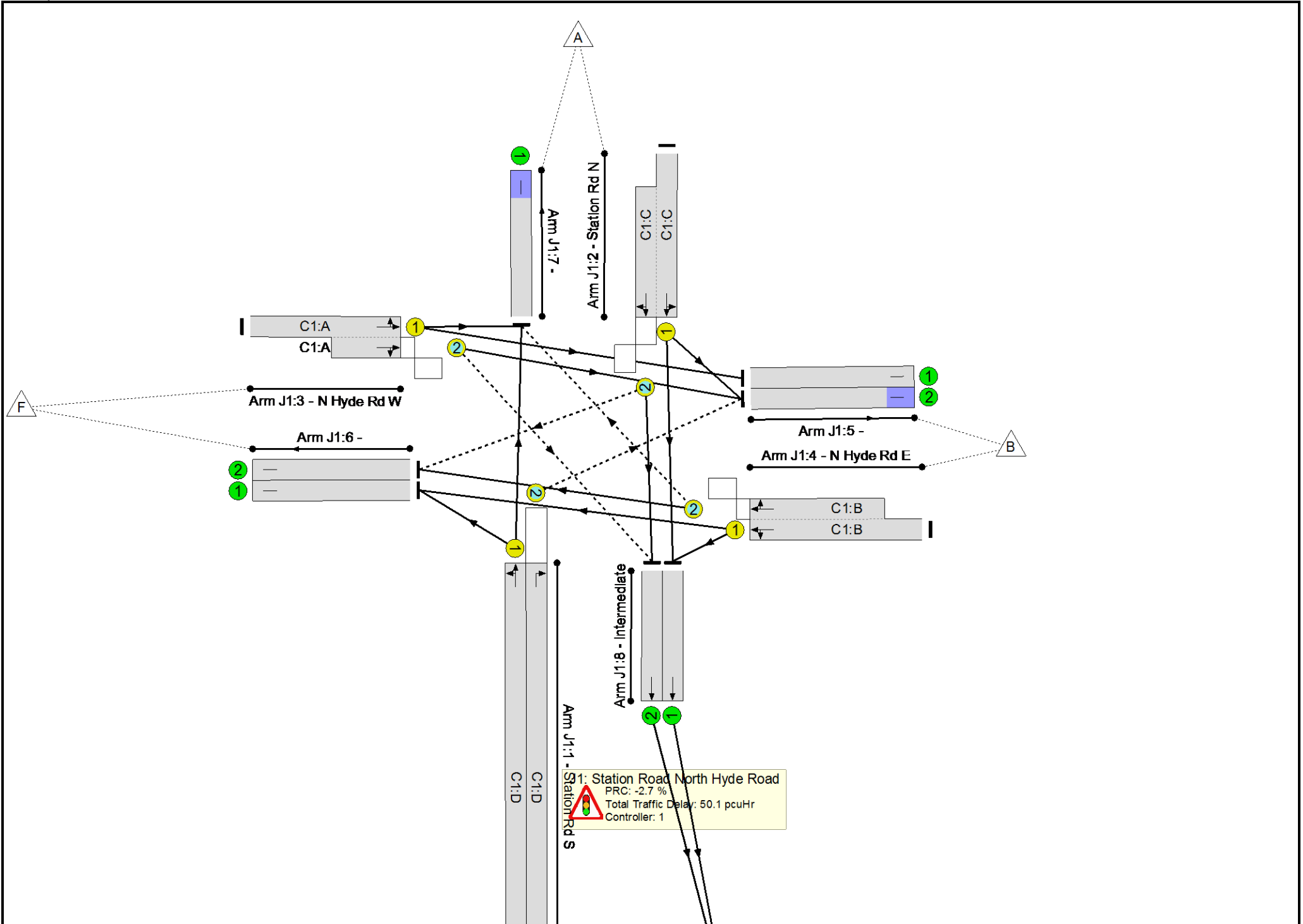
Stage	1	2	3	4	1	3	4
Duration	30	6	12	7	59	23	7
Change Point	162	200	8	30	46	113	146

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	69	-	572	2287	781	73.3%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	69	-	226	1892	257	88.0%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	54	-	875	2149:2040	962	90.9%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	60	-	646	1958:2160	781	82.8%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	797	1966:2094	862	92.5%
5/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	771	1800	1800	42.8%
6/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	336	1800	1800	18.7%
7/1		U	N/A	N/A	-		-	-	-	799	1800	1800	44.4%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	105	11	727	2064:2064	1112	65.4%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	74	1995	211	35.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	89	-	778	2021:2156	976	79.7%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	39	-	397	1982:2386	513	77.4%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	221	252	195	42.3	22.2	2.6	67.1	-	-	-	-
J1: Station Road North Hyde Road	-	-	161	199	195	30.5	17.4	2.1	50.1	-	-	-	-
1/1	572	572	-	-	-	4.0	1.4	-	5.4	33.8	14.3	1.4	15.6
1/2	226	226	12	118	96	2.0	3.1	1.0	6.1	96.9	8.5	3.1	11.6
2/1+2/2	875	875	52	0	60	11.0	4.5	0.4	16.0	65.8	14.7	4.5	19.2
3/1+3/2	646	646	25	0	18	6.4	2.3	0.2	8.8	49.3	16.5	2.3	18.8
4/1+4/2	797	797	72	81	21	7.0	5.3	0.5	12.8	58.0	14.0	5.3	19.2
5/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	771	771	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
6/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	336	336	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	799	799	-	-	-	0.0	0.4	-	0.4	2.0	0.7	0.4	1.1
8/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	61	52	0	11.8	4.8	0.5	17.1	-	-	-	-
1/1+1/2	727	727	59	52	0	1.6	0.9	0.5	3.0	14.9	20.6	0.9	21.6
2/1	74	74	-	-	-	0.9	0.3	-	1.2	57.0	2.2	0.3	2.5
3/1+3/2	778	778	2	0	0	5.1	1.9	0.0	7.0	32.5	17.5	1.9	19.5
4/2+4/1	397	397	-	-	-	4.2	1.7	-	5.8	53.0	8.0	1.7	9.7
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-2.7	Total Delay for Signalled Lanes (pcuHr):		49.12	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):		12.9	Total Delay for Signalled Lanes (pcuHr):		17.06	Cycle Time (s): 208				
			PRC Over All Lanes (%):		-2.7	Total Delay Over All Lanes (pcuHr):		67.11					

