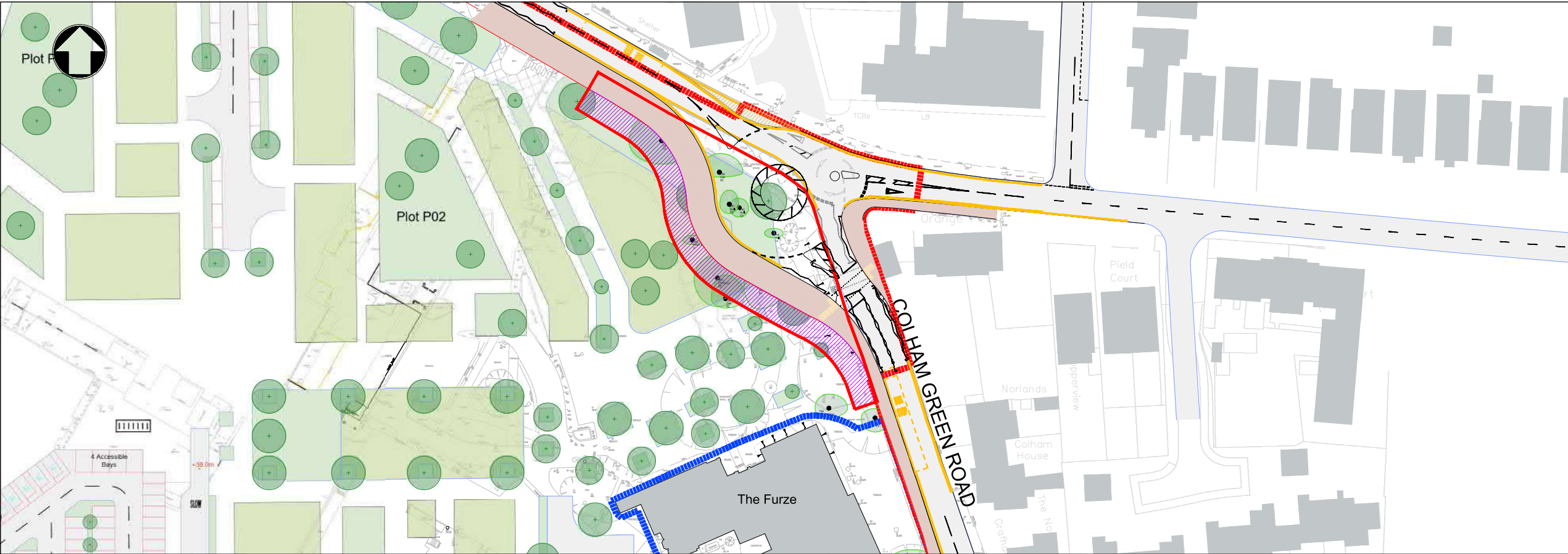




Notes

Key to symbols

New kerbline

Proposed extent of land reserved for junction improvement

Footway

Footway Extension

5m Buffer from footway

Tactiles

12

2.5

6

'Standard' Rigid Bus
Overall Length 12,000m
Overall Width 2,550m
Overall Body Height 3,069m
Min Body Ground Clearance 0,309m
Track Width 2,350m
Lock to lock time 4,00s
Wall to Wall Turning Radius 10,771m

Reference drawings

SITE PLAN AS PROPOSED
THHR_01-MMD-XX-XX-DR-A-100003

C01	25.05.22	AM	Published for planning submission	MF	MS
P03	26.04.22	AM	Third Issue-Status Amended	MF	MS
P2	21.04.22	AM	Second Issue	MF	MS
P1	25.03.22	AM	First Issue	MS	
Rev	Date	Drawn	Description	Ch'k'd	App'd

M

M

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Client

NHS

The Hillingdon Hospitals

NHS Foundation Trust

Title

Hillingdon Hospital Redevelopment
Phase 2 Land Reserved for Junction
Improvement Field Heath Rd/
Colham Green Rd Junction

Designed	A Michou	AM	Eng check	M Staniland	MS
Drawn	A Michou	AM	Coordination	M Staniland	MS
Dwg check	M Staniland	MS	Approved	M Staniland	MS

Scale at A1	Status	Rev	Security
1:500	A2	C01	STD

Drawing Number:
THHR_01-MMD-XX-XX-DR-U-2203

ENTRY/EGRESS OF 12m BUS FROM/TO THE WEST

ENTRY/EGRESS OF 12m BUS FROM/TO THE EAST

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C:\Users\MIC39344\Mott MacDonald\THHR Stage 2 works - Proposal Project - Do\Develop\Working Folder\Drawings\Planning
Drawings\Published\THHR_01-MMD-XX-XX-DR-U-2203-C01.dwg May 24, 2022 - 4:53PM MIC39344

I. Junction Modelling Output Reports

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Pield Heath Road - Kingston Lane v2.j9

Path: C:\Users\WRI87273\Mott MacDonald\Hillingdon Hospital Redevelopment - Hillingdon Hospital (THH)\Working Folder\Junction Modelling\Models\1. Pield Heath Road - Kingston Lane

Report generation date: 31/03/2022 11:59:01

»2021 CTDM BY, AM
 »2021 CTDM BY, PM
 »2026 CTDM FBY, AM
 »2026 CTDM FBY, PM
 »2031 CTDM FBY, AM
 »2031 CTDM FBY, PM
 »2026 Scenario 1, AM
 »2026 Scenario 1, PM
 »2026 Scenario 2, AM
 »2026 Scenario 2, PM
 »2031 Scenario 1 FBY, AM
 »2031 Scenario 1 FBY, PM
 »2031 Scenario 2 FBY, AM
 »2031 Scenario 2 FBY, PM
 »2031 Scenario 1 + Resi, AM
 »2031 Scenario 1 + Resi, PM
 »2031 Scenario 2 + Resi, AM
 »2031 Scenario 2 + Resi, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
Stream B-AC	D1	7.3	66.06	0.91	F	D2	4.1	37.80	0.81	E
Stream C-AB		7.2	25.54	0.83	D		4.5	16.30	0.74	C
	2026 CTDM FBY									
Stream B-AC	D3	10.5	90.70	0.96	F	D4	5.3	48.49	0.86	E
Stream C-AB		9.1	31.23	0.86	D		5.3	18.11	0.77	C
	2031 CTDM FBY									
Stream B-AC	D5	16.0	128.20	1.01	F	D6	7.4	65.52	0.91	F
Stream C-AB		12.0	40.10	0.90	E		6.3	20.57	0.80	C
	2026 Scenario 1									
Stream B-AC	D7	7.4	67.26	0.91	F	D8	5.4	48.75	0.86	E
Stream C-AB		7.1	24.98	0.82	C		4.6	16.54	0.75	C
	2026 Scenario 2									
Stream B-AC	D9	6.4	60.12	0.89	F	D10	5.4	48.31	0.86	E
Stream C-AB		6.8	24.21	0.82	C		4.4	16.22	0.74	C
	2031 Scenario 1 FBY									
Stream B-AC	D11	10.1	88.93	0.95	F	D12	7.5	65.54	0.91	F
Stream C-AB		9.1	30.94	0.86	D		5.5	18.47	0.77	C
	2031 Scenario 2 FBY									
Stream B-AC	D13	9.3	83.35	0.94	F	D14	7.5	64.94	0.91	F
Stream C-AB		8.8	29.84	0.85	D		5.3	18.19	0.77	C
	2031 Scenario 1 + Resi									
Stream B-AC	D15	13.1	110.36	0.99	F	D16	9.0	75.78	0.93	F
Stream C-AB		11.3	38.02	0.89	E		5.9	19.54	0.79	C
	2031 Scenario 2 + Resi									
Stream B-AC	D17	11.3	98.43	0.97	F	D18	8.8	74.93	0.93	F
Stream C-AB		10.8	36.36	0.88	E		5.8	19.24	0.78	C

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

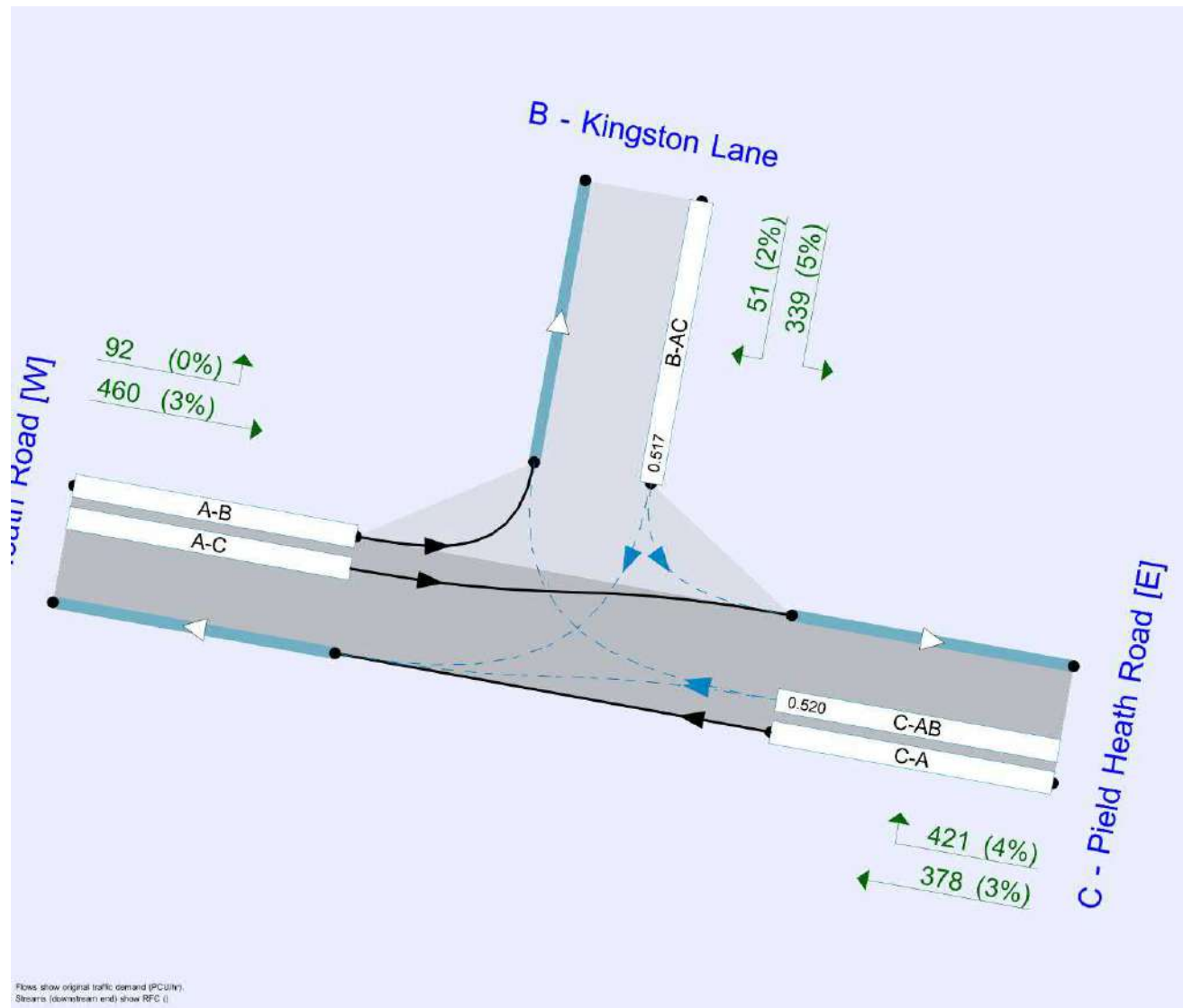
File summary

File Description

Title	Pield Heath Road / Kingston Lane
Location	51°31'40.1"N 0°27'52.8"W
Site number	
Date	26/01/2022
Version	1
Status	Revised
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMACIMCM80211
Description	Model of existing arrangement.

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



The junction diagram reflects the last run of Junctions.

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	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15	✓
D10	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15	✓
D11	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15	✓
D12	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15	✓
D13	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15	✓
D14	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15	✓
D15	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15	✓
D16	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15	✓
D17	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15	✓
D18	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		23.68	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pield Heath Road [W]		Major
B	Kingston Lane		Minor
C	Pield Heath Road [E]		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pield Heath Road [E]	7.40			250.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Kingston Lane	One lane	4.50	23	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	576	0.098	0.249	0.157	0.356
B-C	741	0.107	0.270	-	-
C-B	719	0.262	0.262	-	-

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	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	552	100.000
B - Kingston Lane		ONE HOUR	✓	390	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	92	460
	B - Kingston Lane	51	0	339
	C - Pield Heath Road [E]	378	421	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	66.06	7.3	F	358	537
C-AB	0.83	25.54	7.2	D	556	834
C-A					177	266
A-B					84	127
A-C					422	633

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)	Unsignalised level of service
B-AC	294	73	568	0.517	289	0.0	1.1	13.305	B
C-AB	396	99	762	0.520	390	0.0	1.4	9.977	A
C-A	206	51			206				
A-B	69	17			69				
A-C	346	87			346				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	351	88	533	0.658	347	1.1	1.9	19.928	C
C-AB	521	130	811	0.642	517	1.4	2.4	12.714	B
C-A	197	49			197				
A-B	83	21			83				
A-C	414	103			414				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	429	107	477	0.901	413	1.9	6.1	49.386	E
C-AB	751	188	907	0.828	734	2.4	6.6	21.689	C
C-A	129	32			129				
A-B	101	25			101				
A-C	506	127			506				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	429	107	474	0.907	424	6.1	7.3	66.060	F
C-AB	751	188	907	0.828	749	6.6	7.2	25.536	D
C-A	129	32			129				
A-B	101	25			101				
A-C	506	127			506				

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)	Unsignalised level of service
B-AC	351	88	530	0.662	371	7.3	2.2	26.281	D
C-AB	521	130	811	0.643	539	7.2	2.7	14.908	B
C-A	197	49			197				
A-B	83	21			83				
A-C	414	103			414				

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)	Unsignalised level of service
B-AC	294	73	567	0.518	298	2.2	1.2	14.196	B
C-AB	396	99	761	0.520	401	2.7	1.5	10.565	B
C-A	206	51			206				
A-B	69	17			69				
A-C	346	87			346				

2021 CTDM BY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		14.36	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
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	443	100.000
B - Kingston Lane		ONE HOUR	✓	373	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	800	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	62	381
	B - Kingston Lane	51	0	322
	C - Pield Heath Road [E]	402	398	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.81	37.80	4.1	E	342	513
C-AB	0.74	16.30	4.5	C	513	769
C-A					221	332
A-B					57	85
A-C					350	524

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)	Unsignalised level of service
B-AC	281	70	586	0.479	277	0.0	0.9	12.110	B
C-AB	370	93	780	0.474	366	0.0	1.1	9.023	A
C-A	232	58			232				
A-B	47	12			47				
A-C	287	72			287				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	335	84	556	0.604	333	0.9	1.5	16.815	C
C-AB	483	121	831	0.582	480	1.1	1.9	10.764	B
C-A	236	59			236				
A-B	56	14			56				
A-C	343	86			343				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	411	103	508	0.808	402	1.5	3.7	33.138	D
C-AB	685	171	925	0.741	675	1.9	4.2	15.205	C
C-A	196	49			196				
A-B	68	17			68				
A-C	419	105			419				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	411	103	507	0.811	409	3.7	4.1	37.802	E
C-AB	685	171	924	0.741	684	4.2	4.5	16.302	C
C-A	196	49			196				
A-B	68	17			68				
A-C	419	105			419				

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)	Unsignalised level of service
B-AC	335	84	554	0.605	345	4.1	1.7	18.843	C
C-AB	483	121	830	0.583	493	4.5	2.1	11.594	B
C-A	236	59			236				
A-B	56	14			56				
A-C	343	86			343				

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)	Unsignalised level of service
B-AC	281	70	585	0.480	284	1.7	1.0	12.670	B
C-AB	370	93	780	0.475	374	2.1	1.2	9.383	A
C-A	232	58			232				
A-B	47	12			47				
A-C	287	72			287				

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		31.38	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
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	569	100.000
B - Kingston Lane		ONE HOUR	✓	400	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	95	474
	B - Kingston Lane	53	0	347
	C - Pield Heath Road [E]	390	434	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.96	90.70	10.5	F	367	551
C-AB	0.86	31.23	9.1	D	587	880
C-A					169	254
A-B					87	131
A-C					435	652

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)	Unsignalised level of service
B-AC	301	75	562	0.536	296	0.0	1.2	13.945	B
C-AB	414	103	769	0.539	408	0.0	1.5	10.267	B
C-A	206	52			206				
A-B	72	18			72				
A-C	357	89			357				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	90	525	0.685	356	1.2	2.1	21.763	C
C-AB	549	137	823	0.667	544	1.5	2.7	13.413	B
C-A	192	48			192				
A-B	85	21			85				
A-C	426	107			426				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	440	110	465	0.948	417	2.1	7.9	60.911	F
C-AB	798	200	927	0.861	776	2.7	8.2	24.900	C
C-A	109	27			109				
A-B	105	26			105				
A-C	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)	Unsignalised level of service
B-AC	440	110	460	0.957	430	7.9	10.5	90.702	F
C-AB	798	200	927	0.861	794	8.2	9.1	31.232	D
C-A	109	27			109				
A-B	105	26			105				
A-C	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)	Unsignalised level of service
B-AC	360	90	521	0.691	392	10.5	2.5	34.715	D
C-AB	549	137	822	0.667	573	9.1	3.1	16.744	C
C-A	192	48			192				
A-B	85	21			85				
A-C	426	107			426				

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)	Unsignalised level of service
B-AC	301	75	561	0.537	306	2.5	1.3	15.096	C
C-AB	414	103	768	0.539	420	3.1	1.6	10.987	B
C-A	206	52			206				
A-B	72	18			72				
A-C	357	89			357				

2026 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		17.58	C

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	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	459	100.000
B - Kingston Lane		ONE HOUR	✓	386	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	64	395
	B - Kingston Lane	53	0	333
	C - Pield Heath Road [E]	416	410	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	48.49	5.3	E	354	531
C-AB	0.77	18.11	5.3	C	540	810
C-A					218	326
A-B					59	88
A-C					362	544

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)	Unsignalised level of service
B-AC	291	73	581	0.500	287	0.0	1.0	12.698	B
C-AB	387	97	788	0.491	382	0.0	1.2	9.218	A
C-A	235	59			235				
A-B	48	12			48				
A-C	297	74			297				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	347	87	549	0.633	344	1.0	1.7	18.264	C
C-AB	508	127	842	0.603	505	1.2	2.1	11.169	B
C-A	234	59			234				
A-B	58	14			58				
A-C	355	89			355				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	106	498	0.854	413	1.7	4.7	39.904	E
C-AB	726	182	944	0.769	715	2.1	5.0	16.533	C
C-A	183	46			183				
A-B	70	18			70				
A-C	435	109			435				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	106	496	0.857	423	4.7	5.3	48.488	E
C-AB	726	182	943	0.770	725	5.0	5.3	18.115	C
C-A	183	46			183				
A-B	70	18			70				
A-C	435	109			435				

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)	Unsignalised level of service
B-AC	347	87	546	0.635	361	5.3	1.9	21.672	C
C-AB	508	127	841	0.604	520	5.3	2.3	12.278	B
C-A	234	59			234				
A-B	58	14			58				
A-C	355	89			355				

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)	Unsignalised level of service
B-AC	291	73	580	0.501	294	1.9	1.1	13.405	B
C-AB	387	97	787	0.492	391	2.3	1.3	9.638	A
C-A	235	59			235				
A-B	48	12			48				
A-C	297	74			297				

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		43.07	E

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	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	588	100.000
B - Kingston Lane		ONE HOUR	✓	409	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	850	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	99	489
	B - Kingston Lane	55	0	354
	C - Pield Heath Road [E]	403	447	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.01	128.20	16.0	F	375	563
C-AB	0.90	40.10	12.0	E	620	930
C-A					160	240
A-B					91	136
A-C					449	673