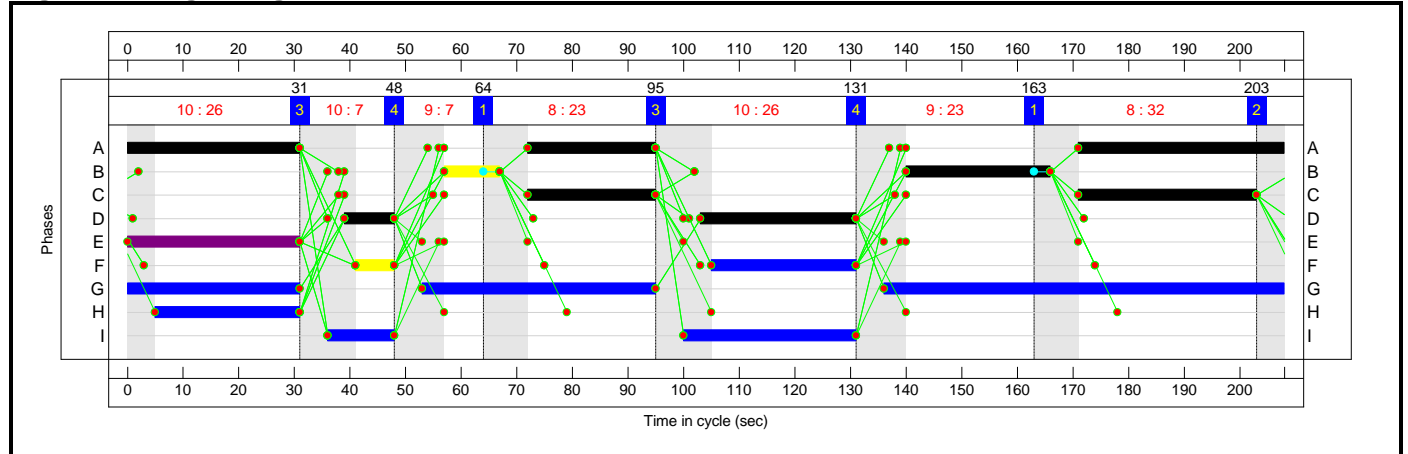
Full Input Data And Results

Full Input Data And Results

Stage Timings

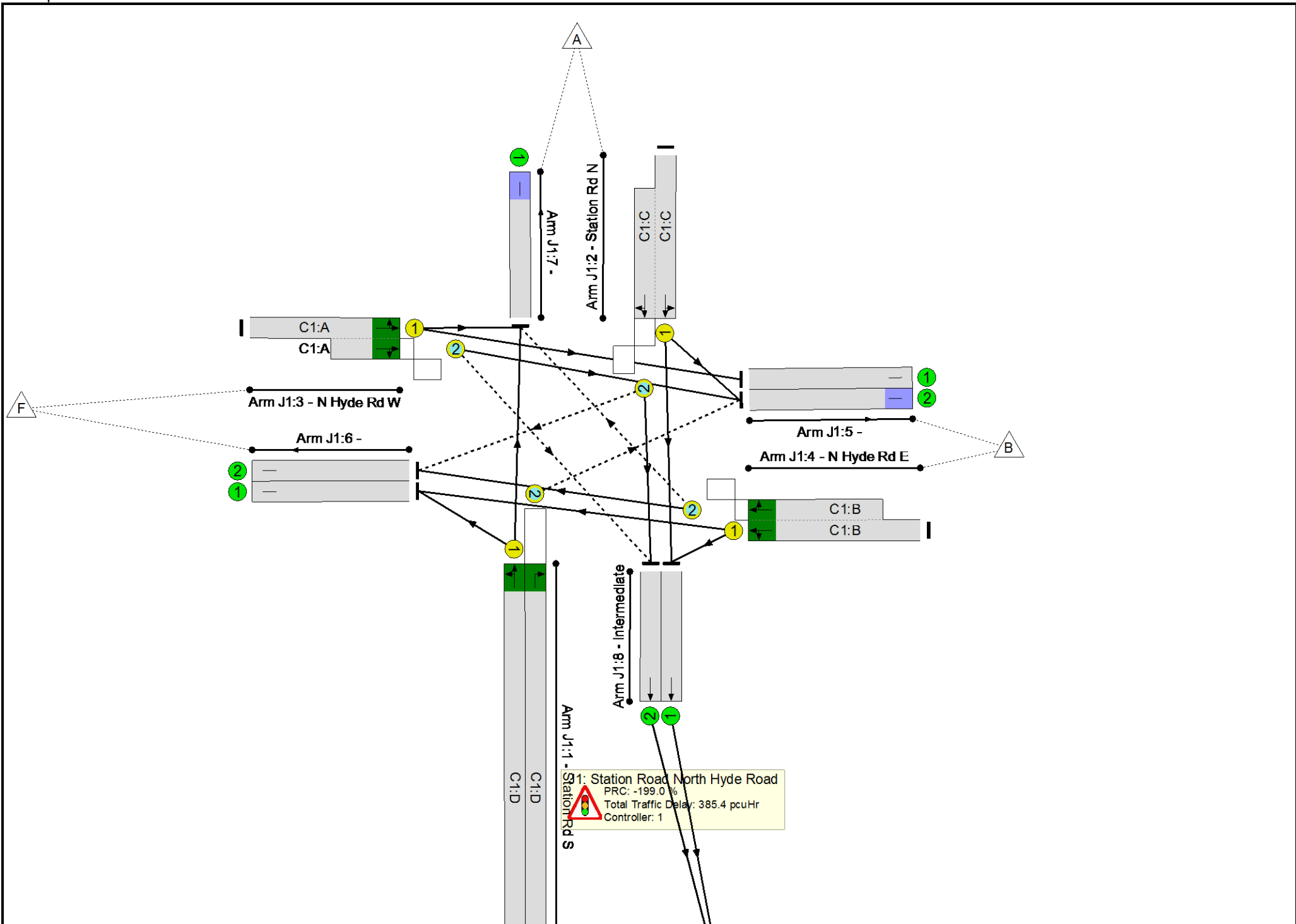
Stage	1	2	3	4	1	3	4
Duration	32	26	7	7	23	26	23
Change Point	163	203	31	48	64	95	131

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	269.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	269.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	419	2287	396	97.4%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	236	1892	229	94.7%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	867	2149:2040	322	269.1%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	532	1958:2160	1064	50.0%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	1041	1966:2094	1441	72.2%
5/1		U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	733	1800	1800	30.1%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	468	1800	1800	20.3%
7/1		U	N/A	N/A	-		-	-	-	642	1800	1800	33.9%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	110.6%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	91	31	702	2064:2064	964	44.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	36	-	91	1995	364	25.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	55	-	729	2021:2156	659	110.6%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	37	-	219	1982:2386	454	48.2%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	169	229	199	118.4	328.8	1.3	448.5	-	-	-	-
J1: Station Road North Hyde Road	-	-	167	191	180	96.4	288.1	0.9	385.4	-	-	-	-
1/1	386	386	-	-	-	5.0	7.6	-	12.6	117.8	15.4	7.6	22.9
1/2	217	217	0	124	93	2.8	4.9	0.3	8.0	132.7	8.2	4.9	13.2
2/1+2/2	867	322	2	0	57	81.1	273.2	0.2	354.5	1471.8	87.4	273.2	360.6
3/1+3/2	532	532	34	0	14	3.1	0.5	0.3	3.9	26.2	6.2	0.5	6.7
4/1+4/2	1041	1041	131	67	15	4.3	1.3	0.2	5.8	19.9	9.8	1.3	11.1
5/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	542	542	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.3
6/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	365	365	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
7/1	611	611	-	-	-	0.1	0.3	-	0.3	2.1	5.9	0.3	6.1
8/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	3	38	19	22.0	40.7	0.3	63.1	-	-	-	-
1/1+1/2	431	431	0	38	19	2.2	0.4	0.3	3.0	24.7	8.6	0.4	9.0
2/1	91	91	-	-	-	0.9	0.2	-	1.1	43.8	2.6	0.2	2.7
3/1+3/2	729	659	3	0	0	16.3	39.7	0.0	56.0	276.4	30.1	39.7	69.8
4/2+4/1	219	219	-	-	-	2.6	0.5	-	3.0	49.6	5.6	0.5	6.1
5/1	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-199.0	Total Delay for Signalled Lanes (pcuHr):			384.71	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	-22.9	Total Delay for Signalled Lanes (pcuHr):			63.05	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-199.0	Total Delay Over All Lanes (pcuHr):			448.45					