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)	Unsignalised level of service
B-AC	308	77	555	0.554	303	0.0	1.3	14.638	B
C-AB	433	108	776	0.558	427	0.0	1.6	10.585	B
C-A	207	52			207				
A-B	75	19			75				
A-C	368	92			368				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	368	92	516	0.713	363	1.3	2.4	23.927	C
C-AB	578	144	835	0.692	572	1.6	3.1	14.240	B
C-A	186	47			186				
A-B	89	22			89				
A-C	440	110			440				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	450	113	451	0.999	417	2.4	10.6	76.182	F
C-AB	850	212	949	0.895	821	3.1	10.3	29.273	D
C-A	86	22			86				
A-B	109	27			109				
A-C	538	135			538				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	450	113	445	1.013	429	10.6	16.0	128.203	F
C-AB	850	212	949	0.896	843	10.3	12.0	40.104	E
C-A	86	22			86				
A-B	109	27			109				
A-C	538	135			538				

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)	Unsignalised level of service
B-AC	368	92	510	0.721	419	16.0	3.1	55.048	F
C-AB	578	144	834	0.693	611	12.0	3.6	19.708	C
C-A	186	47			186				
A-B	89	22			89				
A-C	440	110			440				

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)	Unsignalised level of service
B-AC	308	77	554	0.556	315	3.1	1.4	16.186	C
C-AB	433	108	776	0.558	441	3.6	1.8	11.482	B
C-A	207	52			207				
A-B	75	19			75				
A-C	368	92			368				

2031 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		22.53	C

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	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	476	100.000
B - Kingston Lane		ONE HOUR	✓	399	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	852	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	67	409
	B - Kingston Lane	55	0	344
	C - Pield Heath Road [E]	430	422	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	65.52	7.4	F	366	549
C-AB	0.80	20.57	6.3	C	569	854
C-A					213	319
A-B					61	92
A-C					375	563

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)	Unsignalised level of service
B-AC	300	75	575	0.522	296	0.0	1.1	13.354	B
C-AB	404	101	795	0.508	399	0.0	1.3	9.430	A
C-A	237	59			237				
A-B	50	13			50				
A-C	308	77			308				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	359	90	541	0.663	355	1.1	1.9	19.992	C
C-AB	534	133	855	0.625	530	1.3	2.3	11.632	B
C-A	232	58			232				
A-B	60	15			60				
A-C	368	92			368				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	439	110	487	0.902	422	1.9	6.2	49.170	E
C-AB	770	192	965	0.798	756	2.3	5.9	18.210	C
C-A	168	42			168				
A-B	74	18			74				
A-C	450	113			450				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	439	110	484	0.907	434	6.2	7.4	65.515	F
C-AB	770	192	964	0.799	768	5.9	6.3	20.568	C
C-A	168	42			168				
A-B	74	18			74				
A-C	450	113			450				

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)	Unsignalised level of service
B-AC	359	90	539	0.666	379	7.4	2.2	26.359	D
C-AB	534	133	853	0.626	549	6.3	2.6	13.150	B
C-A	232	58			232				
A-B	60	15			60				
A-C	368	92			368				

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)	Unsignalised level of service
B-AC	300	75	574	0.523	305	2.2	1.2	14.265	B
C-AB	404	101	794	0.509	409	2.6	1.4	9.928	A
C-A	237	59			237				
A-B	50	13			50				
A-C	308	77			308				

2026 Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		23.46	C

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	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	561	100.000
B - Kingston Lane		ONE HOUR	✓	385	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	798	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	95	466
	B - Kingston Lane	53	0	332
	C - Pield Heath Road [E]	381	417	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	67.26	7.4	F	353	530
C-AB	0.82	24.98	7.1	C	552	828
C-A					180	271
A-B					87	131
A-C					428	641

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)	Unsignalised level of service
B-AC	290	72	564	0.514	286	0.0	1.1	13.345	B
C-AB	392	98	760	0.516	387	0.0	1.3	9.930	A
C-A	208	52			208				
A-B	72	18			72				
A-C	351	88			351				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	346	87	528	0.656	343	1.1	1.9	20.022	C
C-AB	517	129	810	0.639	513	1.3	2.4	12.610	B
C-A	200	50			200				
A-B	85	21			85				
A-C	419	105			419				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	424	106	470	0.902	407	1.9	6.1	50.075	F
C-AB	746	187	906	0.824	730	2.4	6.5	21.332	C
C-A	133	33			133				
A-B	105	26			105				
A-C	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)	Unsignalised level of service
B-AC	424	106	467	0.908	419	6.1	7.4	67.264	F
C-AB	746	187	905	0.824	744	6.5	7.1	24.984	C
C-A	133	33			133				
A-B	105	26			105				
A-C	513	128			513				

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)	Unsignalised level of service
B-AC	346	87	524	0.660	367	7.4	2.2	26.513	D
C-AB	517	129	809	0.639	535	7.1	2.7	14.713	B
C-A	200	50			200				
A-B	85	21			85				
A-C	419	105			419				

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)	Unsignalised level of service
B-AC	290	72	562	0.516	294	2.2	1.1	14.236	B
C-AB	392	98	760	0.516	397	2.7	1.4	10.503	B
C-A	208	52			208				
A-B	72	18			72				
A-C	351	88			351				

2026 Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		17.14	C

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	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	459	100.000
B - Kingston Lane		ONE HOUR	✓	392	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	806	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	64	395
	B - Kingston Lane	53	0	339
	C - Pield Heath Road [E]	409	397	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	48.75	5.4	E	360	540
C-AB	0.75	16.54	4.6	C	516	774
C-A					224	336
A-B					59	88
A-C					362	544

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)	Unsignalised level of service
B-AC	295	74	583	0.506	291	0.0	1.0	12.771	B
C-AB	371	93	780	0.476	366	0.0	1.1	9.045	A
C-A	236	59			236				
A-B	48	12			48				
A-C	297	74			297				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	352	88	552	0.638	350	1.0	1.8	18.404	C
C-AB	486	121	832	0.584	483	1.1	1.9	10.805	B
C-A	239	60			239				
A-B	58	14			58				
A-C	355	89			355				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	504	0.857	419	1.8	4.8	40.121	E
C-AB	691	173	928	0.745	681	1.9	4.4	15.370	C
C-A	197	49			197				
A-B	70	18			70				
A-C	435	109			435				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	502	0.860	429	4.8	5.4	48.751	E
C-AB	691	173	927	0.745	690	4.4	4.6	16.538	C
C-A	197	49			197				
A-B	70	18			70				
A-C	435	109			435				

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)	Unsignalised level of service
B-AC	352	88	550	0.640	366	5.4	2.0	21.893	C
C-AB	486	121	830	0.585	496	4.6	2.1	11.677	B
C-A	239	60			239				
A-B	58	14			58				
A-C	355	89			355				

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)	Unsignalised level of service
B-AC	295	74	582	0.507	299	2.0	1.1	13.497	B
C-AB	371	93	780	0.476	375	2.1	1.2	9.410	A
C-A	236	59			236				
A-B	48	12			48				
A-C	297	74			297				

2026 Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		21.46	C

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	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	557	100.000
B - Kingston Lane		ONE HOUR	✓	377	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	795	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	95	462
	B - Kingston Lane	53	0	324
	C - Pield Heath Road [E]	380	415	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.89	60.12	6.4	F	346	519
C-AB	0.82	24.21	6.8	C	547	821
C-A					182	273
A-B					87	131
A-C					424	636

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)	Unsignalised level of service
B-AC	284	71	563	0.504	280	0.0	1.0	13.092	B
C-AB	390	97	760	0.513	384	0.0	1.3	9.876	A
C-A	209	52			209				
A-B	72	18			72				
A-C	348	87			348				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	339	85	527	0.643	336	1.0	1.8	19.347	C
C-AB	513	128	809	0.635	509	1.3	2.3	12.493	B
C-A	202	50			202				
A-B	85	21			85				
A-C	415	104			415				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	104	470	0.883	400	1.8	5.4	46.413	E
C-AB	739	185	904	0.818	723	2.3	6.3	20.850	C
C-A	136	34			136				
A-B	105	26			105				
A-C	509	127			509				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	104	467	0.888	411	5.4	6.4	60.118	F
C-AB	739	185	903	0.818	737	6.3	6.8	24.213	C
C-A	136	34			136				
A-B	105	26			105				
A-C	509	127			509				

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)	Unsignalised level of service
B-AC	339	85	524	0.646	356	6.4	2.0	24.431	C
C-AB	513	128	808	0.635	530	6.8	2.6	14.454	B
C-A	202	50			202				
A-B	85	21			85				
A-C	415	104			415				

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)	Unsignalised level of service
B-AC	284	71	562	0.505	288	2.0	1.1	13.897	B
C-AB	390	97	759	0.513	395	2.6	1.4	10.431	B
C-A	209	52			209				
A-B	72	18			72				
A-C	348	87			348				

2026 Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		16.92	C

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	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	459	100.000
B - Kingston Lane		ONE HOUR	✓	392	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	801	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	64	395
	B - Kingston Lane	53	0	339
	C - Pield Heath Road [E]	407	394	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	48.31	5.4	E	360	540
C-AB	0.74	16.22	4.4	C	510	765
C-A					225	337
A-B					59	88
A-C					362	544

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)	Unsignalised level of service
B-AC	295	74	584	0.506	291	0.0	1.0	12.789	B
C-AB	367	92	778	0.472	363	0.0	1.1	9.007	A
C-A	236	59			236				
A-B	48	12			48				
A-C	297	74			297				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	352	88	553	0.637	350	1.0	1.8	18.404	C
C-AB	480	120	829	0.580	477	1.1	1.9	10.728	B
C-A	240	60			240				
A-B	58	14			58				
A-C	355	89			355				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	505	0.855	419	1.8	4.8	39.896	E
C-AB	682	171	924	0.739	673	1.9	4.2	15.134	C
C-A	199	50			199				
A-B	70	18			70				
A-C	435	109			435				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	503	0.858	429	4.8	5.4	48.314	E
C-AB	682	171	923	0.740	682	4.2	4.4	16.223	C
C-A	199	50			199				
A-B	70	18			70				
A-C	435	109			435				

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)	Unsignalised level of service
B-AC	352	88	551	0.639	366	5.4	2.0	21.832	C
C-AB	480	120	828	0.581	490	4.4	2.1	11.555	B
C-A	240	60			240				
A-B	58	14			58				
A-C	355	89			355				

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)	Unsignalised level of service
B-AC	295	74	583	0.506	299	2.0	1.1	13.513	B
C-AB	367	92	778	0.472	371	2.1	1.2	9.361	A
C-A	236	59			236				
A-B	48	12			48				
A-C	297	74			297				

2031 Scenario 1 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		30.43	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
D11	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	579	100.000
B - Kingston Lane		ONE HOUR	✓	393	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	825	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	99	480
	B - Kingston Lane	54	0	339
	C - Pield Heath Road [E]	394	431	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.95	88.93	10.1	F	361	541
C-AB	0.86	30.94	9.1	D	585	878
C-A					172	258
A-B					91	136
A-C					440	661

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)	Unsignalised level of service
B-AC	296	74	558	0.530	291	0.0	1.1	13.847	B
C-AB	412	103	768	0.537	406	0.0	1.5	10.237	B
C-A	209	52			209				
A-B	75	19			75				
A-C	361	90			361				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	353	88	520	0.679	350	1.1	2.1	21.531	C
C-AB	547	137	822	0.665	542	1.5	2.7	13.350	B
C-A	195	49			195				
A-B	89	22			89				
A-C	432	108			432				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	108	459	0.943	410	2.1	7.7	60.140	F
C-AB	797	199	928	0.859	775	2.7	8.1	24.707	C
C-A	111	28			111				
A-B	109	27			109				
A-C	528	132			528				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	108	454	0.953	423	7.7	10.1	88.928	F
C-AB	797	199	927	0.860	793	8.1	9.1	30.942	D
C-A	111	28			111				
A-B	109	27			109				
A-C	528	132			528				

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)	Unsignalised level of service
B-AC	353	88	516	0.685	384	10.1	2.5	33.623	D
C-AB	547	137	821	0.665	571	9.1	3.1	16.632	C
C-A	195	49			195				
A-B	89	22			89				
A-C	432	108			432				

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)	Unsignalised level of service
B-AC	296	74	557	0.532	301	2.5	1.2	14.947	B
C-AB	412	103	767	0.537	418	3.1	1.6	10.950	B
C-A	209	52			209				
A-B	75	19			75				
A-C	361	90			361				

2031 Scenario 1 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		21.89	C

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
D12	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	476	100.000
B - Kingston Lane		ONE HOUR	✓	405	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	832	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	67	409
	B - Kingston Lane	55	0	350
	C - Pield Heath Road [E]	423	409	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	65.54	7.5	F	372	557
C-AB	0.77	18.47	5.5	C	544	816
C-A					220	329
A-B					61	92
A-C					375	563

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)	Unsignalised level of service
B-AC	305	76	578	0.528	300	0.0	1.1	13.430	B
C-AB	388	97	787	0.493	383	0.0	1.2	9.244	A
C-A	239	60			239				
A-B	50	13			50				
A-C	308	77			308				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	91	545	0.668	361	1.1	2.0	20.146	C
C-AB	511	128	843	0.606	507	1.2	2.1	11.225	B
C-A	237	59			237				
A-B	60	15			60				
A-C	368	92			368				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	111	493	0.904	429	2.0	6.3	49.295	E
C-AB	733	183	947	0.774	721	2.1	5.1	16.772	C
C-A	183	46			183				
A-B	74	18			74				
A-C	450	113			450				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	111	491	0.908	441	6.3	7.5	65.541	F
C-AB	733	183	947	0.774	732	5.1	5.5	18.471	C
C-A	183	46			183				
A-B	74	18			74				
A-C	450	113			450				

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)	Unsignalised level of service
B-AC	364	91	543	0.671	385	7.5	2.3	26.627	D
C-AB	511	128	842	0.607	523	5.5	2.4	12.399	B
C-A	237	59			237				
A-B	60	15			60				
A-C	368	92			368				

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)	Unsignalised level of service
B-AC	305	76	577	0.529	309	2.3	1.2	14.363	B
C-AB	388	97	787	0.493	392	2.4	1.3	9.675	A
C-A	239	60			239				
A-B	50	13			50				
A-C	308	77			308				

2031 Scenario 2 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		28.64	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
D13	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	576	100.000
B - Kingston Lane		ONE HOUR	✓	387	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	823	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	99	477
	B - Kingston Lane	55	0	332
	C - Pield Heath Road [E]	394	429	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.94	83.35	9.3	F	355	533
C-AB	0.85	29.84	8.8	D	581	872
C-A					174	261
A-B					91	136
A-C					438	657

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)	Unsignalised level of service
B-AC	291	73	557	0.523	287	0.0	1.1	13.737	B
C-AB	409	102	767	0.534	404	0.0	1.5	10.179	B
C-A	210	53			210				
A-B	75	19			75				
A-C	359	90			359				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	348	87	519	0.671	344	1.1	2.0	21.161	C
C-AB	543	136	822	0.661	538	1.5	2.7	13.216	B
C-A	197	49			197				
A-B	89	22			89				
A-C	429	107			429				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	426	107	457	0.932	405	2.0	7.2	57.720	F
C-AB	791	198	926	0.854	770	2.7	7.9	24.099	C
C-A	115	29			115				
A-B	109	27			109				
A-C	525	131			525				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	426	107	453	0.941	418	7.2	9.3	83.350	F
C-AB	791	198	926	0.854	787	7.9	8.8	29.842	D
C-A	115	29			115				
A-B	109	27			109				
A-C	525	131			525				

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)	Unsignalised level of service
B-AC	348	87	514	0.676	376	9.3	2.4	31.451	D
C-AB	543	136	821	0.662	566	8.8	3.0	16.272	C
C-A	197	49			197				
A-B	89	22			89				
A-C	429	107			429				

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)	Unsignalised level of service
B-AC	291	73	555	0.525	296	2.4	1.2	14.778	B
C-AB	409	102	767	0.534	415	3.0	1.6	10.869	B
C-A	210	53			210				
A-B	75	19			75				
A-C	359	90			359				

2031 Scenario 2 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		21.64	C

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
D14	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	476	100.000
B - Kingston Lane		ONE HOUR	✓	405	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	67	409
	B - Kingston Lane	55	0	350
	C - Pield Heath Road [E]	422	407	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.91	64.94	7.5	F	372	557
C-AB	0.77	18.19	5.3	C	540	810
C-A					221	331
A-B					61	92
A-C					375	563

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)	Unsignalised level of service
B-AC	305	76	578	0.527	300	0.0	1.1	13.417	B
C-AB	385	96	786	0.490	380	0.0	1.2	9.218	A
C-A	239	60			239				
A-B	50	13			50				
A-C	308	77			308				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	364	91	545	0.667	361	1.1	2.0	20.106	C
C-AB	507	127	842	0.603	504	1.2	2.1	11.166	B
C-A	238	60			238				
A-B	60	15			60				
A-C	368	92			368				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	111	494	0.903	429	2.0	6.2	49.005	E
C-AB	727	182	945	0.770	716	2.1	5.0	16.571	C
C-A	185	46			185				
A-B	74	18			74				
A-C	450	113			450				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	446	111	492	0.907	441	6.2	7.5	64.944	F
C-AB	727	182	944	0.770	726	5.0	5.3	18.189	C
C-A	185	46			185				
A-B	74	18			74				
A-C	450	113			450				

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)	Unsignalised level of service
B-AC	364	91	543	0.670	385	7.5	2.3	26.466	D
C-AB	507	127	840	0.604	519	5.3	2.3	12.293	B
C-A	238	60			238				
A-B	60	15			60				
A-C	368	92			368				

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)	Unsignalised level of service
B-AC	305	76	577	0.528	309	2.3	1.2	14.349	B
C-AB	385	96	786	0.491	389	2.3	1.3	9.639	A
C-A	239	60			239				
A-B	50	13			50				
A-C	308	77			308				

2031 Scenario 1 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		38.08	E

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
D15	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	582	100.000
B - Kingston Lane		ONE HOUR	✓	400	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	846	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	99	483
	B - Kingston Lane	55	0	345
	C - Pield Heath Road [E]	401	445	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.99	110.36	13.1	F	367	551
C-AB	0.89	38.02	11.3	E	614	922
C-A					162	243
A-B					91	136
A-C					443	665

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)	Unsignalised level of service
B-AC	301	75	556	0.542	296	0.0	1.2	14.282	B
C-AB	430	107	775	0.555	424	0.0	1.6	10.517	B
C-A	207	52			207				
A-B	75	19			75				
A-C	364	91			364				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	360	90	516	0.696	355	1.2	2.2	22.819	C
C-AB	573	143	834	0.687	567	1.6	3.0	14.063	B
C-A	188	47			188				
A-B	89	22			89				
A-C	434	109			434				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	440	110	452	0.975	412	2.2	9.2	69.009	F
C-AB	840	210	946	0.889	813	3.0	9.8	28.289	D
C-A	91	23			91				
A-B	109	27			109				
A-C	532	133			532				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	440	110	446	0.988	425	9.2	13.1	110.357	F
C-AB	840	210	945	0.889	834	9.8	11.3	38.021	E
C-A	91	23			91				
A-B	109	27			109				
A-C	532	133			532				

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)	Unsignalised level of service
B-AC	360	90	510	0.704	401	13.1	2.8	43.445	E
C-AB	573	143	833	0.688	604	11.3	3.5	18.989	C
C-A	188	47			188				
A-B	89	22			89				
A-C	434	109			434				

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)	Unsignalised level of service
B-AC	301	75	554	0.544	307	2.8	1.3	15.606	C
C-AB	430	107	775	0.555	437	3.5	1.7	11.374	B
C-A	207	52			207				
A-B	75	19			75				
A-C	364	91			364				

2031 Scenario 1 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		24.91	C

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
D16	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	480	100.000
B - Kingston Lane		ONE HOUR	✓	414	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	67	413
	B - Kingston Lane	55	0	359
	C - Pield Heath Road [E]	426	415	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.93	75.78	9.0	F	380	570
C-AB	0.79	19.54	5.9	C	556	834
C-A					216	324
A-B					61	92
A-C					379	568