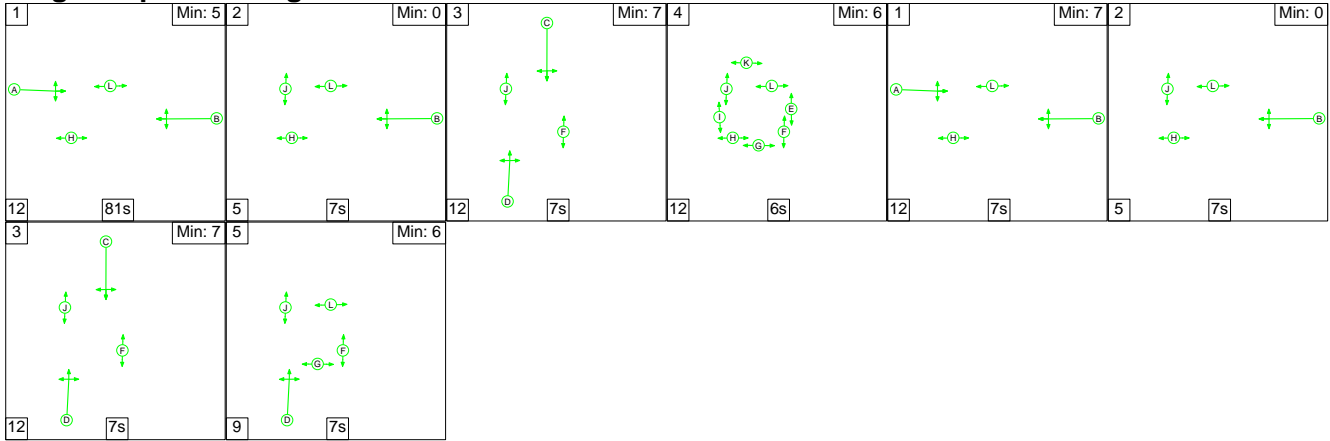
Full Input Data And Results

Full Input Data And Results

Scenario 16: 'Cumulative 2029 Baseline PM' (FG12: 'Cumulative 2024 Baseline PM', Plan 1: 'Staging Plan No. 1')

C1

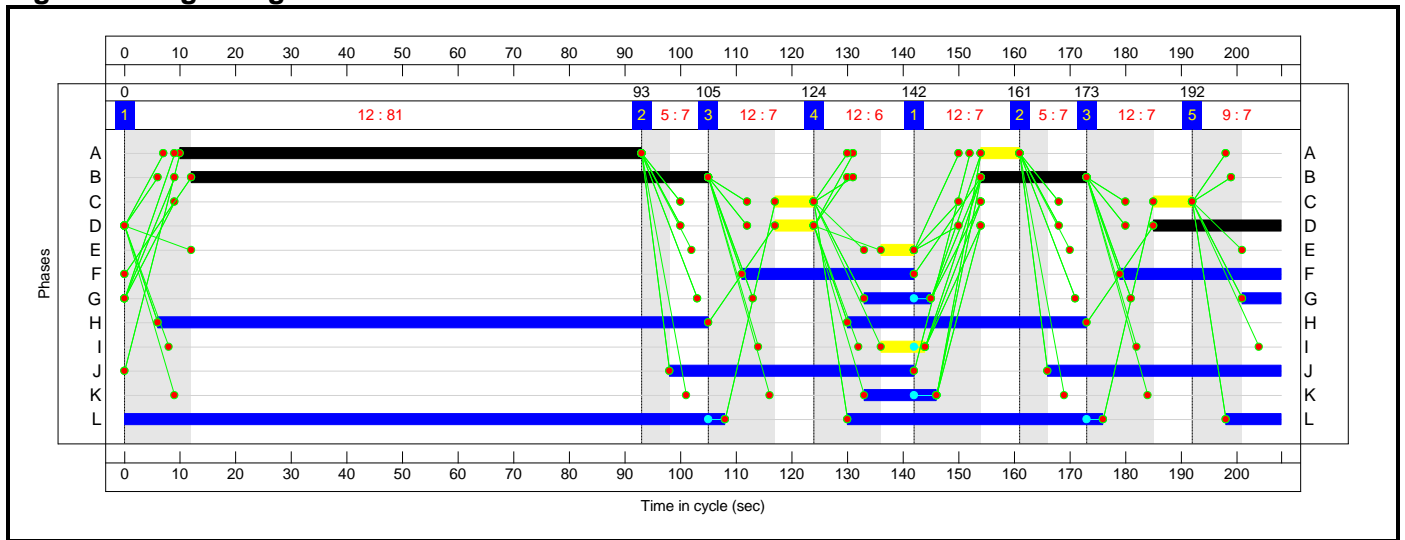
Stage Sequence Diagram



Stage Timings

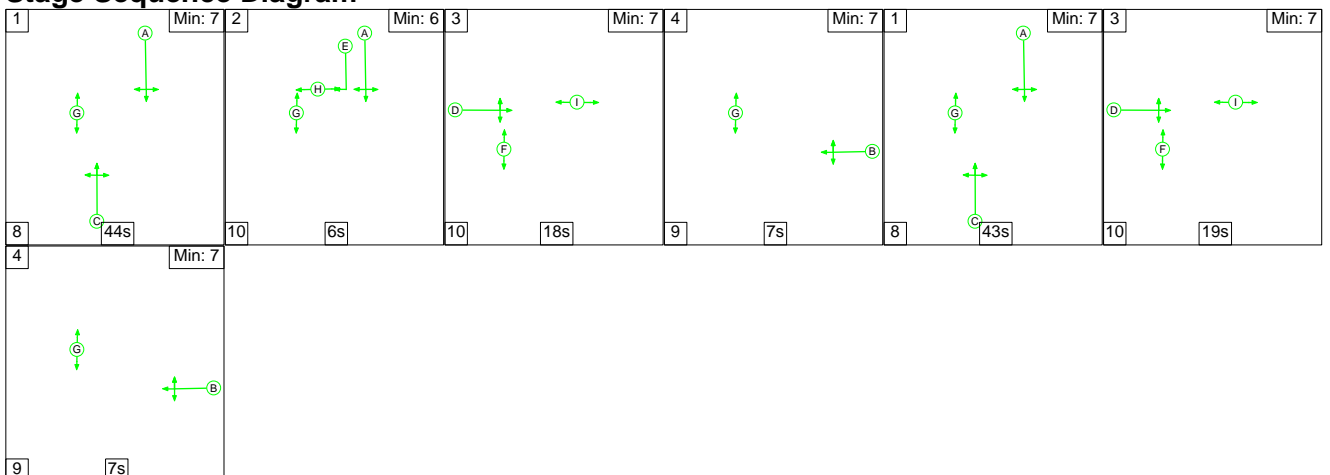
Stage	1	2	3	4	1	2	3	5
Duration	81	7	7	6	7	7	7	7
Change Point	0	93	105	124	142	161	173	192