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)	Unsignalised level of service
B-AC	312	78	578	0.540	307	0.0	1.2	13.754	B
C-AB	395	99	790	0.501	390	0.0	1.3	9.348	A
C-A	238	59			238				
A-B	50	13			50				
A-C	311	78			311				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	372	93	545	0.683	368	1.2	2.1	21.041	C
C-AB	522	130	848	0.615	518	1.3	2.2	11.445	B
C-A	234	59			234				
A-B	60	15			60				
A-C	371	93			371				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	456	114	492	0.927	436	2.1	7.2	54.274	F
C-AB	751	188	955	0.786	738	2.2	5.5	17.524	C
C-A	175	44			175				
A-B	74	18			74				
A-C	455	114			455				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	456	114	489	0.932	449	7.2	9.0	75.782	F
C-AB	751	188	954	0.787	749	5.5	5.9	19.545	C
C-A	175	44			175				
A-B	74	18			74				
A-C	455	114			455				

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)	Unsignalised level of service
B-AC	372	93	542	0.687	398	9.0	2.5	30.032	D
C-AB	522	130	846	0.616	535	5.9	2.5	12.789	B
C-A	234	59			234				
A-B	60	15			60				
A-C	371	93			371				

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)	Unsignalised level of service
B-AC	312	78	577	0.541	317	2.5	1.3	14.817	B
C-AB	395	99	789	0.501	400	2.5	1.4	9.813	A
C-A	238	59			238				
A-B	50	13			50				
A-C	311	78			311				

2031 Scenario 2 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		34.64	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
D17	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	578	100.000
B - Kingston Lane		ONE HOUR	✓	393	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	843	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	99	479
	B - Kingston Lane	55	0	338
	C - Pield Heath Road [E]	400	443	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
From		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	2	0	5
	C - Pield Heath Road [E]	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.97	98.43	11.3	F	361	541
C-AB	0.88	36.36	10.8	E	610	914
C-A					164	246
A-B					91	136
A-C					440	659

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)	Unsignalised level of service
B-AC	296	74	555	0.533	291	0.0	1.2	14.021	B
C-AB	427	107	775	0.551	421	0.0	1.6	10.456	B
C-A	207	52			207				
A-B	75	19			75				
A-C	361	90			361				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	353	88	516	0.684	349	1.2	2.1	22.040	C
C-AB	569	142	832	0.683	563	1.6	3.0	13.908	B
C-A	189	47			189				
A-B	89	22			89				
A-C	431	108			431				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	108	452	0.956	408	2.1	8.3	64.011	F
C-AB	833	208	944	0.883	807	3.0	9.4	27.477	D
C-A	95	24			95				
A-B	109	27			109				
A-C	527	132			527				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	433	108	447	0.969	420	8.3	11.3	98.433	F
C-AB	833	208	943	0.883	827	9.4	10.8	36.359	E
C-A	95	24			95				
A-B	109	27			109				
A-C	527	132			527				

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)	Unsignalised level of service
B-AC	353	88	511	0.692	388	11.3	2.6	37.345	E
C-AB	569	142	832	0.684	598	10.8	3.4	18.426	C
C-A	189	47			189				
A-B	89	22			89				
A-C	431	108			431				

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)	Unsignalised level of service
B-AC	296	74	554	0.534	301	2.6	1.2	15.209	C
C-AB	427	107	774	0.552	434	3.4	1.7	11.283	B
C-A	207	52			207				
A-B	75	19			75				
A-C	361	90			361				

2031 Scenario 2 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Kingston Lane	T-Junction	Two-way		24.60	C

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
D18	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [W]		ONE HOUR	✓	480	100.000
B - Kingston Lane		ONE HOUR	✓	414	100.000
C - Pield Heath Road [E]		ONE HOUR	✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	67	413
	B - Kingston Lane	55	0	359
	C - Pield Heath Road [E]	424	413	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [W]	B - Kingston Lane	C - Pield Heath Road [E]
From	A - Pield Heath Road [W]	0	0	3
	B - Kingston Lane	0	0	6
	C - Pield Heath Road [E]	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.93	74.93	8.8	F	380	570
C-AB	0.78	19.24	5.8	C	552	828
C-A					216	325
A-B					61	92
A-C					379	568

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)	Unsignalised level of service
B-AC	312	78	578	0.539	307	0.0	1.2	13.738	B
C-AB	393	98	789	0.498	388	0.0	1.3	9.323	A
C-A	237	59			237				
A-B	50	13			50				
A-C	311	78			311				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	372	93	545	0.683	368	1.2	2.1	20.995	C
C-AB	518	129	846	0.612	514	1.3	2.2	11.390	B
C-A	235	59			235				
A-B	60	15			60				
A-C	371	93			371				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	456	114	492	0.926	436	2.1	7.1	53.885	F
C-AB	744	186	951	0.783	732	2.2	5.4	17.318	C
C-A	177	44			177				
A-B	74	18			74				
A-C	455	114			455				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	456	114	490	0.930	449	7.1	8.8	74.926	F
C-AB	744	186	950	0.783	743	5.4	5.8	19.240	C
C-A	177	44			177				
A-B	74	18			74				
A-C	455	114			455				

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)	Unsignalised level of service
B-AC	372	93	543	0.686	398	8.8	2.5	29.771	D
C-AB	518	129	844	0.614	531	5.8	2.4	12.679	B
C-A	235	59			235				
A-B	60	15			60				
A-C	371	93			371				

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)	Unsignalised level of service
B-AC	312	78	577	0.540	316	2.5	1.3	14.794	B
C-AB	393	98	788	0.499	397	2.4	1.4	9.779	A
C-A	237	59			237				
A-B	50	13			50				
A-C	311	78			311				

Junctions 9										
ARCADY 9 - Roundabout Module										
Version: 9.5.1.7462										
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Filename: Pield Heath Road - Royal Lane [DM] v2.j9

Path: C:\Users\WRI87273\Mott MacDonald\Hillingdon Hospital Redevelopment - Hillingdon Hospital (THH)\Working Folder\Junction Modelling\Models\2. Pield Heath Road - Royal Lane\Existing

Report generation date: 31/03/2022 12:03:59

- »2021 CTDM BY, AM
- »2021 CTDM BY, PM
- »2026 CTDM FBY, AM
- »2026 CTDM FBY, PM
- »2031 CTDM FBY, AM
- »2031 CTDM FBY, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
1 - Royal Lane [N]	D1	2.8	34.49	0.75	D	D2	0.5	14.44	0.36	B
2 - Pield Heath Road [E]		53.0	295.90	1.16	F		40.7	195.39	1.10	F
3 - Royal Lane [S]		3.1	23.68	0.77	C		1.8	16.62	0.65	C
4 - Pield Heath Road [W]		59.5	244.93	1.13	F		14.6	70.70	0.97	F
	2026 CTDM FBY									
1 - Royal Lane [N]	D3	3.1	37.36	0.77	E	D4	0.6	15.25	0.38	C
2 - Pield Heath Road [E]		65.6	386.46	1.20	F		53.6	261.09	1.14	F
3 - Royal Lane [S]		3.5	26.22	0.79	D		2.0	17.54	0.67	C
4 - Pield Heath Road [W]		73.0	319.25	1.17	F		21.5	96.17	1.01	F
	2031 CTDM FBY									
1 - Royal Lane [N]	D5	3.5	41.58	0.79	E	D6	0.6	15.98	0.40	C
2 - Pield Heath Road [E]		78.1	477.23	1.24	F		67.8	360.94	1.19	F
3 - Royal Lane [S]		4.1	29.67	0.82	D		2.1	18.45	0.69	C
4 - Pield Heath Road [W]		87.4	399.00	1.20	F		31.0	128.70	1.04	F

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.

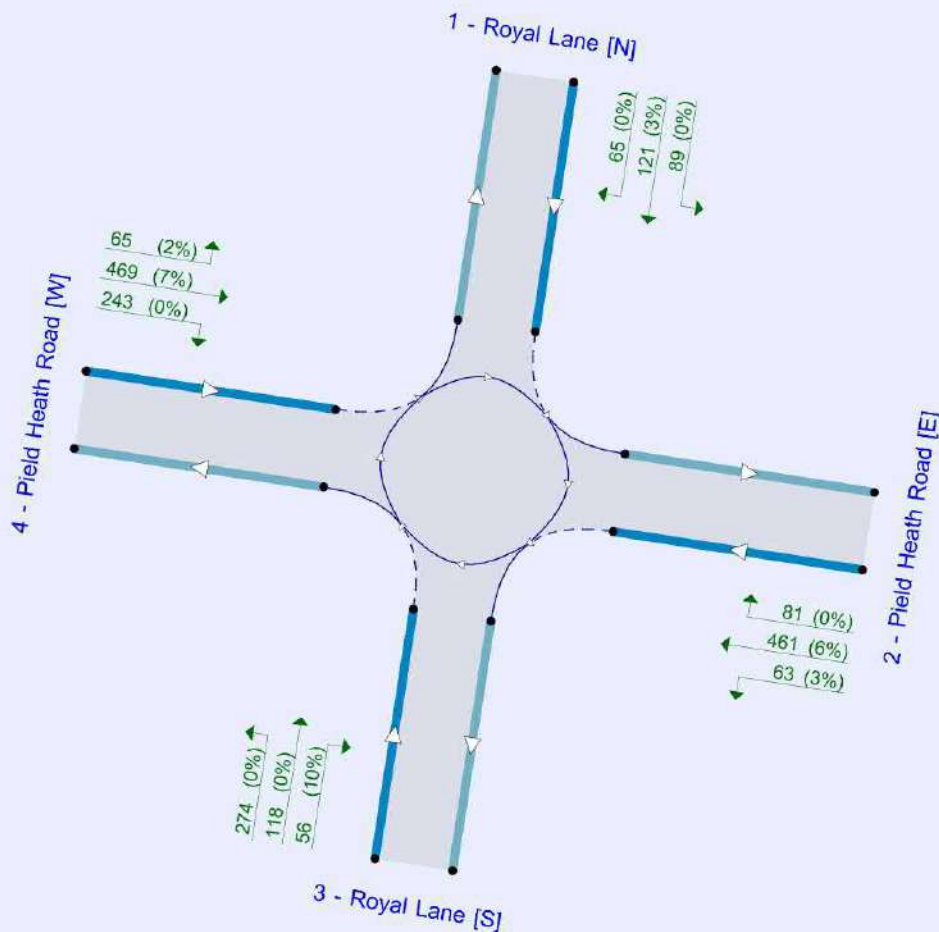
File summary

File Description

Title	Field Heath Road / Royal Lane
Location	51.527326, -0.462806
Site number	
Date	26/01/2022
Version	1
Status	Revised
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMACMCM80211
Description	Model of existing arrangement.

Units

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



Flows show original traffic demand (PCUs/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	184.92	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Royal Lane [N]	
2	Pield Heath Road [E]	
3	Royal Lane [S]	
4	Pield Heath Road [W]	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Royal Lane [N]	3.49	3.14	5.70	1.4	13.45	10.10	0.0	
2 - Pield Heath Road [E]	5.14	2.97	5.64	2.0	13.34	8.60	0.0	
3 - Royal Lane [S]	3.60	3.50	4.26	2.8	13.73	9.50	0.0	
4 - Pield Heath Road [W]	3.41	3.40	3.52	1.6	9.94	4.60	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Royal Lane [N]				0.611	866
2 - Pield Heath Road [E]	✓	0.609	845	0.609	845
3 - Royal Lane [S]				0.626	1013
4 - Pield Heath Road [W]	✓	0.609	920	0.609	920

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)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	275	100.000
2 - Pield Heath Road [E]		✓	605	100.000
3 - Royal Lane [S]		✓	449	100.000
4 - Pield Heath Road [W]		✓	777	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	89	121	65
	2 - Pield Heath Road [E]	81	0	63	461
	3 - Royal Lane [S]	118	56	1	274
	4 - Pield Heath Road [W]	65	469	243	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	3	6
	3 - Royal Lane [S]	0	10	0	0
	4 - Pield Heath Road [W]	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.75	34.49	2.8	D
2 - Pield Heath Road [E]	1.16	295.90	53.0	F
3 - Royal Lane [S]	0.77	23.68	3.1	C
4 - Pield Heath Road [W]	1.13	244.93	59.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	207	569	518	0.399	204	0.7	11.522	B
2 - Pield Heath Road [E]	455	319	651	0.700	446	2.3	17.742	C
3 - Royal Lane [S]	338	448	732	0.462	335	0.9	9.088	A
4 - Pield Heath Road [W]	585	190	804	0.727	575	2.6	15.712	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	247	677	453	0.546	245	1.2	17.409	C
2 - Pield Heath Road [E]	544	380	613	0.887	529	6.0	39.196	E
3 - Royal Lane [S]	404	532	680	0.594	401	1.4	12.979	B
4 - Pield Heath Road [W]	699	227	782	0.894	683	6.5	33.503	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	303	745	411	0.737	297	2.5	30.796	D
2 - Pield Heath Road [E]	666	435	580	1.149	570	30.1	132.689	F
3 - Royal Lane [S]	494	581	649	0.762	488	2.9	21.837	C
4 - Pield Heath Road [W]	855	267	758	1.129	746	34.0	113.791	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	303	753	406	0.746	302	2.8	34.489	D
2 - Pield Heath Road [E]	666	441	576	1.156	574	53.0	273.332	F
3 - Royal Lane [S]	494	586	646	0.766	494	3.1	23.681	C
4 - Pield Heath Road [W]	855	269	756	1.132	754	59.5	234.506	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	247	750	408	0.606	252	1.7	23.989	C
2 - Pield Heath Road [E]	544	409	596	0.913	584	43.0	295.898	F
3 - Royal Lane [S]	404	583	648	0.623	409	1.7	15.593	C
4 - Pield Heath Road [W]	699	238	775	0.901	762	43.6	244.932	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	207	726	423	0.490	210	1.0	17.320	C
2 - Pield Heath Road [E]	455	375	616	0.739	602	6.4	157.151	F
3 - Royal Lane [S]	338	589	644	0.525	340	1.1	12.084	B
4 - Pield Heath Road [W]	585	213	790	0.740	745	3.7	106.761	F

2021 CTDM BY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	99.35	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	126	100.000
2 - Pield Heath Road [E]		✓	642	100.000
3 - Royal Lane [S]		✓	370	100.000
4 - Pield Heath Road [W]		✓	710	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	35	58	33
	2 - Pield Heath Road [E]	44	0	55	543
	3 - Royal Lane [S]	74	55	0	241
	4 - Pield Heath Road [W]	46	452	211	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	6
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.36	14.44	0.5	B
2 - Pield Heath Road [E]	1.10	195.39	40.7	F
3 - Royal Lane [S]	0.65	16.62	1.8	C
4 - Pield Heath Road [W]	0.97	70.70	14.6	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	95	534	540	0.176	94	0.2	8.131	A
2 - Pield Heath Road [E]	483	225	708	0.683	475	2.1	15.709	C
3 - Royal Lane [S]	279	459	725	0.384	276	0.6	7.977	A
4 - Pield Heath Road [W]	535	129	842	0.635	528	1.8	11.717	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	113	641	475	0.239	113	0.3	10.021	B
2 - Pield Heath Road [E]	577	270	680	0.848	566	4.8	30.524	D
3 - Royal Lane [S]	333	548	669	0.497	331	1.0	10.603	B
4 - Pield Heath Road [W]	638	154	826	0.773	632	3.3	18.792	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	139	761	401	0.346	138	0.5	13.753	B
2 - Pield Heath Road [E]	707	323	648	1.091	631	23.9	99.904	F
3 - Royal Lane [S]	407	614	628	0.648	404	1.8	15.833	C
4 - Pield Heath Road [W]	782	184	808	0.968	749	11.3	48.121	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	139	779	390	0.356	139	0.5	14.436	B
2 - Pield Heath Road [E]	707	330	644	1.097	640	40.7	195.387	F
3 - Royal Lane [S]	407	622	623	0.654	407	1.8	16.622	C
4 - Pield Heath Road [W]	782	186	807	0.969	768	14.6	70.704	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	113	686	447	0.254	114	0.3	10.941	B
2 - Pield Heath Road [E]	577	286	671	0.860	654	21.4	174.988	F
3 - Royal Lane [S]	333	629	619	0.537	335	1.2	12.805	B
4 - Pield Heath Road [W]	638	162	822	0.777	681	4.0	32.225	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	95	550	530	0.179	95	0.2	8.356	A
2 - Pield Heath Road [E]	483	231	704	0.686	559	2.5	37.752	E
3 - Royal Lane [S]	279	537	676	0.412	280	0.7	9.135	A
4 - Pield Heath Road [W]	535	136	837	0.639	543	1.9	13.117	B

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	239.13	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	284	100.000
2 - Pield Heath Road [E]		✓	624	100.000
3 - Royal Lane [S]		✓	463	100.000
4 - Pield Heath Road [W]		✓	798	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	92	125	67
	2 - Pield Heath Road [E]	84	0	65	475
	3 - Royal Lane [S]	122	57	1	283
	4 - Pield Heath Road [W]	68	481	249	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	3	6
	3 - Royal Lane [S]	0	10	0	0
	4 - Pield Heath Road [W]	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.77	37.36	3.1	E
2 - Pield Heath Road [E]	1.20	386.46	65.6	F
3 - Royal Lane [S]	0.79	26.22	3.5	D
4 - Pield Heath Road [W]	1.17	319.25	73.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	214	582	510	0.419	211	0.7	12.073	B
2 - Pield Heath Road [E]	470	327	646	0.728	459	2.6	19.324	C
3 - Royal Lane [S]	349	461	724	0.482	345	0.9	9.521	A
4 - Pield Heath Road [W]	601	196	801	0.750	589	2.9	16.935	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	255	689	445	0.574	253	1.3	18.785	C
2 - Pield Heath Road [E]	561	389	608	0.923	541	7.5	46.673	E
3 - Royal Lane [S]	416	545	672	0.620	414	1.6	13.961	B
4 - Pield Heath Road [W]	717	234	778	0.922	697	8.0	39.031	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	313	745	411	0.762	307	2.8	33.264	D
2 - Pield Heath Road [E]	687	441	576	1.192	569	36.9	158.525	F
3 - Royal Lane [S]	510	582	648	0.787	503	3.3	23.970	C
4 - Pield Heath Road [W]	879	272	754	1.165	746	41.1	134.015	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	313	751	407	0.768	312	3.1	37.364	E
2 - Pield Heath Road [E]	687	446	573	1.198	572	65.6	333.588	F
3 - Royal Lane [S]	510	586	646	0.789	509	3.5	26.222	D
4 - Pield Heath Road [W]	879	275	753	1.167	751	73.0	283.438	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	255	749	408	0.626	260	1.8	25.457	D
2 - Pield Heath Road [E]	561	414	593	0.947	583	60.1	386.459	F
3 - Royal Lane [S]	416	584	647	0.643	423	1.9	16.676	C
4 - Pield Heath Road [W]	717	243	772	0.929	761	62.1	319.253	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	214	753	406	0.527	216	1.2	19.474	C
2 - Pield Heath Road [E]	470	389	608	0.772	598	28.1	269.589	F
3 - Royal Lane [S]	349	587	645	0.540	351	1.2	12.494	B
4 - Pield Heath Road [W]	601	217	788	0.763	775	18.6	192.638	F