Signal Timings Diagram



C2

Stage Sequence Diagram

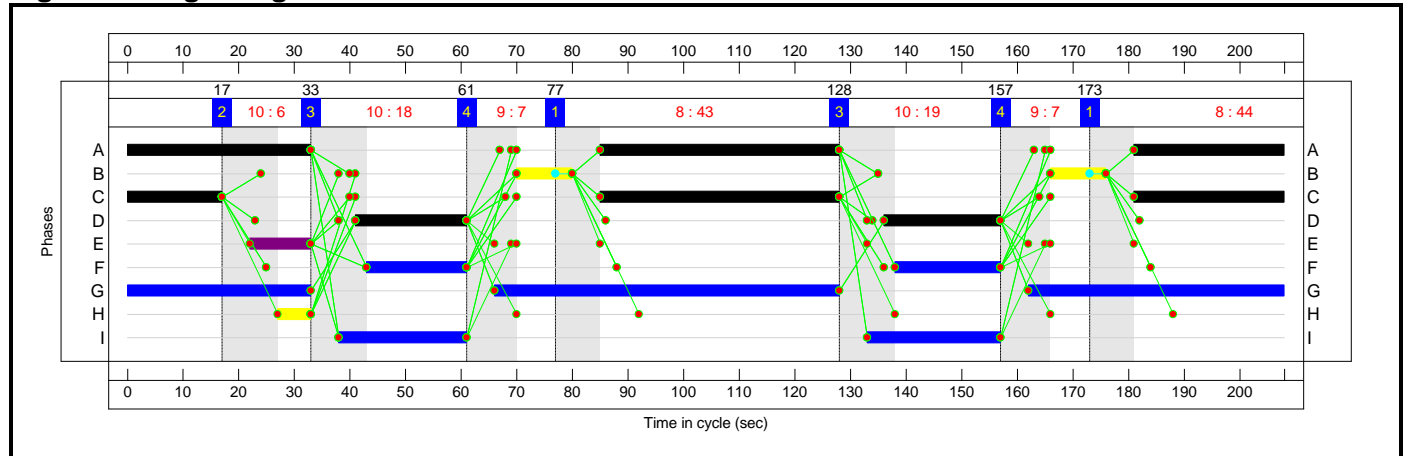


Full Input Data And Results

Stage Timings

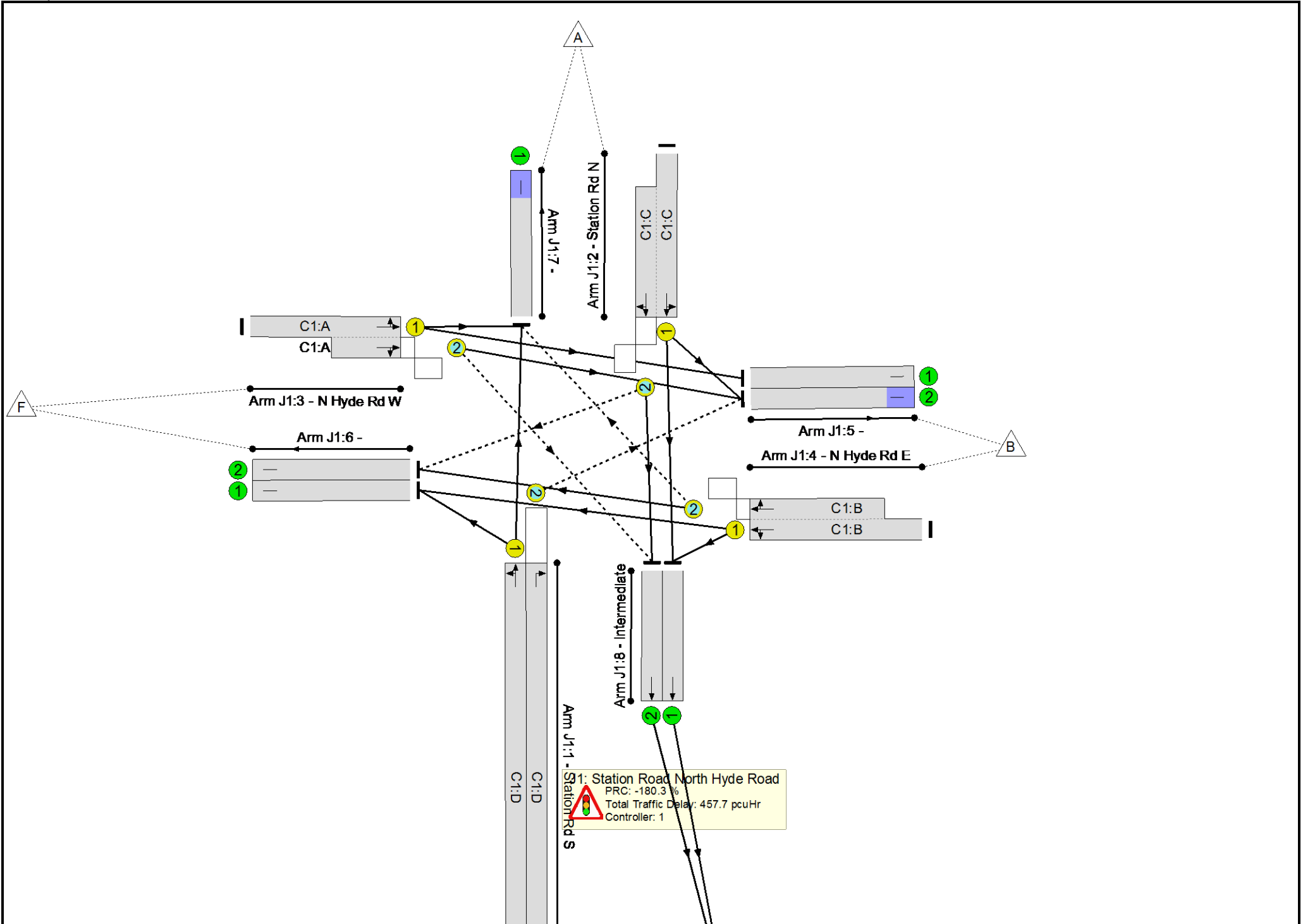
Stage	1	2	3	4	1	3	4
Duration	44	6	18	7	43	19	7
Change Point	173	17	33	61	77	128	157

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	252.3%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	252.3%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	30	-	525	2287	352	149.2%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	30	-	224	1892	229	97.6%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	14	-	813	2149:2040	322	252.3%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	90	-	614	1958:2160	1064	57.7%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	112	-	785	1966:2094	1407	55.8%
5/1		U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	753	1800	1800	33.1%
6/1		U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	310	1800	1800	14.1%
7/1		U	N/A	N/A	-		-	-	-	723	1800	1800	31.5%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	103	11	680	2064:2064	1096	36.7%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	73	1995	211	34.6%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	87	-	730	2021:2156	961	75.9%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	41	-	397	1982:2386	533	74.5%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	203	191	149	126.6	345.9	1.1	473.6	-	-	-	-
J1: Station Road North Hyde Road	-	-	141	187	148	114.6	342.4	0.7	457.7	-	-	-	-
1/1	525	352	-	-	-	30.3	88.1	-	118.4	811.8	44.2	88.1	132.3
1/2	224	224	0	124	100	3.6	6.2	0.2	10.1	161.7	8.8	6.2	15.1
2/1+2/2	813	322	0	0	35	73.4	246.2	0.1	319.8	1415.9	78.4	246.2	324.7
3/1+3/2	614	614	35	0	8	4.2	0.7	0.1	4.9	29.0	10.5	0.7	11.2
4/1+4/2	785	785	106	63	5	3.0	0.6	0.3	3.9	17.9	7.9	0.6	8.5
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	596	596	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
6/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	254	254	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	567	567	-	-	-	0.1	0.2	-	0.3	1.8	2.3	0.2	2.5
8/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	165	165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	61	4	1	12.0	3.5	0.4	15.9	-	-	-	-
1/1+1/2	402	402	59	4	1	2.2	0.3	0.4	2.9	25.8	7.4	0.3	7.7
2/1	73	73	-	-	-	0.9	0.3	-	1.1	56.5	2.1	0.3	2.4
3/1+3/2	730	730	2	0	0	4.8	1.6	0.0	6.4	31.5	17.4	1.6	19.0
4/2+4/1	397	397	-	-	-	4.1	1.4	-	5.5	50.2	8.2	1.4	9.7
5/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%)	-180.3	Total Delay for Signalled Lanes (pcuHr):			457.06	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%)	18.5	Total Delay for Signalled Lanes (pcuHr):			15.95	Cycle Time (s): 208				
			PRC Over All Lanes (%)	-180.3	Total Delay Over All Lanes (pcuHr):			473.63					