2026 CTDM FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	132.26	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	130	100.000
2 - Pield Heath Road [E]		✓	663	100.000
3 - Royal Lane [S]		✓	381	100.000
4 - Pield Heath Road [W]		✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	36	60	34
	2 - Pield Heath Road [E]	46	0	57	560
	3 - Royal Lane [S]	76	57	0	248
	4 - Pield Heath Road [W]	48	467	218	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	6
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.38	15.25	0.6	C
2 - Pield Heath Road [E]	1.14	261.09	53.6	F
3 - Royal Lane [S]	0.67	17.54	2.0	C
4 - Pield Heath Road [W]	1.01	96.17	21.5	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	98	552	529	0.185	97	0.2	8.385	A
2 - Pield Heath Road [E]	499	233	703	0.710	490	2.4	17.004	C
3 - Royal Lane [S]	287	474	716	0.401	284	0.7	8.285	A
4 - Pield Heath Road [W]	553	133	839	0.659	545	1.9	12.471	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	117	661	462	0.253	116	0.3	10.480	B
2 - Pield Heath Road [E]	596	279	675	0.883	582	6.0	35.883	E
3 - Royal Lane [S]	343	563	660	0.519	341	1.1	11.224	B
4 - Pield Heath Road [W]	660	159	823	0.802	652	3.8	21.112	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	143	775	392	0.365	142	0.6	14.468	B
2 - Pield Heath Road [E]	730	331	644	1.134	632	30.4	121.354	F
3 - Royal Lane [S]	419	616	627	0.669	416	1.9	16.785	C
4 - Pield Heath Road [W]	808	189	805	1.004	763	15.1	59.062	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	143	794	381	0.376	143	0.6	15.254	C
2 - Pield Heath Road [E]	730	337	640	1.141	637	53.6	249.585	F
3 - Royal Lane [S]	419	621	624	0.673	419	2.0	17.539	C
4 - Pield Heath Road [W]	808	191	804	1.005	783	21.5	96.165	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	117	730	420	0.278	118	0.4	12.031	B
2 - Pield Heath Road [E]	596	302	661	0.901	649	40.4	261.087	F
3 - Royal Lane [S]	343	625	622	0.551	345	1.3	13.173	B
4 - Pield Heath Road [W]	660	166	819	0.806	726	5.0	51.473	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	98	570	517	0.189	99	0.2	8.674	A
2 - Pield Heath Road [E]	499	240	699	0.714	648	3.2	107.499	F
3 - Royal Lane [S]	287	619	625	0.459	288	0.9	10.744	B
4 - Pield Heath Road [W]	553	146	831	0.665	564	2.2	14.619	B

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	295.29	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	294	100.000
2 - Pield Heath Road [E]		✓	641	100.000
3 - Royal Lane [S]		✓	478	100.000
4 - Pield Heath Road [W]		✓	819	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	95	129	70
	2 - Pield Heath Road [E]	86	0	66	489
	3 - Royal Lane [S]	126	59	1	292
	4 - Pield Heath Road [W]	70	493	256	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	3	0
	3 - Royal Lane [S]	0	11	0	0
	4 - Pield Heath Road [W]	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.79	41.58	3.5	E
2 - Pield Heath Road [E]	1.24	477.23	78.1	F
3 - Royal Lane [S]	0.82	29.67	4.1	D
4 - Pield Heath Road [W]	1.20	399.00	87.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	221	597	501	0.441	218	0.8	12.741	B
2 - Pield Heath Road [E]	483	337	640	0.754	471	2.8	20.292	C
3 - Royal Lane [S]	360	475	715	0.503	356	1.0	10.031	B
4 - Pield Heath Road [W]	617	202	797	0.773	604	3.3	18.339	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	264	703	437	0.605	262	1.5	20.501	C
2 - Pield Heath Road [E]	576	400	602	0.958	551	9.2	53.955	F
3 - Royal Lane [S]	430	556	664	0.647	427	1.8	15.132	C
4 - Pield Heath Road [W]	736	240	774	0.951	710	9.9	45.776	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	324	747	410	0.790	317	3.2	36.615	E
2 - Pield Heath Road [E]	706	448	572	1.234	568	43.7	185.025	F
3 - Royal Lane [S]	526	584	647	0.814	518	3.8	26.704	D
4 - Pield Heath Road [W]	902	278	751	1.201	745	49.0	157.115	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	324	750	408	0.794	323	3.5	41.576	E
2 - Pield Heath Road [E]	706	453	569	1.240	568	78.1	394.724	F
3 - Royal Lane [S]	526	587	645	0.815	525	4.1	29.671	D
4 - Pield Heath Road [W]	902	281	749	1.204	748	87.4	336.693	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	264	750	408	0.648	270	2.0	27.540	D
2 - Pield Heath Road [E]	576	421	588	0.979	584	76.3	477.235	F
3 - Royal Lane [S]	430	588	644	0.667	438	2.1	18.237	C
4 - Pield Heath Road [W]	736	249	769	0.958	760	81.6	399.004	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	221	755	405	0.547	224	1.3	20.497	C
2 - Pield Heath Road [E]	483	395	605	0.798	597	47.7	376.478	F
3 - Royal Lane [S]	360	589	644	0.559	363	1.3	13.118	B
4 - Pield Heath Road [W]	617	221	785	0.785	775	41.9	289.608	F

2031 CTDM FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 73% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	179.76	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	135	100.000
2 - Pield Heath Road [E]		✓	684	100.000
3 - Royal Lane [S]		✓	391	100.000
4 - Pield Heath Road [W]		✓	759	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	37	62	36
	2 - Pield Heath Road [E]	47	0	59	578
	3 - Royal Lane [S]	78	58	0	255
	4 - Pield Heath Road [W]	50	482	226	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	6
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.40	15.98	0.6	C
2 - Pield Heath Road [E]	1.19	360.94	67.8	F
3 - Royal Lane [S]	0.69	18.45	2.1	C
4 - Pield Heath Road [W]	1.04	128.70	31.0	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	569	518	0.196	101	0.2	8.669	A
2 - Pield Heath Road [E]	515	241	698	0.738	504	2.7	18.584	C
3 - Royal Lane [S]	294	488	707	0.416	292	0.7	8.610	A
4 - Pield Heath Road [W]	571	136	837	0.683	563	2.1	13.313	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	121	681	450	0.270	121	0.4	11.004	B
2 - Pield Heath Road [E]	615	289	669	0.919	596	7.5	43.045	E
3 - Royal Lane [S]	352	577	651	0.540	350	1.1	11.874	B
4 - Pield Heath Road [W]	682	163	821	0.831	673	4.5	23.944	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	149	786	385	0.386	148	0.6	15.191	C
2 - Pield Heath Road [E]	753	339	639	1.179	631	38.0	147.158	F
3 - Royal Lane [S]	430	617	626	0.687	427	2.1	17.709	C
4 - Pield Heath Road [W]	836	192	803	1.040	774	19.9	72.098	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	149	803	375	0.396	149	0.6	15.984	C
2 - Pield Heath Road [E]	753	344	635	1.186	634	67.8	311.869	F
3 - Royal Lane [S]	430	620	625	0.689	430	2.1	18.455	C
4 - Pield Heath Road [W]	836	193	802	1.042	791	31.0	128.704	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	121	779	390	0.311	122	0.5	13.596	B
2 - Pield Heath Road [E]	615	321	649	0.947	639	61.7	360.944	F
3 - Royal Lane [S]	352	618	626	0.562	355	1.3	13.440	B
4 - Pield Heath Road [W]	682	167	818	0.834	778	7.1	89.403	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	595	502	0.202	102	0.3	9.089	A
2 - Pield Heath Road [E]	515	251	692	0.744	681	20.3	222.136	F
3 - Royal Lane [S]	294	650	606	0.486	296	1.0	11.674	B
4 - Pield Heath Road [W]	571	150	829	0.689	590	2.4	16.800	C

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: Pield Heath Road - Royal Lane [DS] v2.j9

Path: C:\Users\WRI87273\Mott MacDonald\Hillingdon Hospital Redevelopment - Hillingdon Hospital (THH)\Working Folder\Junction Modelling\Models\2. Pield Heath Road - Royal Lane\Proposed

Report generation date: 01/04/2022 11:23:00

»2026 Scenario 1, AM
 »2026 Scenario 1, PM
 »2026 Scenario 2, AM
 »2026 Scenario 2, PM
 »2031 Scenario 1 FBY, AM
 »2031 Scenario 1 FBY, PM
 »2031 Scenario 2 FBY, AM
 »2031 Scenario 2 FBY, PM
 »2031 Scenario 1 + Resi, AM
 »2031 Scenario 1 + Resi, PM
 »2031 Scenario 2 + Resi, AM
 »2031 Scenario 2 + Resi, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Scenario 1									
1 - Royal Lane [N]	D1	2.5	30.33	0.72	D	D2	0.6	13.99	0.36	B
2 - Pield Heath Road [E]		46.4	285.86	1.15	F		28.4	153.87	1.06	F
3 - Royal Lane [S]		4.1	29.17	0.82	D		2.5	20.53	0.73	C
4 - Pield Heath Road [W]		58.0	237.44	1.13	F		19.5	88.21	1.00	F
	2026 Scenario 2									
1 - Royal Lane [N]	D3	2.4	29.69	0.72	D	D4	0.6	14.00	0.36	B
2 - Pield Heath Road [E]		44.8	270.17	1.14	F		28.0	152.17	1.05	F
3 - Royal Lane [S]		4.1	28.84	0.81	D		2.5	20.01	0.72	C
4 - Pield Heath Road [W]		52.0	207.96	1.11	F		19.3	87.62	0.99	F
	2031 Scenario 1 FBY									
1 - Royal Lane [N]	D5	3.0	35.61	0.76	E	D6	0.6	15.12	0.38	C
2 - Pield Heath Road [E]		62.5	333.97	1.17	F		100.2	533.66	1.26	F
3 - Royal Lane [S]		3.9	30.90	0.81	D		1.3	14.04	0.58	B
4 - Pield Heath Road [W]		80.1	366.34	1.19	F		29.5	123.32	1.04	F
	2031 Scenario 2 FBY									
1 - Royal Lane [N]	D7	2.9	34.88	0.76	D	D8	0.6	15.12	0.38	C
2 - Pield Heath Road [E]		61.8	330.71	1.17	F		96.8	517.97	1.26	F
3 - Royal Lane [S]		3.8	30.02	0.80	D		1.3	14.03	0.58	B
4 - Pield Heath Road [W]		72.8	325.00	1.17	F		29.6	123.55	1.04	F
	2031 Scenario 1 + Resi									
1 - Royal Lane [N]	D9	2.9	33.95	0.75	D	D10	0.6	15.00	0.39	C
2 - Pield Heath Road [E]		73.4	495.75	1.25	F		44.2	227.19	1.12	F
3 - Royal Lane [S]		5.0	34.22	0.85	D		2.9	22.89	0.75	C
4 - Pield Heath Road [W]		76.5	339.34	1.18	F		34.9	140.37	1.05	F
	2031 Scenario 2 + Resi									
1 - Royal Lane [N]	D11	2.8	33.33	0.75	D	D12	0.6	15.02	0.39	C
2 - Pield Heath Road [E]		71.3	476.95	1.24	F		44.1	226.49	1.12	F
3 - Royal Lane [S]		4.8	33.46	0.84	D		2.8	22.21	0.75	C
4 - Pield Heath Road [W]		69.7	302.51	1.16	F		34.6	139.49	1.05	F

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.

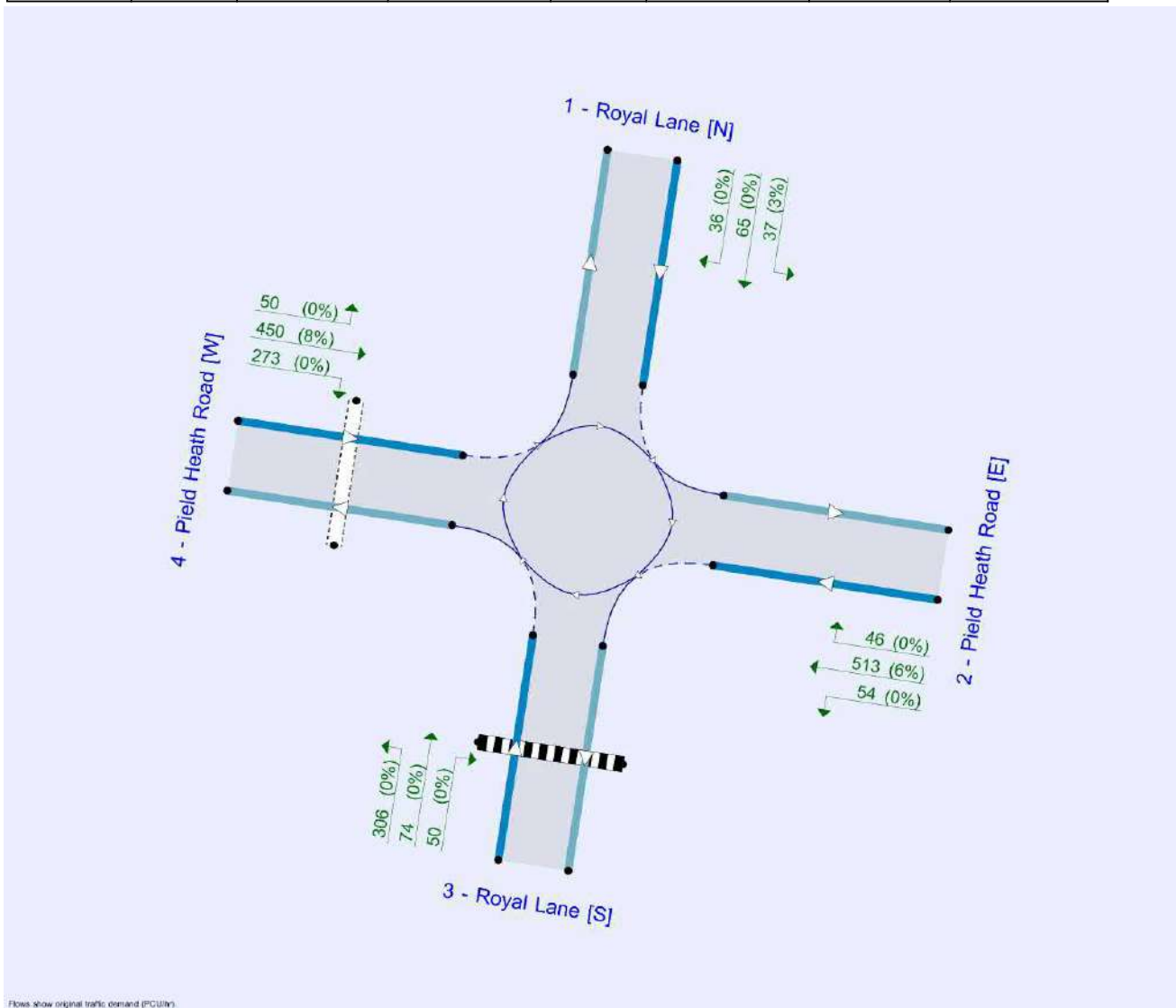
File summary

File Description

Title	Pield Heath Road / Royal Lane
Location	51.527326, -0.462806
Site number	
Date	26/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMACIMCM80211
Description	Model of existing arrangement.

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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Scenario 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	173.11	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Royal Lane [N]	
2	Pield Heath Road [E]	
3	Royal Lane [S]	
4	Pield Heath Road [W]	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Royal Lane [N]	3.79	3.16	5.70	2.3	13.62	9.80	0.0	
2 - Pield Heath Road [E]	3.50	2.51	6.15	0.6	13.25	8.86	0.0	
3 - Royal Lane [S]	4.10	4.10	4.10	0.0	13.00	9.86	0.0	
4 - Pield Heath Road [W]	3.41	3.41	3.41	0.0	10.55	5.40	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
3 - Royal Lane [S]	16.67	3.00		Distance	9.00	6.43

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
4 - Pield Heath Road [W]	10.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - Royal Lane [N]				0.619	891
2 - Pield Heath Road [E]	✓	0.609	845	0.609	845
3 - Royal Lane [S]				0.634	1006
4 - Pield Heath Road [W]	✓	0.609	920	0.609	920

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)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	281	100.000
2 - Pield Heath Road [E]		✓	538	100.000
3 - Royal Lane [S]		✓	489	100.000
4 - Pield Heath Road [W]		✓	775	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	86	128	67
	2 - Pield Heath Road [E]	82	0	40	416
	3 - Royal Lane [S]	118	54	1	316
	4 - Pield Heath Road [W]	68	371	336	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	6	7
	3 - Royal Lane [S]	0	11	0	0
	4 - Pield Heath Road [W]	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.72	30.33	2.5	D
2 - Pield Heath Road [E]	1.15	285.86	46.4	F
3 - Royal Lane [S]	0.82	29.17	4.1	D
4 - Pield Heath Road [W]	1.13	237.44	58.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	212	564		542	0.391	209	0.6	10.884	B
2 - Pield Heath Road [E]	405	394		605	0.670	397	2.0	17.699	C
3 - Royal Lane [S]	368	417	0.00	742	0.496	364	1.0	9.545	A
4 - Pield Heath Road [W]	583	189	0.00	805	0.725	573	2.6	15.596	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	253	671		476	0.531	251	1.1	16.091	C
2 - Pield Heath Road [E]	484	470		559	0.866	471	5.2	38.714	E
3 - Royal Lane [S]	440	496	0.00	692	0.635	437	1.7	14.089	B
4 - Pield Heath Road [W]	697	226	0.00	782	0.891	681	6.4	32.989	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	309	740		432	0.715	305	2.3	27.531	D
2 - Pield Heath Road [E]	592	536		519	1.142	507	26.4	132.554	F
3 - Royal Lane [S]	538	542	0.00	663	0.813	530	3.8	25.866	D
4 - Pield Heath Road [W]	853	265	0.00	759	1.125	746	33.2	111.487	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	309	748		427	0.724	309	2.5	30.326	D
2 - Pield Heath Road [E]	592	542		515	1.151	512	46.4	270.256	F
3 - Royal Lane [S]	538	548	0.00	659	0.817	537	4.1	29.167	D
4 - Pield Heath Road [W]	853	268	0.00	757	1.128	754	58.0	228.998	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	253	745		430	0.588	256	1.5	21.515	C
2 - Pield Heath Road [E]	484	509		535	0.904	523	36.6	285.862	F
3 - Royal Lane [S]	440	545	0.00	661	0.665	448	2.1	17.680	C
4 - Pield Heath Road [W]	697	238	0.00	775	0.899	761	41.8	237.438	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	212	714		449	0.471	214	0.9	15.671	C
2 - Pield Heath Road [E]	405	468		560	0.724	536	3.9	139.638	F
3 - Royal Lane [S]	368	547	0.00	660	0.558	371	1.3	12.762	B
4 - Pield Heath Road [W]	583	213	0.00	790	0.738	736	3.6	99.143	F

2026 Scenario 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	88.21	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	131	100.000
2 - Pield Heath Road [E]		✓	582	100.000
3 - Royal Lane [S]		✓	421	100.000
4 - Pield Heath Road [W]		✓	735	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	34	63	34
	2 - Pield Heath Road [E]	43	0	52	487
	3 - Royal Lane [S]	73	47	0	301
	4 - Pield Heath Road [W]	48	421	265	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	7
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.36	13.99	0.6	B
2 - Pield Heath Road [E]	1.06	153.87	28.4	F
3 - Royal Lane [S]	0.73	20.53	2.5	C
4 - Pield Heath Road [W]	1.00	88.21	19.5	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	99	545		553	0.178	98	0.2	7.948	A
2 - Pield Heath Road [E]	438	270		681	0.644	431	1.8	14.850	B
3 - Royal Lane [S]	317	418	0.00	741	0.428	314	0.7	8.374	A
4 - Pield Heath Road [W]	553	121	0.00	846	0.654	546	1.9	12.231	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	118	653		486	0.242	117	0.3	9.816	A
2 - Pield Heath Road [E]	523	323		648	0.807	515	3.9	27.065	D
3 - Royal Lane [S]	378	500	0.00	689	0.549	377	1.2	11.451	B
4 - Pield Heath Road [W]	661	145	0.00	831	0.795	654	3.7	20.349	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	144	769		415	0.348	143	0.5	13.328	B
2 - Pield Heath Road [E]	641	384		611	1.049	586	17.6	84.228	F
3 - Royal Lane [S]	464	572	0.00	644	0.720	459	2.4	18.936	C
4 - Pield Heath Road [W]	809	174	0.00	814	0.994	768	14.0	55.578	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	144	788		403	0.358	144	0.6	13.994	B
2 - Pield Heath Road [E]	641	392		606	1.057	598	28.4	153.866	F
3 - Royal Lane [S]	464	583	0.00	637	0.728	463	2.5	20.526	C
4 - Pield Heath Road [W]	809	176	0.00	813	0.996	787	19.5	88.213	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	118	715		448	0.263	119	0.4	11.036	B
2 - Pield Heath Road [E]	523	348		633	0.827	607	7.4	113.331	F
3 - Royal Lane [S]	378	585	0.00	636	0.595	383	1.5	14.444	B
4 - Pield Heath Road [W]	661	154	0.00	826	0.800	720	4.8	44.895	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	99	563		542	0.182	99	0.2	8.199	A
2 - Pield Heath Road [E]	438	278		676	0.648	460	2.0	19.140	C
3 - Royal Lane [S]	317	445	0.00	724	0.438	320	0.8	8.963	A
4 - Pield Heath Road [W]	553	125	0.00	844	0.656	564	2.1	13.929	B

2026 Scenario 2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	157.91	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	280	100.000
2 - Pield Heath Road [E]		✓	538	100.000
3 - Royal Lane [S]		✓	486	100.000
4 - Pield Heath Road [W]		✓	764	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	86	127	67
	2 - Pield Heath Road [E]	82	0	40	416
	3 - Royal Lane [S]	118	53	1	314
	4 - Pield Heath Road [W]	68	369	327	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	6	7
	3 - Royal Lane [S]	0	11	0	0
	4 - Pield Heath Road [W]	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.72	29.69	2.4	D
2 - Pield Heath Road [E]	1.14	270.17	44.8	F
3 - Royal Lane [S]	0.81	28.84	4.1	D
4 - Pield Heath Road [W]	1.11	207.96	52.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	211	555		547	0.385	208	0.6	10.694	B
2 - Pield Heath Road [E]	405	387		609	0.665	397	2.0	17.367	C
3 - Royal Lane [S]	366	417	0.00	742	0.493	362	1.0	9.492	A
4 - Pield Heath Road [W]	575	189	0.00	805	0.714	565	2.5	15.109	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	252	661		481	0.523	250	1.1	15.643	C
2 - Pield Heath Road [E]	484	462		564	0.858	472	5.0	37.250	E
3 - Royal Lane [S]	437	496	0.00	692	0.632	434	1.7	13.970	B
4 - Pield Heath Road [W]	687	226	0.00	783	0.878	673	5.9	30.902	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	308	737		435	0.709	304	2.2	26.879	D
2 - Pield Heath Road [E]	592	530		522	1.134	510	25.5	127.937	F
3 - Royal Lane [S]	535	545	0.00	661	0.810	527	3.8	25.611	D
4 - Pield Heath Road [W]	841	264	0.00	759	1.108	744	30.1	103.144	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	308	746		429	0.719	308	2.4	29.688	D
2 - Pield Heath Road [E]	592	537		518	1.143	515	44.8	259.930	F
3 - Royal Lane [S]	535	551	0.00	657	0.814	534	4.1	28.841	D
4 - Pield Heath Road [W]	841	267	0.00	757	1.111	754	52.0	207.959	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	252	742		432	0.583	255	1.5	21.141	C
2 - Pield Heath Road [E]	484	503		539	0.898	526	34.1	270.169	F
3 - Royal Lane [S]	437	548	0.00	659	0.663	445	2.1	17.568	C
4 - Pield Heath Road [W]	687	238	0.00	775	0.886	760	33.7	205.093	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	211	676		472	0.446	213	0.8	14.234	B
2 - Pield Heath Road [E]	405	447		573	0.707	529	3.2	115.436	F
3 - Royal Lane [S]	366	541	0.00	664	0.551	369	1.3	12.491	B
4 - Pield Heath Road [W]	575	211	0.00	791	0.727	697	3.1	66.899	F

2026 Scenario 2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	87.44	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	131	100.000
2 - Pield Heath Road [E]		✓	581	100.000
3 - Royal Lane [S]		✓	417	100.000
4 - Pield Heath Road [W]		✓	735	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	34	63	34
	2 - Pield Heath Road [E]	43	0	52	486
	3 - Royal Lane [S]	72	47	0	298
	4 - Pield Heath Road [W]	48	421	265	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	7
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.36	14.00	0.6	B
2 - Pield Heath Road [E]	1.05	152.17	28.0	F
3 - Royal Lane [S]	0.72	20.01	2.5	C
4 - Pield Heath Road [W]	0.99	87.62	19.3	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	99	545		553	0.178	98	0.2	7.948	A
2 - Pield Heath Road [E]	437	270		681	0.643	430	1.8	14.810	B
3 - Royal Lane [S]	314	418	0.00	742	0.423	311	0.7	8.308	A
4 - Pield Heath Road [W]	553	121	0.00	847	0.654	546	1.9	12.212	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	118	653		486	0.242	117	0.3	9.816	A
2 - Pield Heath Road [E]	522	323		648	0.806	514	3.8	26.922	D
3 - Royal Lane [S]	375	500	0.00	690	0.544	373	1.2	11.306	B
4 - Pield Heath Road [W]	661	145	0.00	832	0.794	654	3.7	20.296	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	144	769		415	0.348	143	0.5	13.336	B
2 - Pield Heath Road [E]	640	384		611	1.047	585	17.4	83.567	F
3 - Royal Lane [S]	459	571	0.00	644	0.713	454	2.3	18.516	C
4 - Pield Heath Road [W]	809	173	0.00	815	0.993	768	13.9	55.325	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	144	788		403	0.358	144	0.6	14.003	B
2 - Pield Heath Road [E]	640	392		606	1.055	597	28.0	152.174	F
3 - Royal Lane [S]	459	582	0.00	637	0.720	459	2.5	20.009	C
4 - Pield Heath Road [W]	809	175	0.00	813	0.995	788	19.3	87.617	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	118	715		448	0.263	119	0.4	11.024	B
2 - Pield Heath Road [E]	522	348		633	0.825	606	7.2	110.894	F
3 - Royal Lane [S]	375	583	0.00	637	0.589	379	1.5	14.162	B
4 - Pield Heath Road [W]	661	153	0.00	827	0.799	719	4.8	44.396	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	99	563		542	0.182	99	0.2	8.198	A
2 - Pield Heath Road [E]	437	278		676	0.647	458	2.0	18.941	C
3 - Royal Lane [S]	314	443	0.00	725	0.433	317	0.8	8.873	A
4 - Pield Heath Road [W]	553	124	0.00	844	0.655	564	2.1	13.893	B

2031 Scenario 1 FBY, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	245.04	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	291	100.000
2 - Pield Heath Road [E]		✓	659	100.000
3 - Royal Lane [S]		✓	440	100.000
4 - Pield Heath Road [W]		✓	796	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	112	109	70
	2 - Pield Heath Road [E]	100	0	54	505
	3 - Royal Lane [S]	107	81	1	251
	4 - Pield Heath Road [W]	70	538	188	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	4	6
	3 - Royal Lane [S]	0	7	0	0
	4 - Pield Heath Road [W]	2	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.76	35.61	3.0	E
2 - Pield Heath Road [E]	1.17	333.97	62.5	F
3 - Royal Lane [S]	0.81	30.90	3.9	D
4 - Pield Heath Road [W]	1.19	366.34	80.1	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	219	597		521	0.420	216	0.7	11.818	B
2 - Pield Heath Road [E]	496	272		679	0.731	486	2.6	18.628	C
3 - Royal Lane [S]	331	498	0.00	691	0.480	328	0.9	9.937	A
4 - Pield Heath Road [W]	599	214	0.00	789	0.759	587	3.0	17.626	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	262	705		454	0.576	259	1.3	18.428	C
2 - Pield Heath Road [E]	592	324		648	0.915	574	7.2	43.016	E
3 - Royal Lane [S]	396	589	0.00	633	0.625	393	1.6	15.000	B
4 - Pield Heath Road [W]	716	256	0.00	764	0.936	693	8.8	42.488	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	320	756		422	0.758	315	2.8	32.040	D
2 - Pield Heath Road [E]	726	367		621	1.168	613	35.4	142.806	F
3 - Royal Lane [S]	484	638	0.00	602	0.805	476	3.6	27.417	D
4 - Pield Heath Road [W]	876	298	0.00	739	1.186	732	44.9	147.304	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	320	761		420	0.763	320	3.0	35.606	E
2 - Pield Heath Road [E]	726	371		619	1.172	617	62.5	296.791	F
3 - Royal Lane [S]	484	644	0.00	598	0.809	483	3.9	30.899	D
4 - Pield Heath Road [W]	876	301	0.00	737	1.190	735	80.1	315.128	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	262	756		423	0.619	267	1.7	24.045	C
2 - Pield Heath Road [E]	592	341		637	0.930	627	53.9	333.972	F
3 - Royal Lane [S]	396	639	0.00	601	0.658	403	2.1	19.040	C
4 - Pield Heath Road [W]	716	268	0.00	757	0.946	747	72.3	366.345	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	219	758		422	0.520	222	1.1	18.401	C
2 - Pield Heath Road [E]	496	317		652	0.761	639	18.1	208.516	F
3 - Royal Lane [S]	331	640	0.00	601	0.552	334	1.3	13.845	B
4 - Pield Heath Road [W]	599	241	0.00	773	0.775	762	31.5	248.774	F

2031 Scenario 1 FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 76% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	254.83	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	136	100.000
2 - Pield Heath Road [E]		✓	750	100.000
3 - Royal Lane [S]		✓	318	100.000
4 - Pield Heath Road [W]		✓	760	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	45	55	36
	2 - Pield Heath Road [E]	66	0	72	612
	3 - Royal Lane [S]	54	61	0	203
	4 - Pield Heath Road [W]	50	506	203	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	2	0	0
	2 - Pield Heath Road [E]	0	0	0	5
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.38	15.12	0.6	C
2 - Pield Heath Road [E]	1.26	533.66	100.2	F
3 - Royal Lane [S]	0.58	14.04	1.3	B
4 - Pield Heath Road [W]	1.04	123.32	29.5	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	572		537	0.191	101	0.2	8.309	A
2 - Pield Heath Road [E]	565	219		712	0.794	550	3.6	21.670	C
3 - Royal Lane [S]	239	525	0.00	673	0.355	237	0.5	8.212	A
4 - Pield Heath Road [W]	572	134	0.00	838	0.683	564	2.1	13.321	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	122	684		467	0.262	122	0.4	10.475	B
2 - Pield Heath Road [E]	674	262		685	0.984	640	12.0	58.899	F
3 - Royal Lane [S]	286	612	0.00	618	0.462	285	0.8	10.749	B
4 - Pield Heath Road [W]	683	159	0.00	823	0.830	674	4.5	23.846	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	150	793		400	0.375	149	0.6	14.388	B
2 - Pield Heath Road [E]	826	308		657	1.256	654	55.0	199.872	F
3 - Royal Lane [S]	350	631	0.00	606	0.578	348	1.3	13.849	B
4 - Pield Heath Road [W]	837	183	0.00	808	1.035	778	19.2	70.211	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	150	810		389	0.385	150	0.6	15.122	C
2 - Pield Heath Road [E]	826	314		654	1.263	653	98.1	429.767	F
3 - Royal Lane [S]	350	631	0.00	606	0.578	350	1.3	14.041	B
4 - Pield Heath Road [W]	837	184	0.00	808	1.036	796	29.5	123.323	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	122	778		409	0.299	123	0.4	12.708	B
2 - Pield Heath Road [E]	674	290		668	1.009	666	100.2	533.662	F
3 - Royal Lane [S]	286	636	0.00	604	0.474	288	0.9	11.455	B
4 - Pield Heath Road [W]	683	163	0.00	821	0.832	774	6.8	83.387	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	597		521	0.196	103	0.2	8.682	A
2 - Pield Heath Road [E]	565	227		707	0.799	699	66.5	430.806	F
3 - Royal Lane [S]	239	660	0.00	588	0.407	240	0.7	10.384	B
4 - Pield Heath Road [W]	572	148	0.00	830	0.690	590	2.4	16.688	C

2031 Scenario 2 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	228.37	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	290	100.000
2 - Pield Heath Road [E]		✓	656	100.000
3 - Royal Lane [S]		✓	438	100.000
4 - Pield Heath Road [W]		✓	785	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	50.00
4 - Pield Heath Road [W]	50.00

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From				
1 - Royal Lane [N]	0	111	109	70
2 - Pield Heath Road [E]	99	0	54	503
3 - Royal Lane [S]	107	79	1	251
4 - Pield Heath Road [W]	70	527	188	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	4	6
	3 - Royal Lane [S]	0	7	0	0
	4 - Pield Heath Road [W]	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.76	34.88	2.9	D
2 - Pield Heath Road [E]	1.17	330.71	61.8	F
3 - Royal Lane [S]	0.80	30.02	3.8	D
4 - Pield Heath Road [W]	1.17	325.00	72.8	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	218	587		527	0.414	216	0.7	11.576	B
2 - Pield Heath Road [E]	494	273		679	0.727	483	2.6	18.468	C
3 - Royal Lane [S]	330	496	37.64	692	0.476	326	0.9	9.862	A
4 - Pield Heath Road [W]	591	212	37.64	786	0.751	579	2.9	17.353	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	261	696		460	0.567	258	1.3	17.862	C
2 - Pield Heath Road [E]	590	325		647	0.912	572	7.1	42.400	E
3 - Royal Lane [S]	394	587	44.95	634	0.621	391	1.6	14.807	B
4 - Pield Heath Road [W]	706	253	44.95	766	0.922	686	7.9	39.505	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	319	754		424	0.753	314	2.7	31.323	D
2 - Pield Heath Road [E]	722	370		619	1.166	611	35.0	141.655	F
3 - Royal Lane [S]	482	636	55.05	603	0.800	474	3.5	26.787	D
4 - Pield Heath Road [W]	864	295	55.05	741	1.167	732	40.9	135.823	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	319	759		421	0.759	318	2.9	34.880	D
2 - Pield Heath Road [E]	722	374		617	1.171	615	61.8	294.679	F
3 - Royal Lane [S]	482	641	55.05	600	0.804	481	3.8	30.024	D
4 - Pield Heath Road [W]	864	298	55.05	738	1.171	737	72.8	287.706	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	261	754		424	0.615	266	1.7	23.653	C
2 - Pield Heath Road [E]	590	344		635	0.928	625	53.1	330.711	F
3 - Royal Lane [S]	394	637	44.95	602	0.654	401	2.0	18.673	C
4 - Pield Heath Road [W]	706	265	44.95	758	0.931	748	62.3	324.996	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	218	755		423	0.516	221	1.1	18.162	C
2 - Pield Heath Road [E]	494	319		650	0.760	637	17.2	204.364	F
3 - Royal Lane [S]	330	638	37.64	602	0.548	333	1.3	13.686	B
4 - Pield Heath Road [W]	591	238	37.64	775	0.763	762	19.5	198.588	F

2031 Scenario 2 FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 76% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	248.38	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	136	100.000
2 - Pield Heath Road [E]		✓	746	100.000
3 - Royal Lane [S]		✓	318	100.000
4 - Pield Heath Road [W]		✓	760	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	45	55	36
	2 - Pield Heath Road [E]	66	0	72	608
	3 - Royal Lane [S]	54	61	0	203
	4 - Pield Heath Road [W]	50	506	203	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	2	0	0
	2 - Pield Heath Road [E]	0	0	0	5
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.38	15.12	0.6	C
2 - Pield Heath Road [E]	1.26	517.97	96.8	F
3 - Royal Lane [S]	0.58	14.03	1.3	B
4 - Pield Heath Road [W]	1.04	123.55	29.6	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	572		537	0.191	101	0.2	8.309	A
2 - Pield Heath Road [E]	562	219		712	0.789	548	3.5	21.358	C
3 - Royal Lane [S]	239	522	0.00	675	0.355	237	0.5	8.181	A
4 - Pield Heath Road [W]	572	134	0.00	838	0.683	564	2.1	13.322	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	122	684		467	0.262	122	0.4	10.475	B
2 - Pield Heath Road [E]	671	262		685	0.979	638	11.5	57.294	F
3 - Royal Lane [S]	286	610	0.00	620	0.461	285	0.8	10.704	B
4 - Pield Heath Road [W]	683	159	0.00	823	0.830	674	4.5	23.856	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	150	793		400	0.375	149	0.6	14.385	B
2 - Pield Heath Road [E]	821	308		657	1.250	654	53.5	194.665	F
3 - Royal Lane [S]	350	631	0.00	606	0.577	348	1.3	13.830	B
4 - Pield Heath Road [W]	837	184	0.00	808	1.035	777	19.3	70.296	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	150	810		389	0.385	150	0.6	15.117	C
2 - Pield Heath Road [E]	821	314		654	1.256	653	95.5	418.732	F
3 - Royal Lane [S]	350	631	0.00	606	0.577	350	1.3	14.028	B
4 - Pield Heath Road [W]	837	184	0.00	808	1.036	795	29.6	123.553	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	122	779		409	0.299	123	0.4	12.713	B
2 - Pield Heath Road [E]	671	290		668	1.004	665	96.8	517.969	F
3 - Royal Lane [S]	286	635	0.00	604	0.473	288	0.9	11.431	B
4 - Pield Heath Road [W]	683	163	0.00	821	0.832	774	6.8	83.675	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	102	597		521	0.196	103	0.2	8.681	A
2 - Pield Heath Road [E]	562	227		707	0.795	699	62.5	412.170	F
3 - Royal Lane [S]	239	660	0.00	588	0.407	240	0.7	10.372	B
4 - Pield Heath Road [W]	572	149	0.00	829	0.690	590	2.4	16.709	C

2031 Scenario 1 + Resi, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	269.82	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	293	100.000
2 - Pield Heath Road [E]		✓	584	100.000
3 - Royal Lane [S]		✓	504	100.000
4 - Pield Heath Road [W]		✓	804	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	91	132	70
	2 - Pield Heath Road [E]	89	0	43	452
	3 - Royal Lane [S]	122	56	1	325
	4 - Pield Heath Road [W]	70	392	342	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	5	7
	3 - Royal Lane [S]	0	11	0	0
	4 - Pield Heath Road [W]	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.75	33.95	2.9	D
2 - Pield Heath Road [E]	1.25	495.75	73.4	F
3 - Royal Lane [S]	0.85	34.22	5.0	D
4 - Pield Heath Road [W]	1.18	339.34	76.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	221	584		529	0.417	218	0.7	11.610	B
2 - Pield Heath Road [E]	440	403		599	0.733	429	2.7	21.188	C
3 - Royal Lane [S]	379	449	0.00	721	0.526	375	1.1	10.384	B
4 - Pield Heath Road [W]	605	199	0.00	799	0.758	593	3.0	17.375	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	263	691		463	0.569	261	1.3	17.846	C
2 - Pield Heath Road [E]	525	479		553	0.949	501	8.7	56.242	F
3 - Royal Lane [S]	453	527	0.00	673	0.674	450	2.0	16.057	C
4 - Pield Heath Road [W]	723	236	0.00	776	0.931	701	8.5	40.963	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	323	744		430	0.750	317	2.7	30.696	D
2 - Pield Heath Road [E]	643	537		518	1.242	513	41.1	193.734	F
3 - Royal Lane [S]	555	551	0.00	657	0.844	545	4.6	29.867	D
4 - Pield Heath Road [W]	885	272	0.00	755	1.173	747	43.0	139.554	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	323	748		427	0.755	322	2.9	33.949	D
2 - Pield Heath Road [E]	643	543		515	1.250	514	73.4	410.835	F
3 - Royal Lane [S]	555	553	0.00	656	0.846	553	5.0	34.223	D
4 - Pield Heath Road [W]	885	275	0.00	753	1.176	751	76.5	296.100	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	263	747		428	0.615	268	1.7	23.372	C
2 - Pield Heath Road [E]	525	509		535	0.982	526	73.2	495.755	F
3 - Royal Lane [S]	453	551	0.00	657	0.690	463	2.4	19.701	C
4 - Pield Heath Road [W]	723	245	0.00	771	0.938	761	67.1	339.342	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	221	751		426	0.518	223	1.1	18.157	C
2 - Pield Heath Road [E]	440	484		550	0.799	542	47.5	403.127	F
3 - Royal Lane [S]	379	556	0.00	654	0.580	383	1.4	13.617	B
4 - Pield Heath Road [W]	605	219	0.00	787	0.769	775	24.7	217.740	F