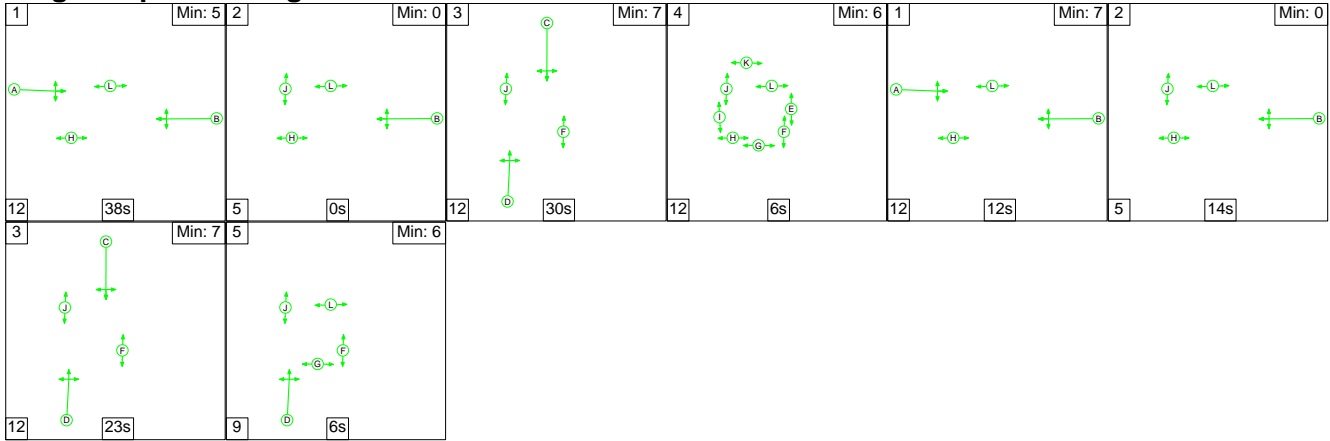
Full Input Data And Results

Full Input Data And Results

Scenario 17: 'Cumulative 2029 With Dev AM' (FG17: 'Cumulative 2029 With Dev AM', Plan 1: 'Staging Plan No. 1')

C1

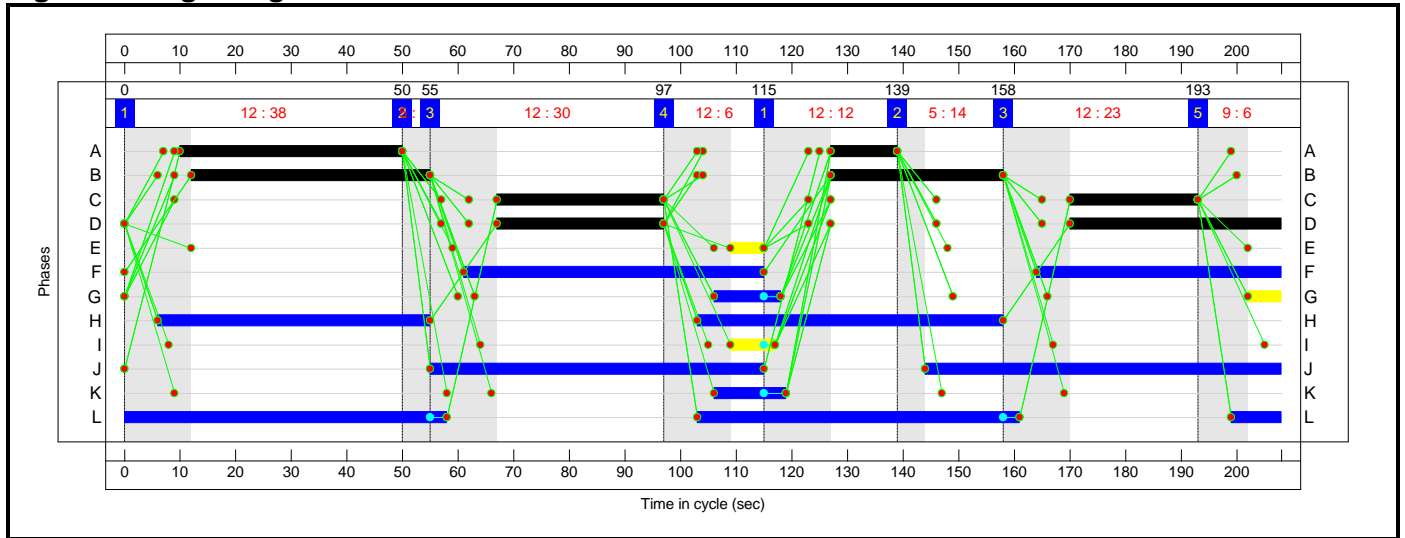
Stage Sequence Diagram



Stage Timings

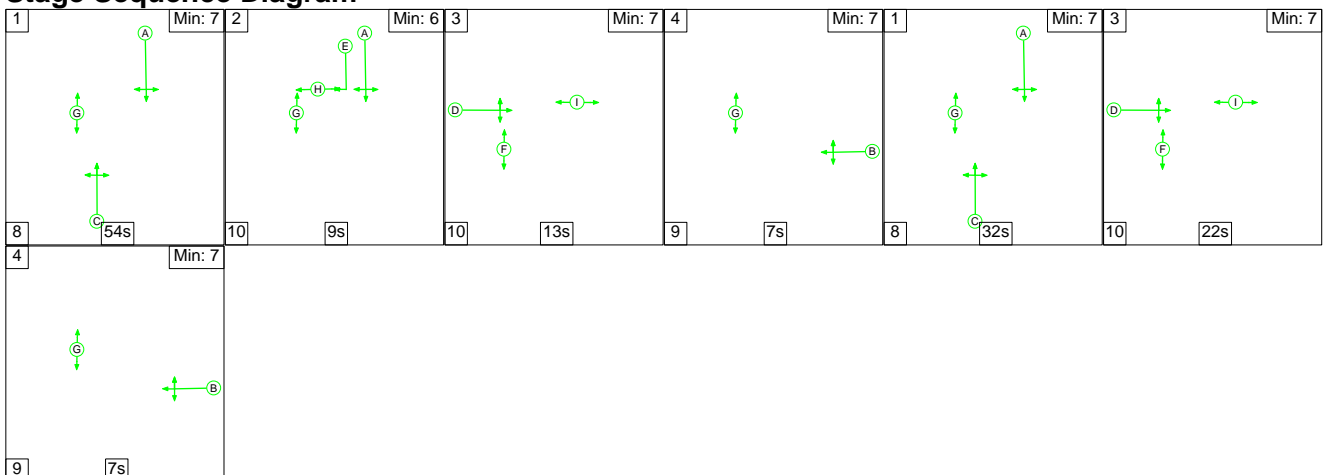
Stage	1	2	3	4	1	2	3	5
Duration	38	0	30	6	12	14	23	6
Change Point	0	50	55	97	115	139	158	193