2031 Scenario 1 + Resi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	3 - Royal Lane [S] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	4 - Pield Heath Road [W] - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	132.73	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	138	100.000
2 - Pield Heath Road [E]		✓	614	100.000
3 - Royal Lane [S]		✓	434	100.000
4 - Pield Heath Road [W]		✓	774	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	0.00
4 - Pield Heath Road [W]	0.00

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	37	65	36
	2 - Pield Heath Road [E]	46	0	54	514
	3 - Royal Lane [S]	75	50	0	309
	4 - Pield Heath Road [W]	50	450	273	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	6
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.39	15.00	0.6	C
2 - Pield Heath Road [E]	1.12	227.19	44.2	F
3 - Royal Lane [S]	0.75	22.89	2.9	C
4 - Pield Heath Road [W]	1.05	140.37	34.9	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	104	574		535	0.194	103	0.2	8.371	A
2 - Pield Heath Road [E]	462	278		675	0.684	454	2.1	16.467	C
3 - Royal Lane [S]	327	441	0.00	727	0.450	324	0.8	8.863	A
4 - Pield Heath Road [W]	583	127	0.00	843	0.692	574	2.2	13.586	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	124	686		466	0.266	124	0.4	10.581	B
2 - Pield Heath Road [E]	552	333		642	0.860	540	5.1	33.600	D
3 - Royal Lane [S]	390	526	0.00	673	0.580	388	1.3	12.529	B
4 - Pield Heath Road [W]	696	152	0.00	827	0.841	686	4.7	24.905	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	152	788		403	0.377	151	0.6	14.339	B
2 - Pield Heath Road [E]	676	388		609	1.111	594	25.6	111.462	F
3 - Royal Lane [S]	478	582	0.00	637	0.750	472	2.8	21.103	C
4 - Pield Heath Road [W]	852	181	0.00	810	1.052	784	21.8	76.476	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	152	803		393	0.386	152	0.6	15.002	C
2 - Pield Heath Road [E]	676	394		605	1.118	601	44.2	223.200	F
3 - Royal Lane [S]	478	589	0.00	633	0.755	477	2.9	22.890	C
4 - Pield Heath Road [W]	852	182	0.00	809	1.054	800	34.9	140.375	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	124	794		399	0.311	125	0.5	13.240	B
2 - Pield Heath Road [E]	552	374		617	0.895	603	31.6	227.193	F
3 - Royal Lane [S]	390	583	0.00	637	0.613	395	1.6	15.210	C
4 - Pield Heath Road [W]	696	159	0.00	823	0.845	800	8.8	106.642	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	104	607		515	0.202	105	0.3	8.855	A
2 - Pield Heath Road [E]	462	292		667	0.693	578	2.7	72.689	F
3 - Royal Lane [S]	327	555	0.00	655	0.499	329	1.0	11.149	B
4 - Pield Heath Road [W]	583	138	0.00	836	0.697	608	2.5	18.111	C

2031 Scenario 2 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	250.91	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	292	100.000
2 - Pield Heath Road [E]		✓	582	100.000
3 - Royal Lane [S]		✓	501	100.000
4 - Pield Heath Road [W]		✓	793	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	50.00
4 - Pield Heath Road [W]	50.00

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From				
1 - Royal Lane [N]	0	91	131	70
2 - Pield Heath Road [E]	88	0	43	451
3 - Royal Lane [S]	122	55	1	323
4 - Pield Heath Road [W]	70	390	333	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	0	3	0
	2 - Pield Heath Road [E]	0	0	6	7
	3 - Royal Lane [S]	0	11	0	0
	4 - Pield Heath Road [W]	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.75	33.33	2.8	D
2 - Pield Heath Road [E]	1.24	476.95	71.3	F
3 - Royal Lane [S]	0.84	33.46	4.8	D
4 - Pield Heath Road [W]	1.16	302.51	69.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	220	575		535	0.411	217	0.7	11.393	B
2 - Pield Heath Road [E]	438	396		603	0.726	428	2.6	20.665	C
3 - Royal Lane [S]	377	448	37.64	722	0.522	373	1.1	10.296	B
4 - Pield Heath Road [W]	597	197	37.64	795	0.751	585	2.9	17.113	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	263	682		468	0.561	260	1.2	17.355	C
2 - Pield Heath Road [E]	523	471		557	0.940	501	8.2	53.716	F
3 - Royal Lane [S]	450	526	44.95	673	0.669	447	1.9	15.864	C
4 - Pield Heath Road [W]	713	235	44.95	777	0.917	694	7.7	38.161	E

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	321	741		432	0.744	316	2.6	30.067	D
2 - Pield Heath Road [E]	641	532		519	1.234	514	39.8	187.177	F
3 - Royal Lane [S]	552	552	55.05	657	0.840	542	4.4	29.341	D
4 - Pield Heath Road [W]	873	270	55.05	755	1.156	746	39.4	129.163	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	321	747		428	0.751	321	2.8	33.327	D
2 - Pield Heath Road [E]	641	538		516	1.242	515	71.3	397.986	F
3 - Royal Lane [S]	552	554	55.05	655	0.842	550	4.8	33.461	D
4 - Pield Heath Road [W]	873	273	55.05	754	1.159	752	69.7	271.430	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	263	744		430	0.610	267	1.7	22.970	C
2 - Pield Heath Road [E]	523	504		537	0.975	535	68.2	476.946	F
3 - Royal Lane [S]	450	560	44.95	652	0.691	460	2.4	19.876	C
4 - Pield Heath Road [W]	713	244	44.95	771	0.924	760	58.0	302.505	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	220	748		428	0.514	222	1.1	17.925	C
2 - Pield Heath Road [E]	438	478		552	0.793	544	41.8	367.043	F
3 - Royal Lane [S]	377	557	37.64	653	0.577	381	1.4	13.553	B
4 - Pield Heath Road [W]	597	218	37.64	787	0.758	774	13.8	173.334	F

2031 Scenario 2 + Resi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Royal Lane	Mini-roundabout		1, 2, 3, 4	132.19	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Royal Lane [N]		✓	138	100.000
2 - Pield Heath Road [E]		✓	613	100.000
3 - Royal Lane [S]		✓	430	100.000
4 - Pield Heath Road [W]		✓	774	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - Royal Lane [N]	
2 - Pield Heath Road [E]	
3 - Royal Lane [S]	50.00
4 - Pield Heath Road [W]	50.00

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
From	1 - Royal Lane [N]	0	37	65	36
	2 - Pield Heath Road [E]	46	0	54	513
	3 - Royal Lane [S]	74	50	0	306
	4 - Pield Heath Road [W]	50	450	273	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Royal Lane [N]	2 - Pield Heath Road [E]	3 - Royal Lane [S]	4 - Pield Heath Road [W]
	1 - Royal Lane [N]	0	3	0	0
	2 - Pield Heath Road [E]	0	0	0	6
	3 - Royal Lane [S]	0	0	0	0
	4 - Pield Heath Road [W]	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Royal Lane [N]	0.39	15.02	0.6	C
2 - Pield Heath Road [E]	1.12	226.49	44.1	F
3 - Royal Lane [S]	0.75	22.21	2.8	C
4 - Pield Heath Road [W]	1.05	139.49	34.6	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	104	573		536	0.194	103	0.2	8.365	A
2 - Pield Heath Road [E]	461	278		675	0.683	453	2.1	16.424	C
3 - Royal Lane [S]	324	441	37.64	727	0.445	321	0.8	8.791	A
4 - Pield Heath Road [W]	583	126	37.64	826	0.705	573	2.4	14.381	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	124	687		466	0.266	124	0.4	10.592	B
2 - Pield Heath Road [E]	551	333		642	0.859	539	5.1	33.517	D
3 - Royal Lane [S]	387	525	44.95	674	0.574	384	1.3	12.358	B
4 - Pield Heath Road [W]	696	151	44.95	828	0.841	686	4.7	24.971	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	152	788		403	0.377	151	0.6	14.354	B
2 - Pield Heath Road [E]	675	388		608	1.110	593	25.5	111.312	F
3 - Royal Lane [S]	473	581	55.05	638	0.742	468	2.7	20.564	C
4 - Pield Heath Road [W]	852	179	55.05	811	1.051	784	21.7	76.150	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	152	804		393	0.386	152	0.6	15.021	C
2 - Pield Heath Road [E]	675	394		604	1.117	601	44.1	222.909	F
3 - Royal Lane [S]	473	588	55.05	634	0.747	473	2.8	22.208	C
4 - Pield Heath Road [W]	852	181	55.05	810	1.053	800	34.6	139.491	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	124	793		400	0.310	125	0.5	13.232	B
2 - Pield Heath Road [E]	551	374		616	0.894	602	31.4	226.494	F
3 - Royal Lane [S]	387	583	44.95	637	0.607	391	1.6	14.927	B
4 - Pield Heath Road [W]	696	158	44.95	824	0.845	800	8.7	105.417	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Royal Lane [N]	104	606		516	0.202	105	0.3	8.849	A
2 - Pield Heath Road [E]	461	292		667	0.692	576	2.7	71.714	F
3 - Royal Lane [S]	324	554	37.64	655	0.494	326	1.0	11.012	B
4 - Pield Heath Road [W]	583	137	37.64	836	0.697	607	2.5	17.979	C

Basic Results Summary

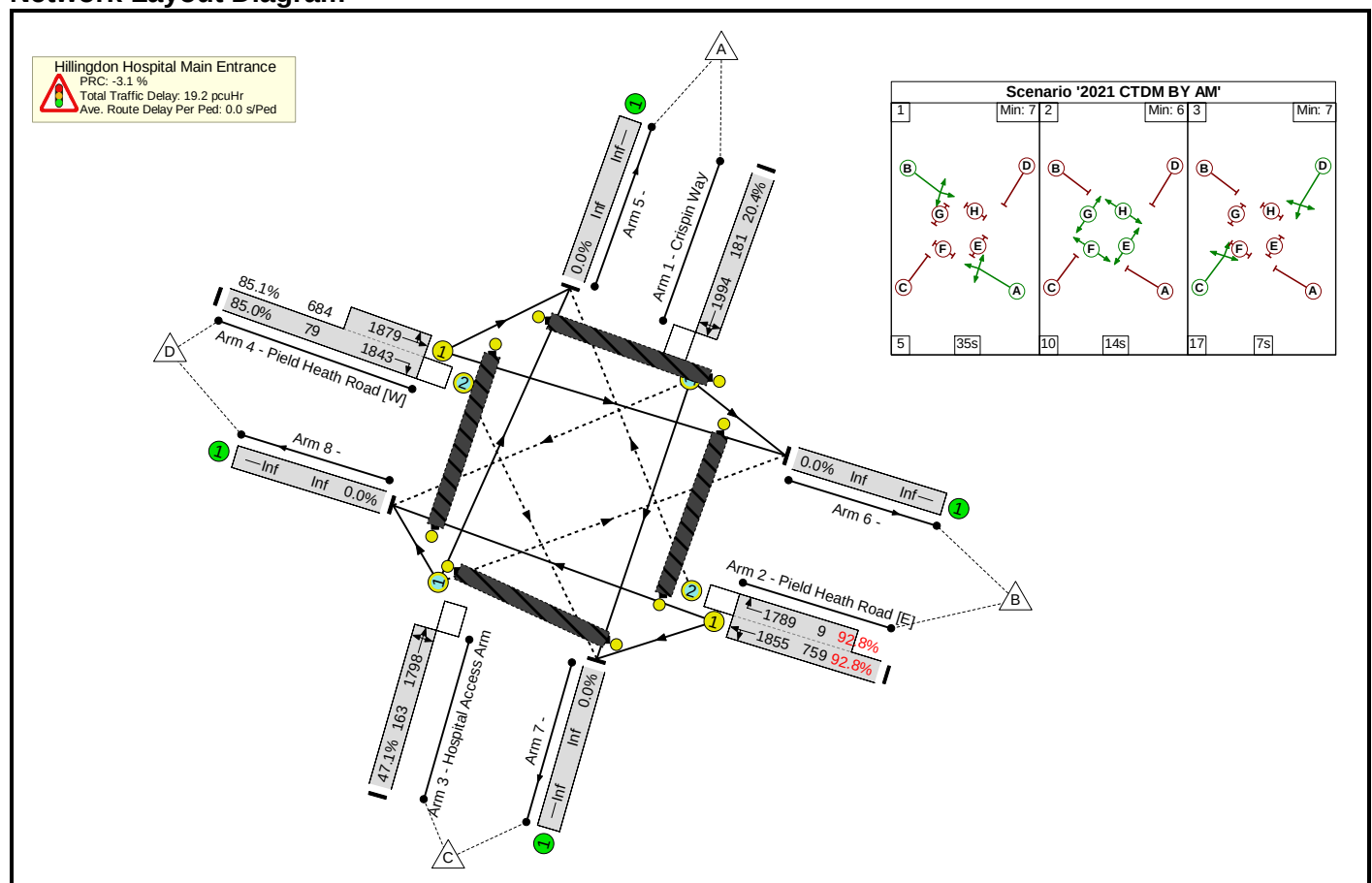
Basic Results Summary

User and Project Details

Project:	Hillingdon Hospital Redevelopment
Title:	
Location:	
Client:	NHS Foundation Trust
Date Started:	26/01/2022
Model Purpose:	Model of existing arrangement.
Checked By:	J. Wright
Additional detail:	
File name:	Hillingdon Hospital Main Entrance [Existing].lsg3x
Author:	m80211
Company:	Mott MacDonald
Address:	

Scenario 1: '2021 CTDM BY AM' (FG1: '2021 CTDM BY AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

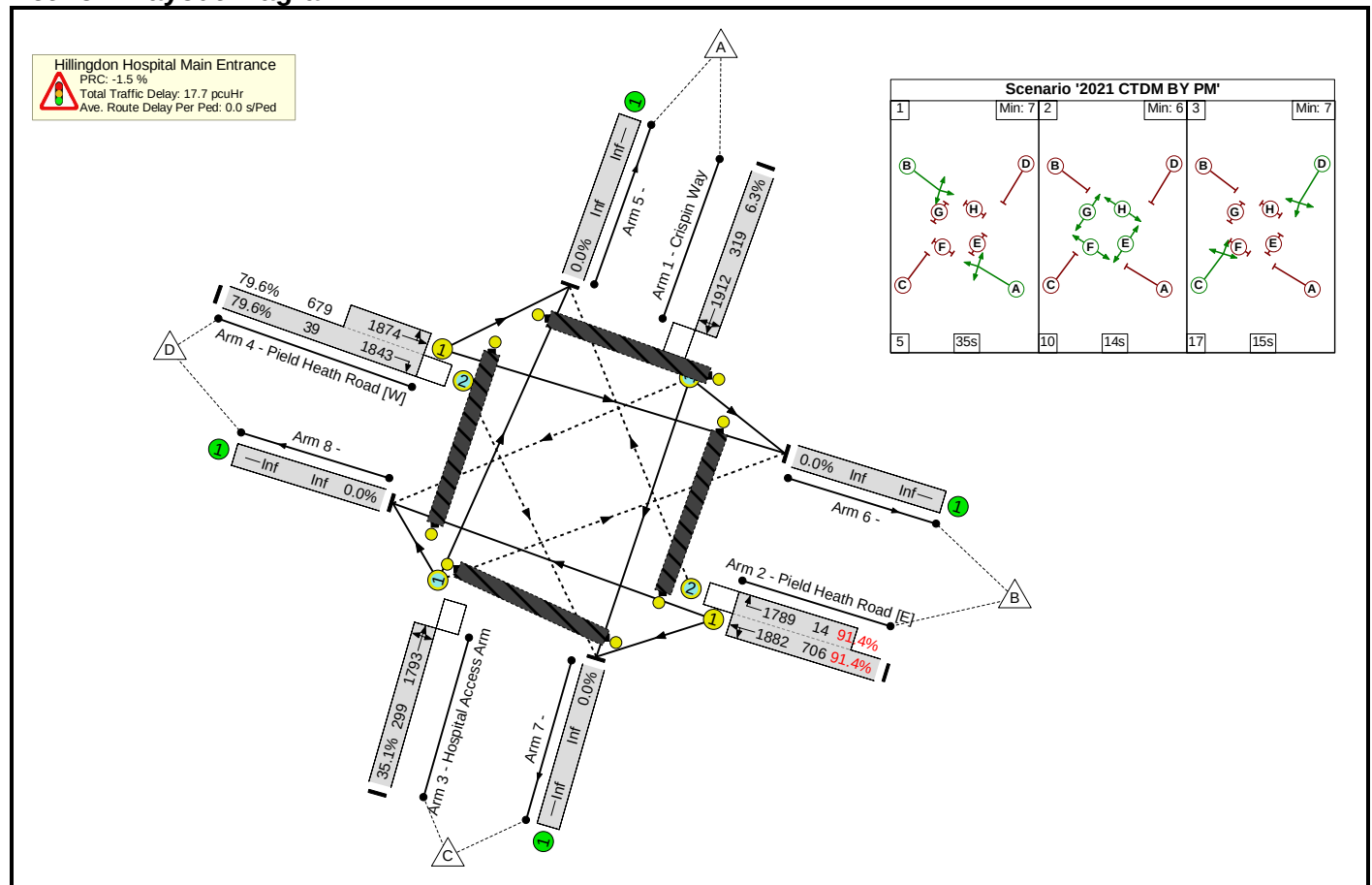


Network Results

Basic Results Summary

Scenario 2: '2021 CTDM BY PM' (FG2: '2021 CTDM BY PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

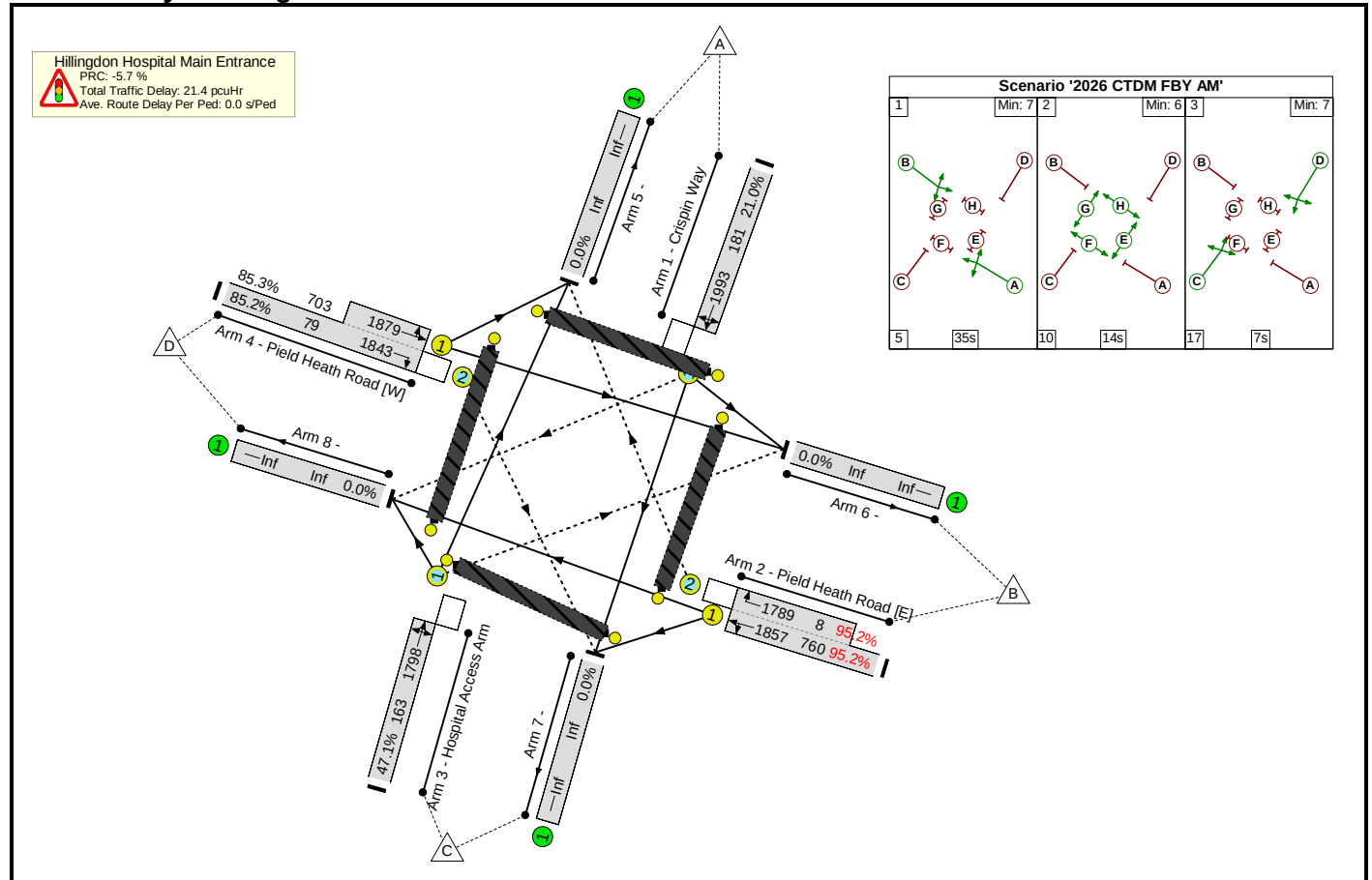


Network Results

Basic Results Summary

Scenario 3: '2026 CTDM FBY AM' (FG3: '2026 CTDM FBY AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

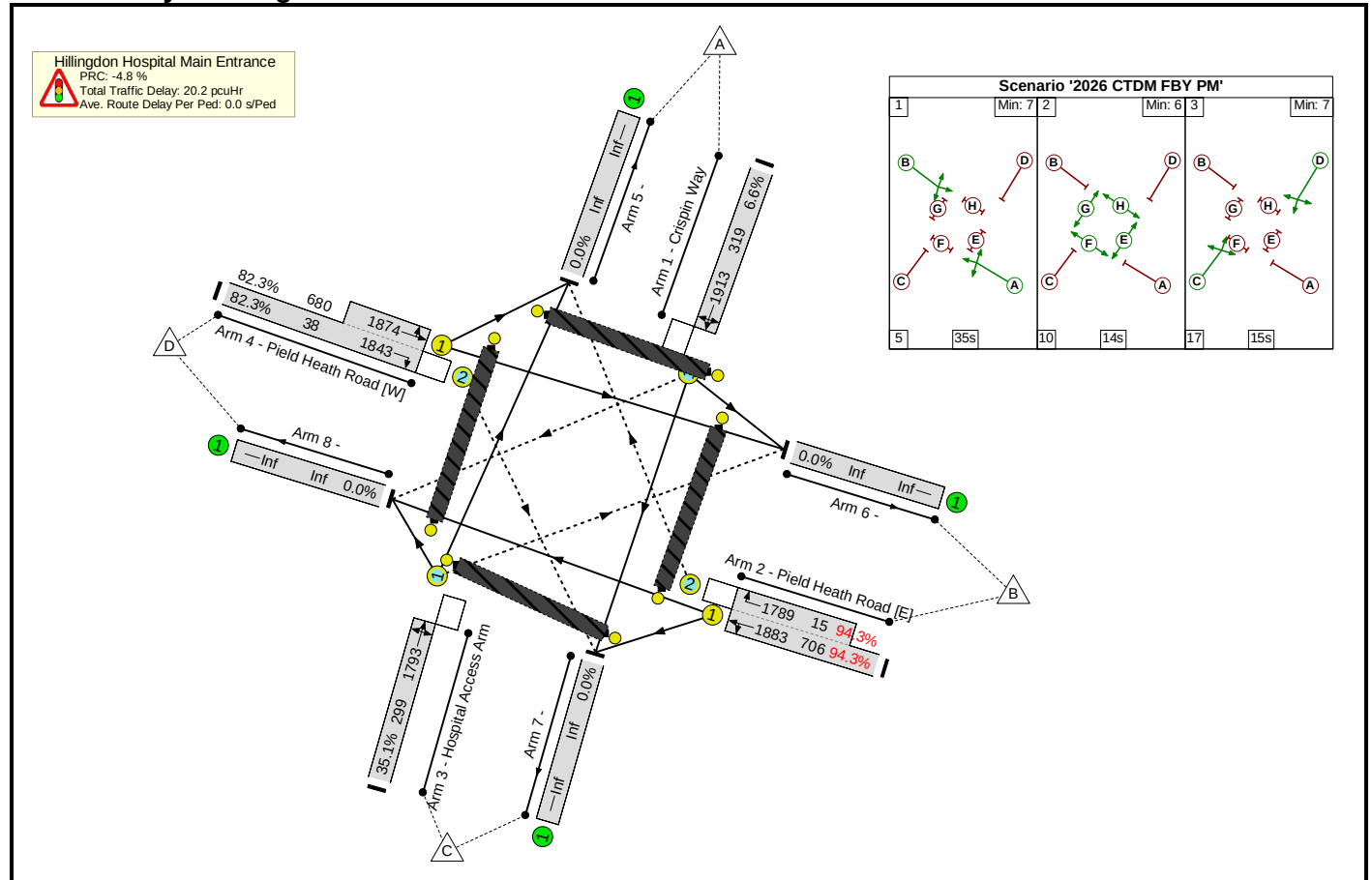


Network Results

Basic Results Summary

Scenario 4: '2026 CTDM FBY PM' (FG4: '2026 CTDM FBY PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

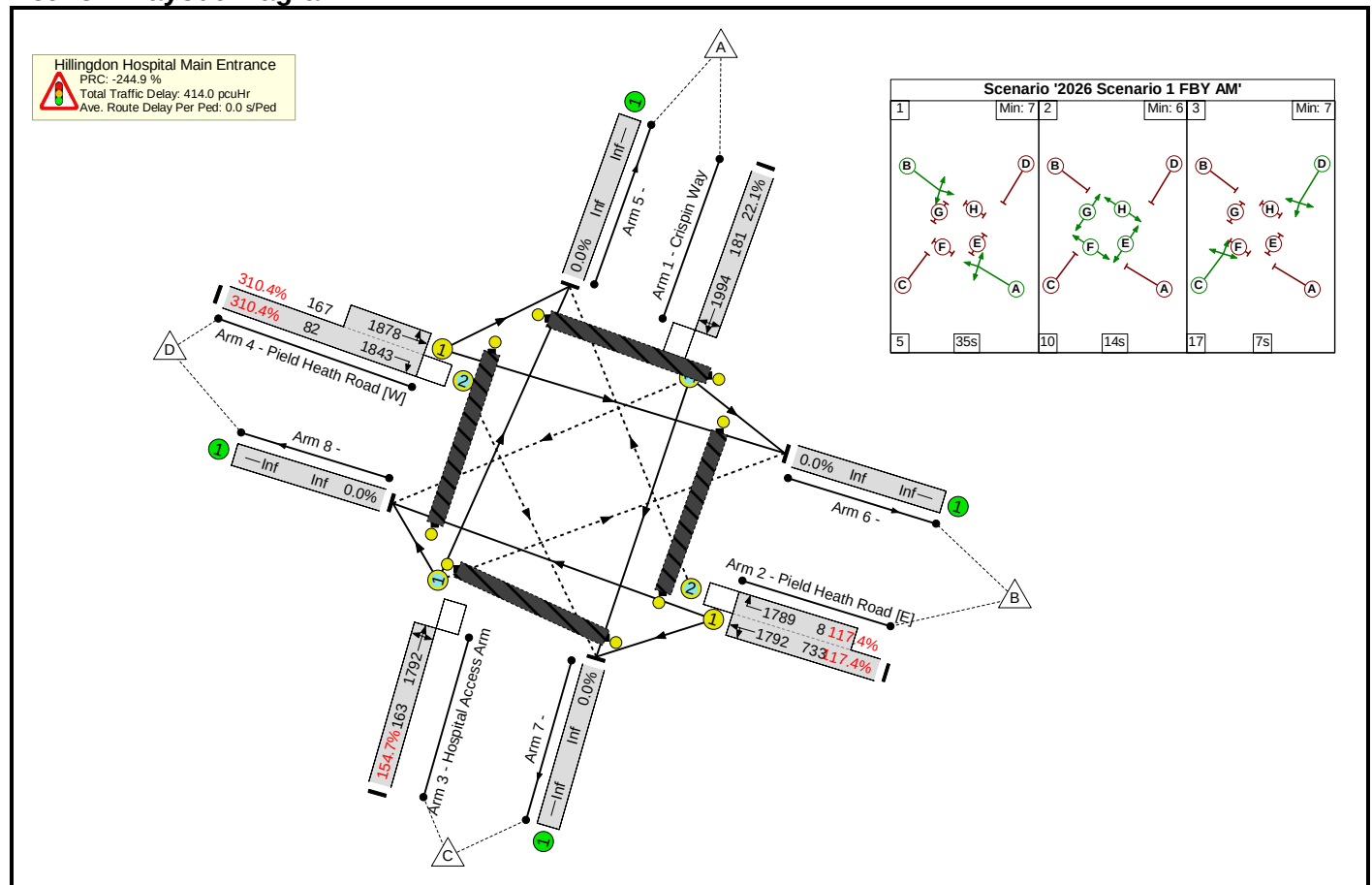


Network Results

Basic Results Summary

Scenario 5: '2026 Scenario 1 FBY AM' (FG5: '2026 Scenario 1 FBY AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

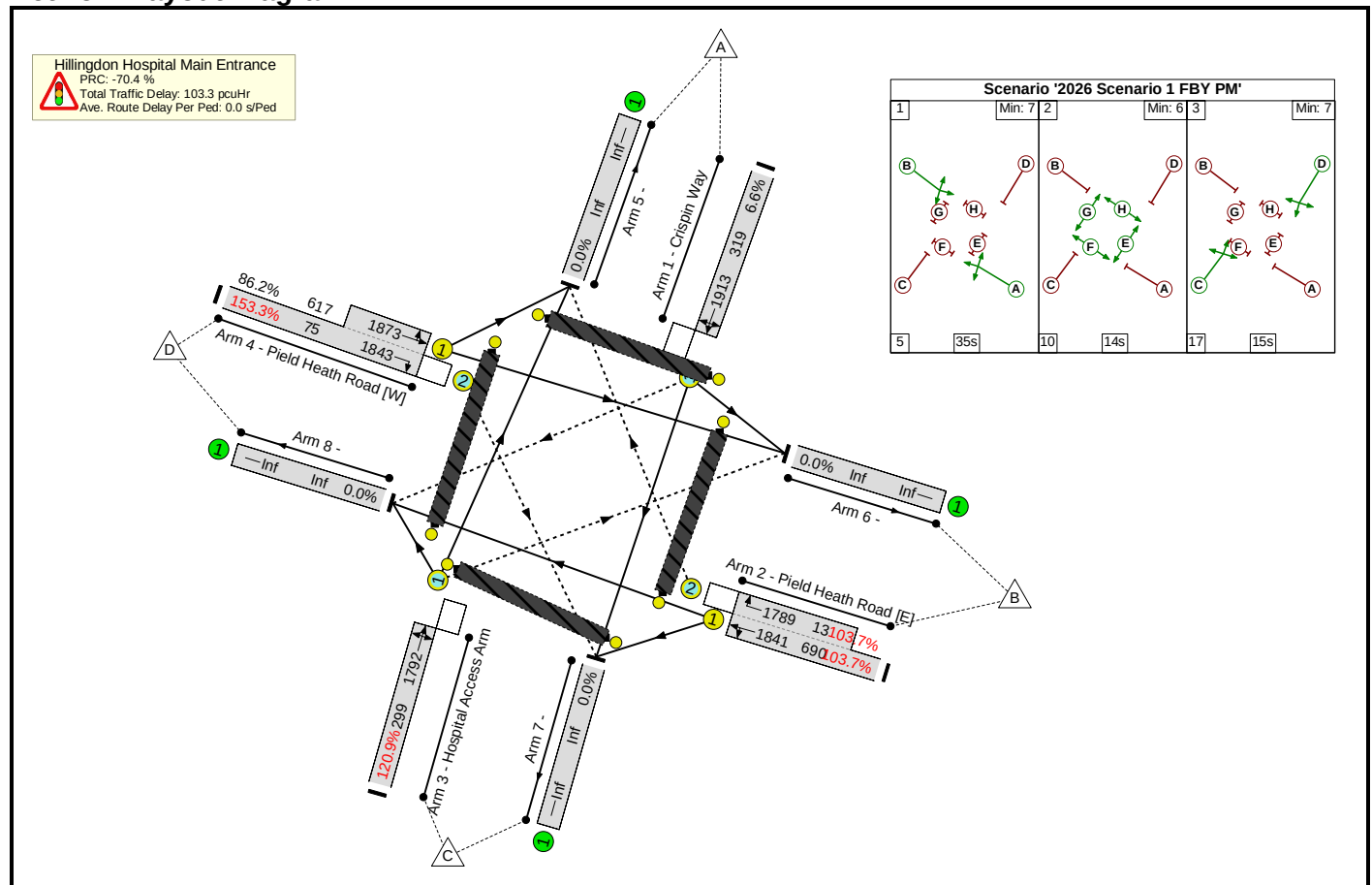


Network Results

Basic Results Summary

Scenario 6: '2026 Scenario 1 FBY PM' (FG6: '2026 Scenario 1 FBY PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

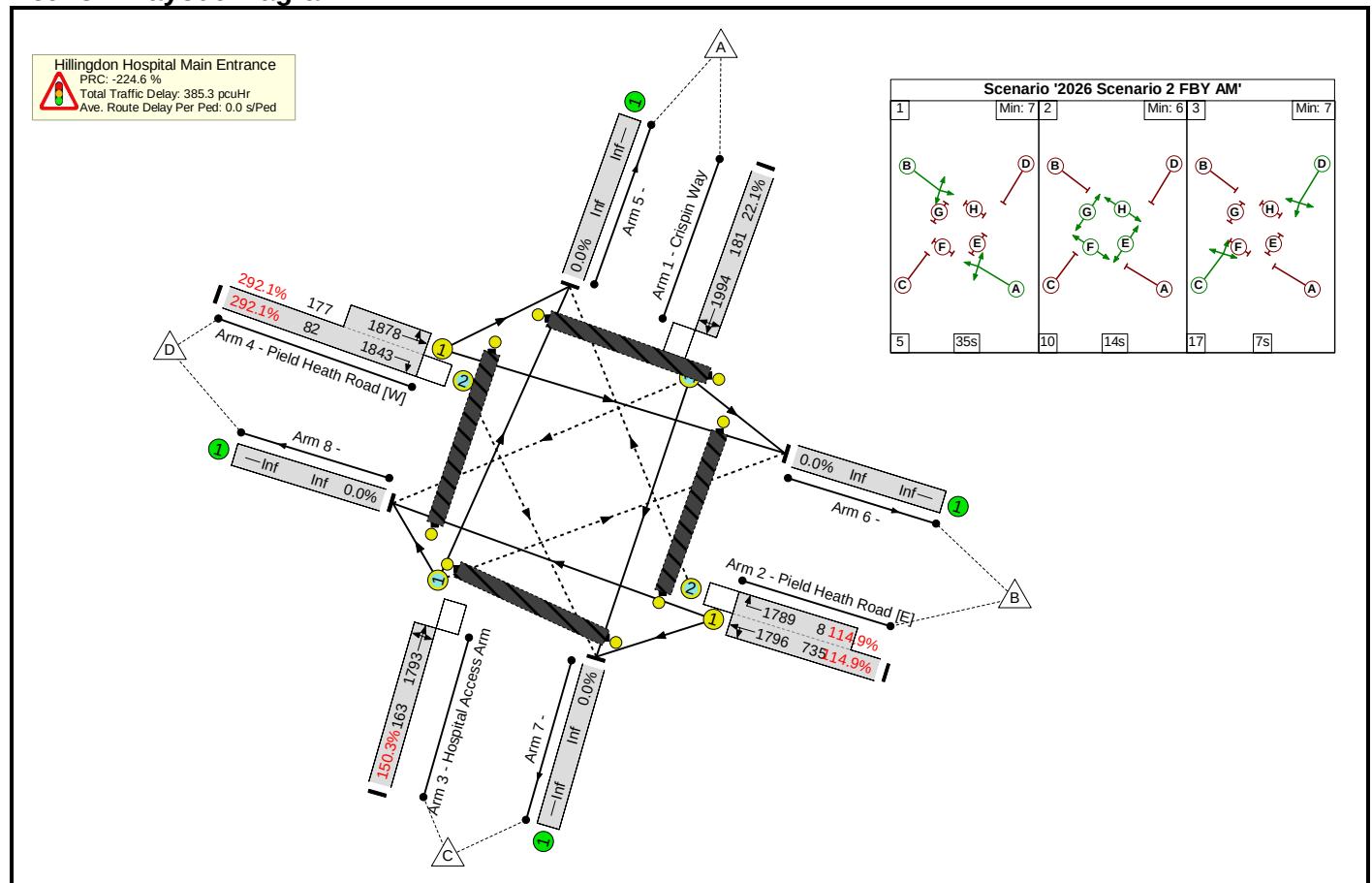


Network Results

Basic Results Summary

Scenario 7: '2026 Scenario 2 FBY AM' (FG7: '2026 Scenario 2 FBY AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

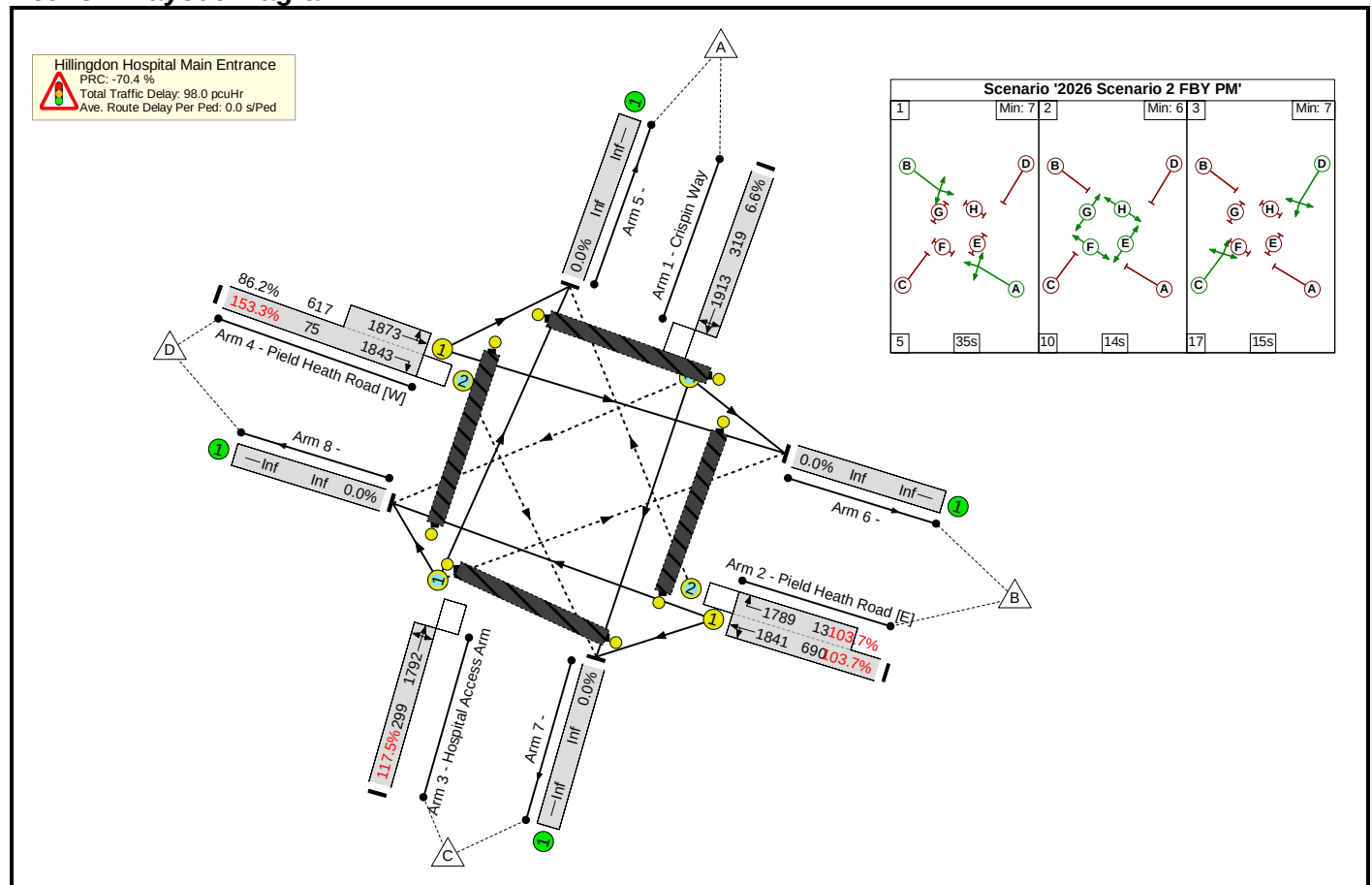


Network Results

Basic Results Summary

Scenario 8: '2026 Scenario 2 FBY PM' (FG8: '2026 Scenario 2 FBY PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