Signal Timings Diagram



C2

Stage Sequence Diagram

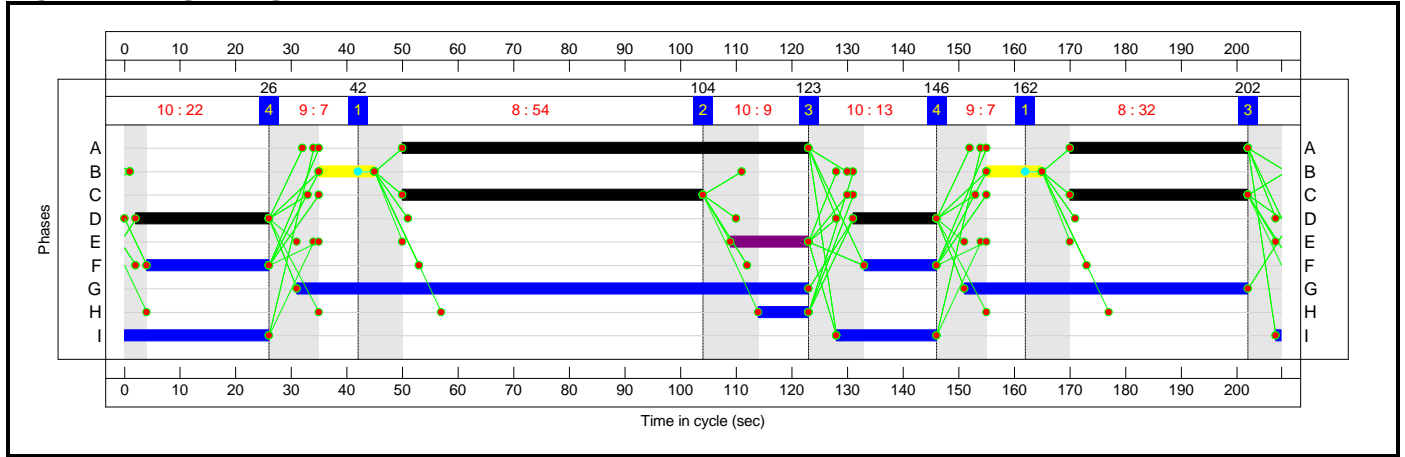


Full Input Data And Results

Stage Timings

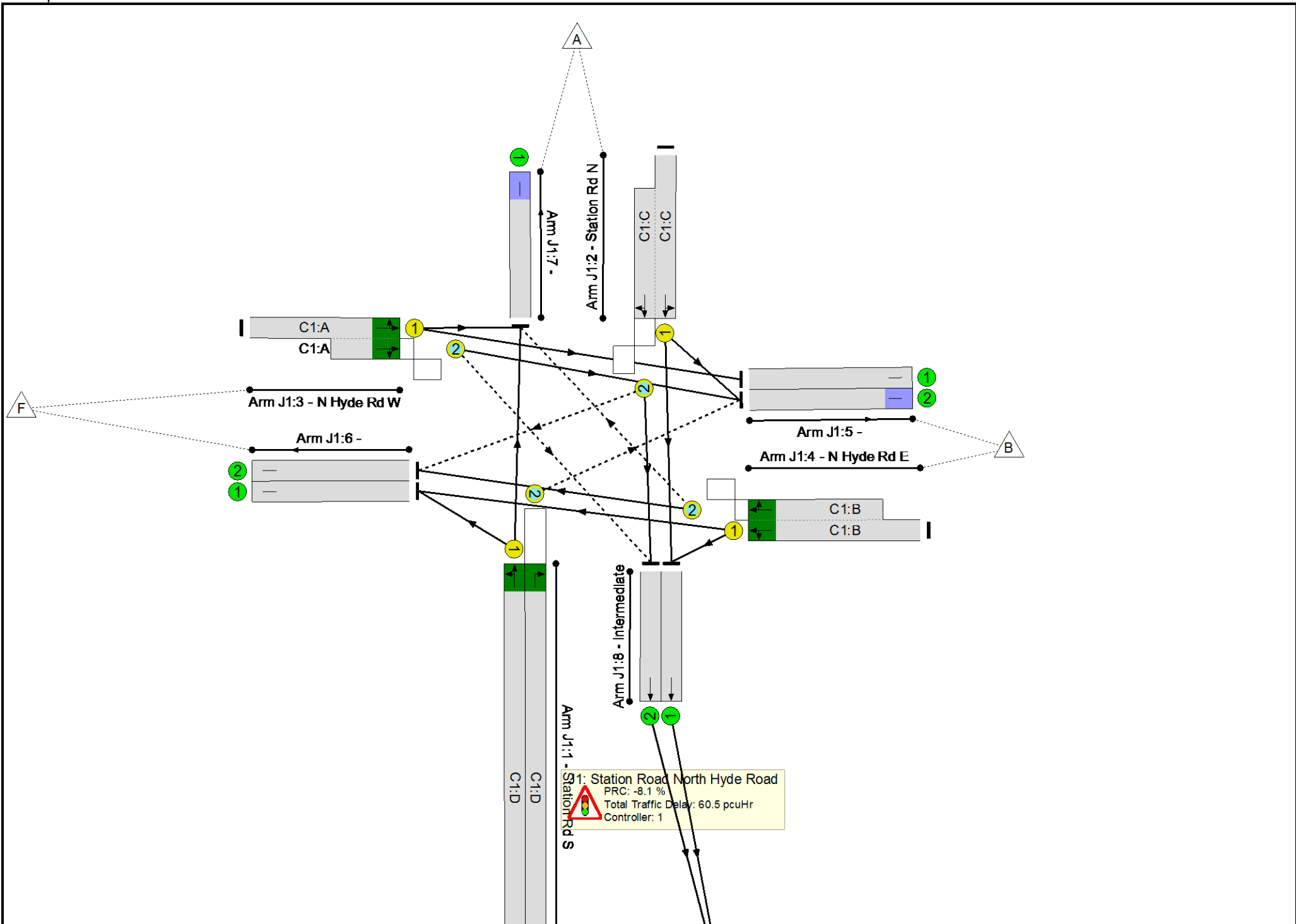
Stage	1	2	3	4	1	3	4
Duration	54	9	13	7	32	22	7
Change Point	42	104	123	146	162	202	26

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	68	-	436	2287	814	53.6%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	68	-	241	1892	248	97.3%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	53	-	930	2149:2040	963	96.6%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	52	-	548	1958:2160	671	81.7%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	74	-	1049	1966:2094	1079	97.2%
5/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	746	1800	1800	41.4%
6/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	483	1800	1800	26.8%
7/1		U	N/A	N/A	-		-	-	-	668	1800	1800	37.1%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	77.8%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	105	14	758	2064:2064	1100	68.9%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	91	1995	211	43.1%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	86	-	751	2021:2156	965	77.8%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	39	-	219	1982:2386	479	45.7%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	295	240	239	39.5	32.9	2.7	75.0	-	-	-	-
J1: Station Road North Hyde Road	-	-	234	228	213	28.9	29.3	2.3	60.5	-	-	-	-
1/1	436	436	-	-	-	1.4	0.6	-	2.0	16.6	8.9	0.6	9.5
1/2	241	241	6	118	117	2.3	6.3	1.1	9.7	144.8	9.8	6.3	16.1
2/1+2/2	930	930	138	0	34	9.5	9.1	0.4	19.0	73.6	14.3	9.1	23.4
3/1+3/2	548	548	2	0	46	5.6	2.2	0.4	8.1	53.3	11.0	2.2	13.2
4/1+4/2	1049	1049	88	110	15	10.0	10.4	0.4	20.8	71.3	22.3	10.4	32.7
5/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	746	746	-	-	-	0.0	0.4	-	0.4	1.7	0.2	0.4	0.5
6/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	483	483	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	668	668	-	-	-	0.0	0.3	-	0.3	1.7	0.6	0.3	0.8
8/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	61	11	26	10.6	3.6	0.4	14.6	-	-	-	-
1/1+1/2	758	758	58	11	26	2.1	1.1	0.4	3.6	17.1	14.2	1.1	15.3
2/1	91	91	-	-	-	1.1	0.4	-	1.5	59.8	2.9	0.4	3.3
3/1+3/2	751	751	3	0	0	5.0	1.7	0.0	6.7	32.2	17.0	1.7	18.7
4/2+4/1	219	219	-	-	-	2.3	0.4	-	2.7	45.0	5.1	0.4	5.5
5/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):			59.62	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):			14.56	Cycle Time (s): 208				
			PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes (pcuHr):			75.04					

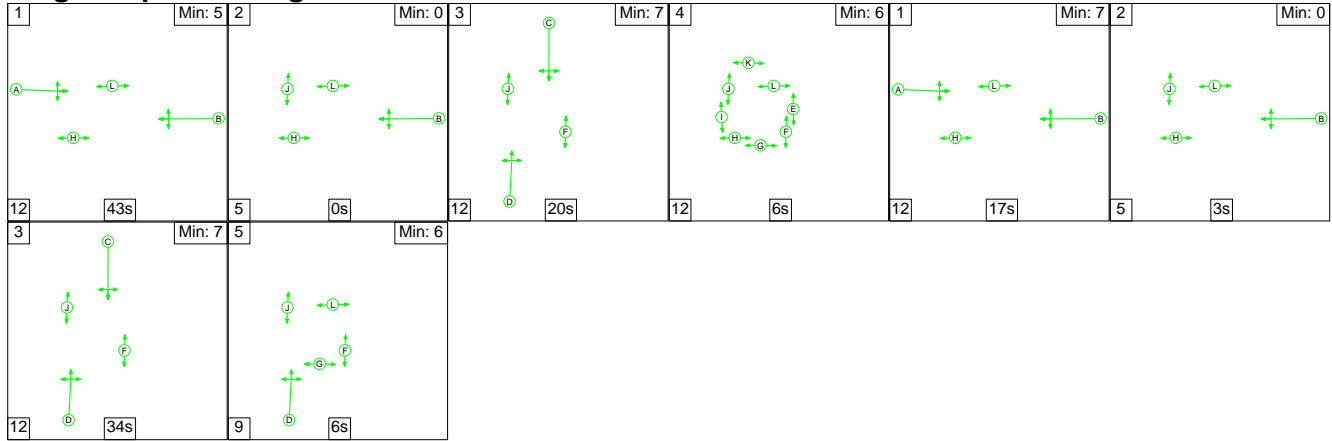
Full Input Data And Results

Full Input Data And Results

Scenario 18: 'Cumulative 2029 With Dev PM' (FG18: 'Cumulative 2029 With Dev PM', Plan 1: 'Staging Plan No. 1')

C1

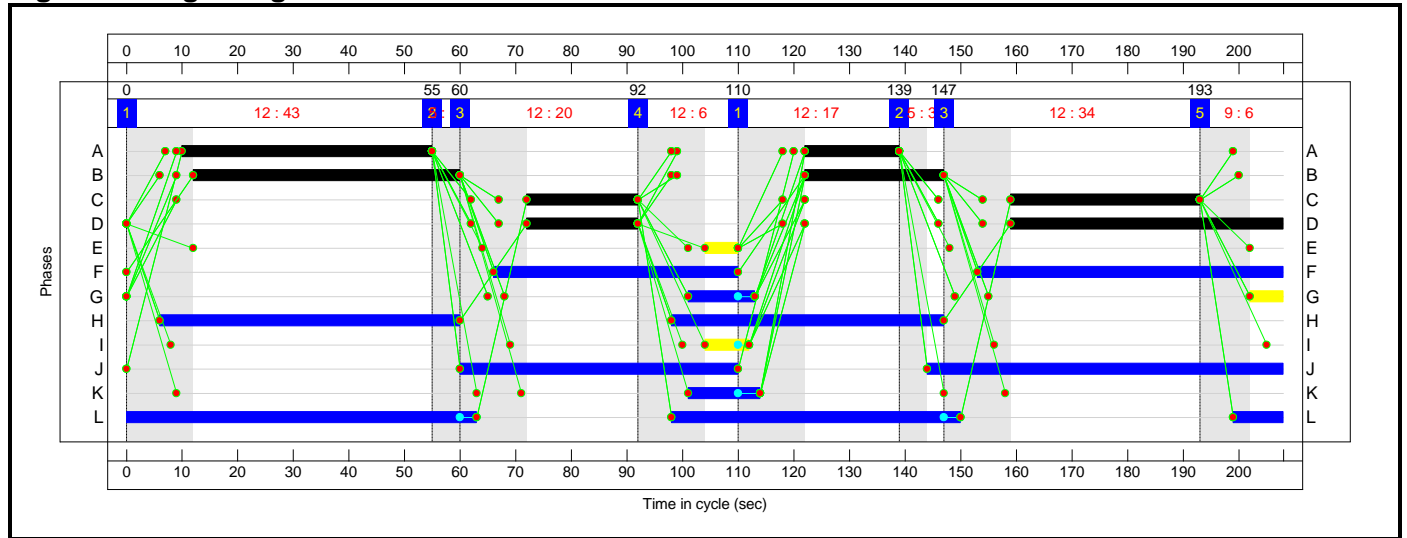
Stage Sequence Diagram



Stage Timings

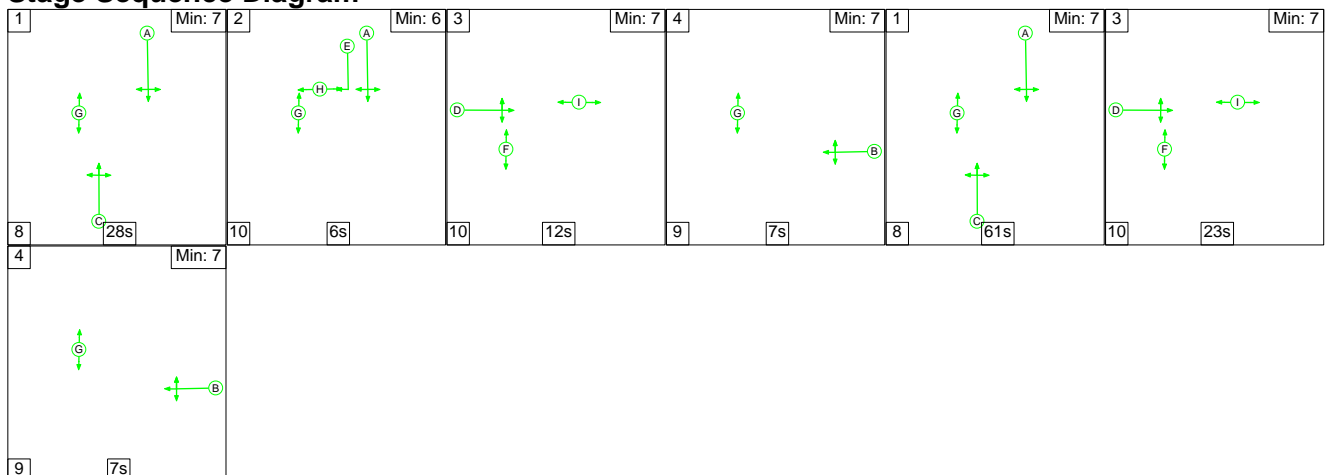
Stage	1	2	3	4	1	2	3	5
Duration	43	0	20	6	17	3	34	6
Change Point	0	55	60	92	110	139	147	193

Signal Timings Diagram



C2

Stage Sequence Diagram

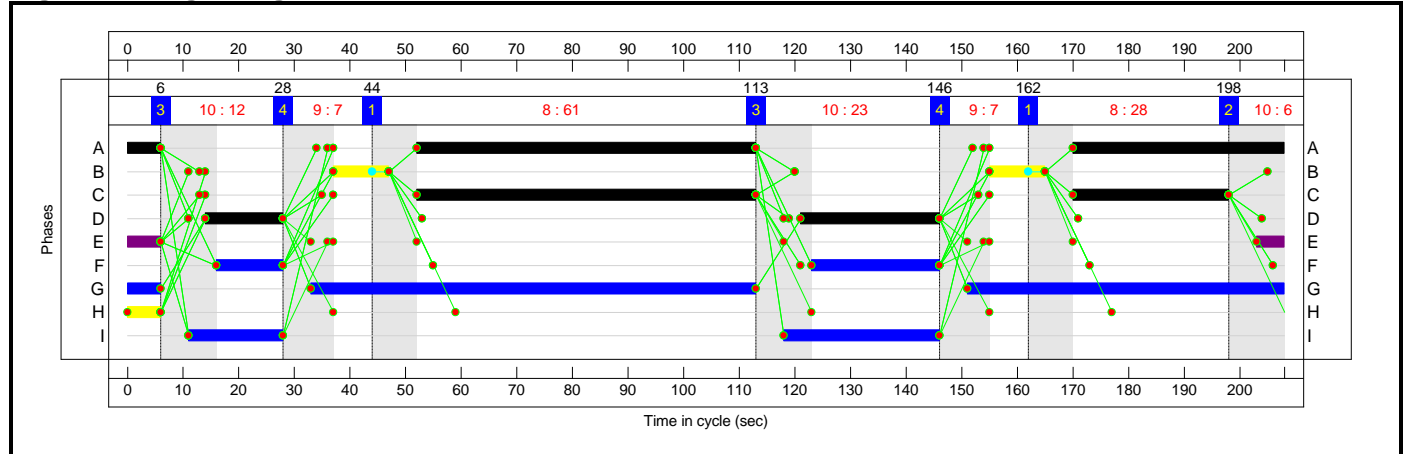


Full Input Data And Results

Stage Timings

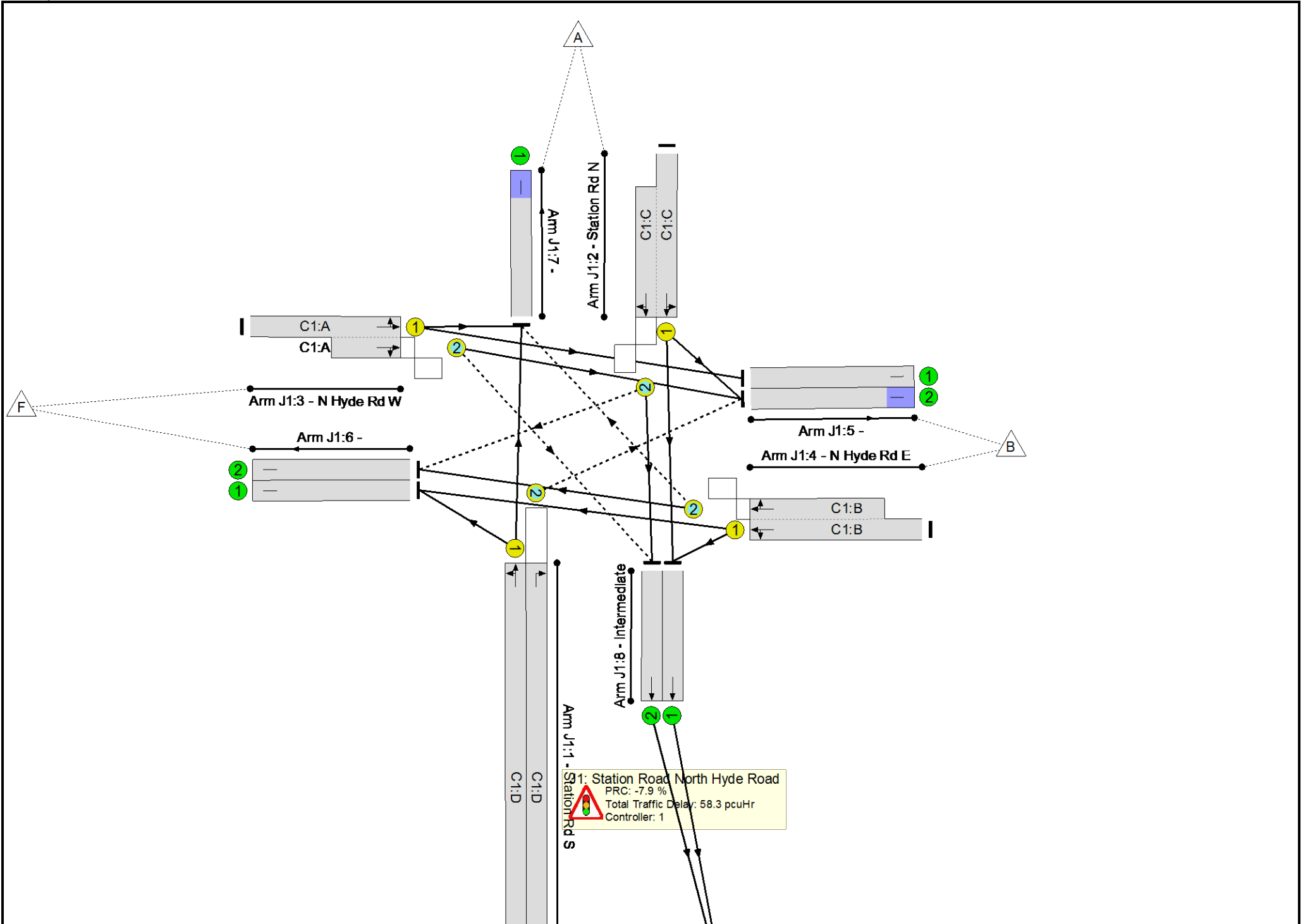
Stage	1	2	3	4	1	3	4
Duration	28	6	12	7	61	23	7
Change Point	162	198	6	28	44	113	146

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
J1: Station Road North Hyde Road	-	-	N/A	-	-		-	-	-	-	-	-	97.1%
1/1	Station Rd S Left Ahead	U	N/A	N/A	C1:D		2	69	-	583	2287	781	74.7%
1/2	Station Rd S Right	O	N/A	N/A	C1:D		2	69	-	231	1892	251	92.0%
2/1+2/2	Station Rd N Left Right Ahead	U+O	N/A	N/A	C1:C		2	54	-	889	2149:2040	932	95.4%
3/1+3/2	N Hyde Rd W Ahead Left Right	U+O	N/A	N/A	C1:A		2	62	-	657	1958:2160	800	82.1%
4/1+4/2	N Hyde Rd E Ahead Right Left	U+O	N/A	N/A	C1:B		2	73	-	812	1966:2094	836	97.1%
5/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	783	1800	1800	43.5%
6/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	343	1800	1800	19.1%
7/1		U	N/A	N/A	-		-	-	-	812	1800	1800	45.1%
8/1	intermediate Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
8/2	intermediate Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
J2: Station Road Millington Road	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/1+1/2	Left Ahead Right	U+O	N/A	N/A	C2:A	C2:E	2	105	11	741	2064:2064	1112	66.6%
2/1	Bedwell Gardens Right Left Ahead	U	N/A	N/A	C2:B		2	20	-	76	1995	211	36.0%

Full Input Data And Results

3/1+3/2	Station Road South Ahead Right Left	U+O	N/A	N/A	C2:C		2	89	-	794	2021:2156	977	81.3%
4/2+4/1	Millington Road Left Ahead Right	U	N/A	N/A	C2:D		2	39	-	405	1982:2386	514	78.9%
5/1	Bedwell Gardens Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Station Road South Exit	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
7/1	Millington Road Exit	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	226	251	205	42.5	30.9	2.6	76.0	-	-	-	-
J1: Station Road North Hyde Road	-	-	171	191	205	30.4	25.7	2.2	58.3	-	-	-	-
1/1	583	583	-	-	-	3.5	1.5	-	5.0	30.8	14.8	1.5	16.3
1/2	231	231	10	118	102	2.2	4.1	1.0	7.3	113.4	9.1	4.1	13.1
2/1+2/2	889	889	45	0	69	10.7	7.6	0.5	18.8	76.3	15.5	7.6	23.2
3/1+3/2	657	657	39	0	5	5.7	2.2	0.1	8.0	44.0	13.8	2.2	16.1
4/1+4/2	812	812	76	72	29	8.3	9.4	0.5	18.2	80.8	18.5	9.4	27.9
5/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	783	783	-	-	-	0.0	0.4	-	0.4	1.8	0.1	0.4	0.5
6/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	343	343	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	812	812	-	-	-	0.1	0.4	-	0.5	2.0	0.9	0.4	1.3
8/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Station Road Millington Road	-	-	55	61	0	12.1	5.2	0.5	17.7	-	-	-	-
1/1+1/2	741	741	53	61	0	1.6	1.0	0.4	3.0	14.6	17.9	1.0	18.9
2/1	76	76	-	-	-	0.9	0.3	-	1.2	57.5	2.3	0.3	2.6
3/1+3/2	794	794	2	0	0	5.3	2.1	0.0	7.4	33.5	18.2	2.1	20.3
4/2+4/1	405	405	-	-	-	4.3	1.8	-	6.1	54.3	8.6	1.8	10.4
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%)	-7.9	Total Delay for Signalled Lanes (pcuHr):			57.34	Cycle Time (s): 208				
C2			PRC for Signalled Lanes (%)	10.7	Total Delay for Signalled Lanes (pcuHr):			17.72	Cycle Time (s): 208				
PRC Over All Lanes (%)				-7.9	Total Delay Over All Lanes (pcuHr):			76.03					

Full Input Data And Results