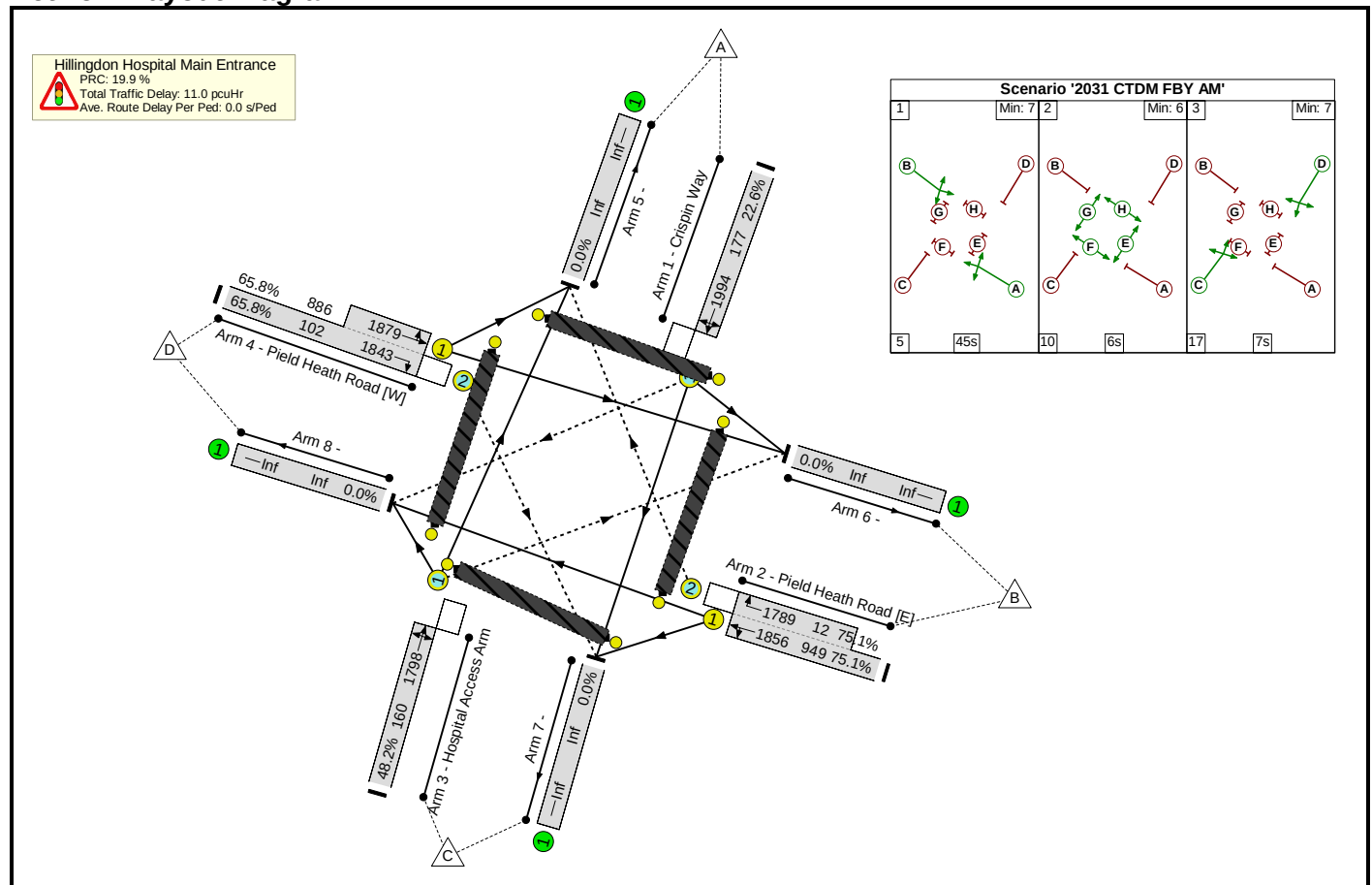


Network Results

Basic Results Summary

Scenario 9: '2031 CTDM FBY AM' (FG9: '2031 CTDM FBY AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

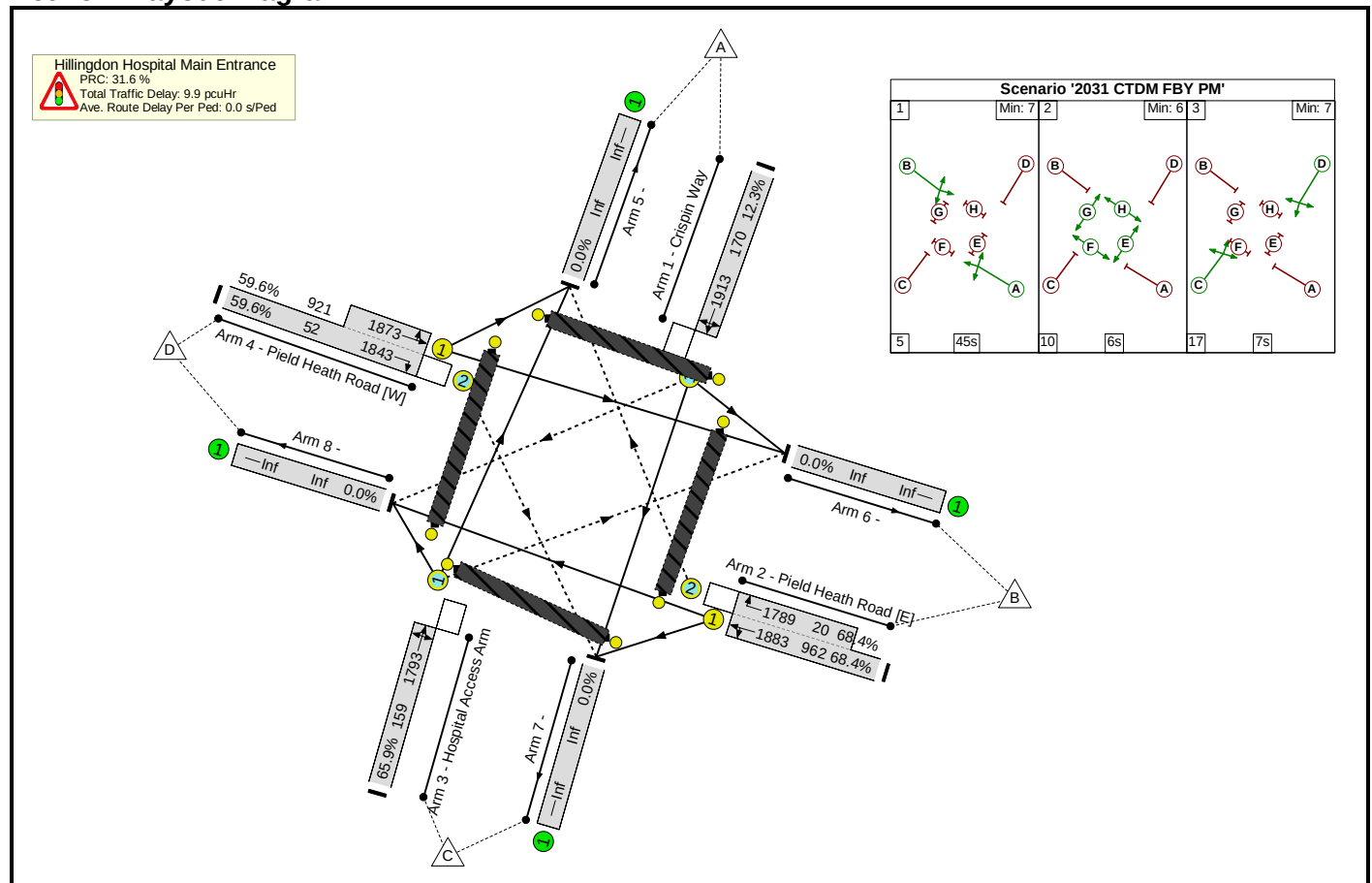


Network Results

Basic Results Summary

Scenario 10: '2031 CTDM FBY PM' (FG10: '2031 CTDM FBY PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

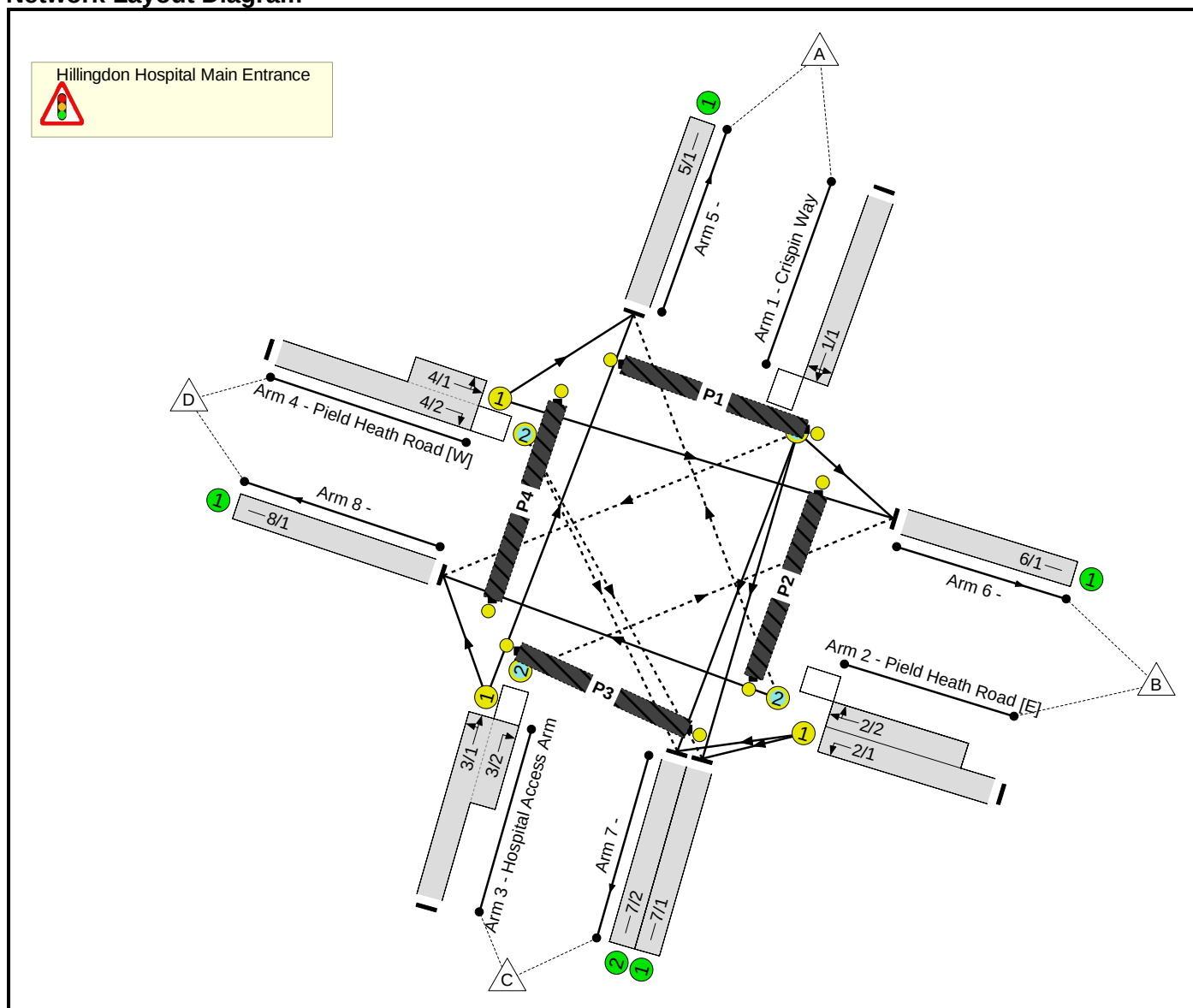


Network Results

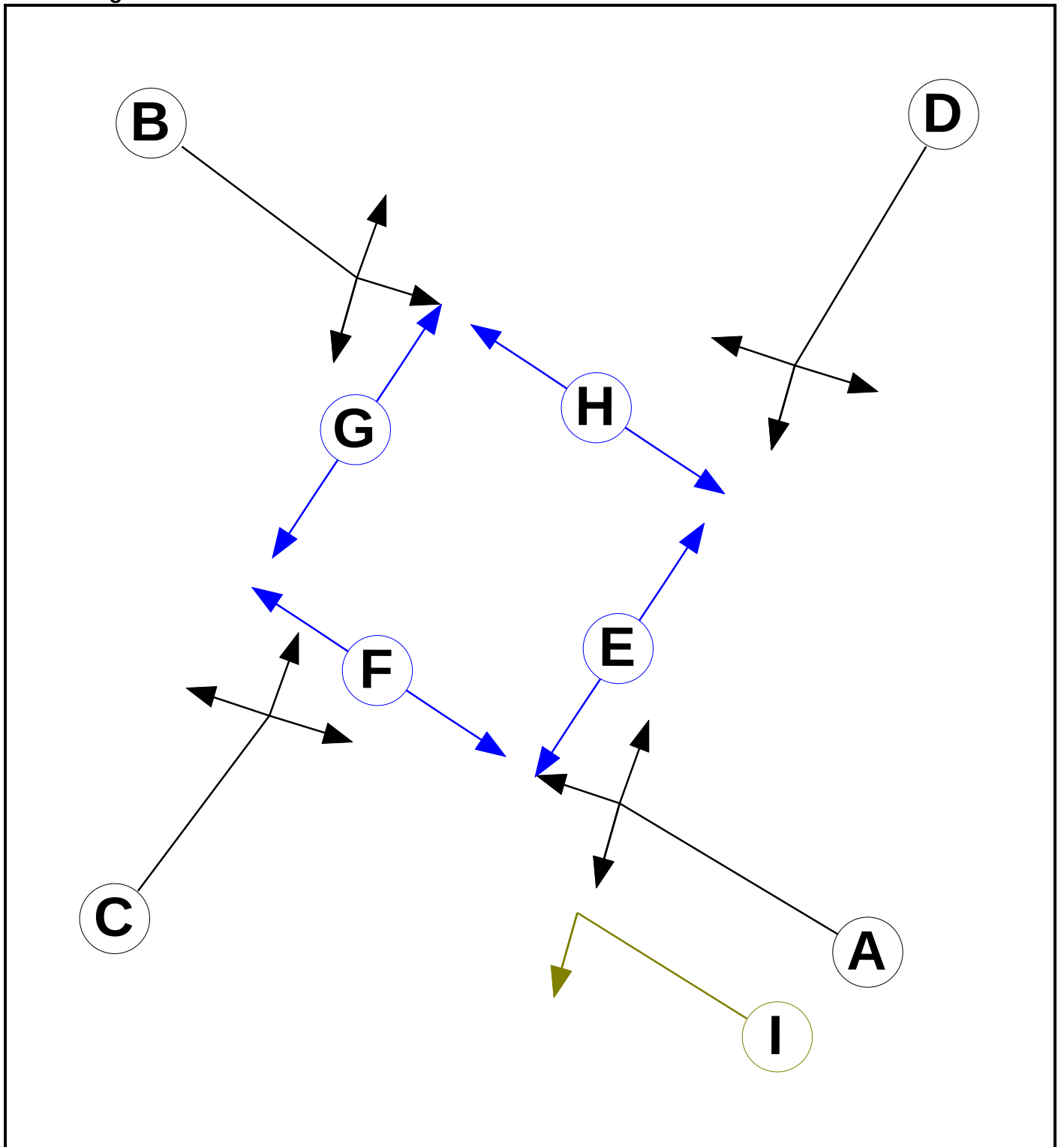
Full Input Data And Results**User and Project Details**

Project:	Hillingdon Hospital Redevelopment
Title:	
Location:	
Client:	NHS Foundation Trust
Date Started:	26/01/2022
Model Purpose:	Proposed model with signal specs as they are Sensitivity Test 1 = Traffic flows change due to new MSCP entrance on Royal Lane OPTIMISED = Right turn IGA added to PHR west in the AM scenarios
Checked By:	J. Wright
Additional detail:	
File name:	Hillingdon Hospital Main Entrance [Proposed] (Option 2b).lsg3x
Author:	m80211
Company:	Mott MacDonald
Address:	

Network Layout Diagram



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	Filter	A	4	0

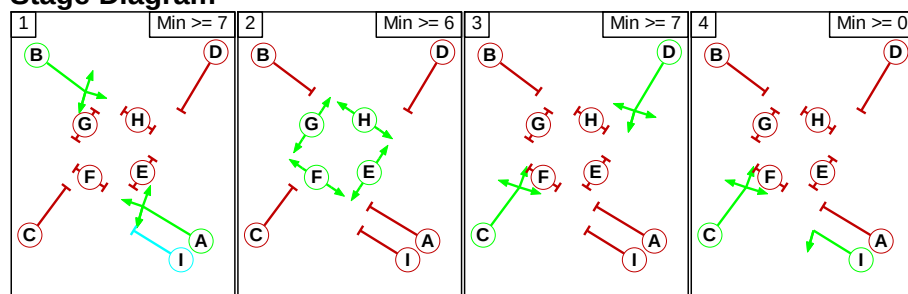
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	6	5	10	10	10	10	-
	B	-		5	6	10	10	10	10	-
	C	5	5		-	10	10	10	10	-
	D	5	5	-		10	10	10	10	5
	E	17	17	17	17		-	-	-	17
	F	17	17	17	17	-		-	-	17
	G	17	17	17	17	-	-		-	17
	H	17	17	17	17	-	-	-		17
	I	-	-	-	5	10	10	10	10	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E F G H
3	C D
4	C I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage				
From Stage	1	2	3	4	
	1		10	6	6
	2	17		17	17
	3	5	10		5
	4	5	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Hillingdon Hospital Main Entrance											
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)
1/1 (Crispin Way)	8/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00
2/2 (Pield Heath Road [E])	5/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
3/2 (Hospital Access Arm)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead) To 7/2 (Ahead)	2.00	-	0.50	2	2.00
4/2 (Pield Heath Road [W])	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00
				2/2	1.09	To 8/1 (Ahead)					
				2/1	1.09	All					
	7/2 (Right)	1439	0	2/2	1.09	To 8/1 (Ahead)					

Full Input Data And Results

Lane Input Data

Junction: Hillingdon Hospital Main Entrance												
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)
1/1 (Crispin Way)	O	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	16.70
											Arm 7 Ahead	Inf
											Arm 8 Right	9.60
2/1 (Pield Heath Road [E])	U	A I	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 7 Left	8.20
2/2 (Pield Heath Road [E])	O	A	2	3	10.8	Geom	-	3.75	0.00	N	Arm 5 Right	10.90
3/1 (Hospital Access Arm)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
											Arm 5 Ahead	Inf
											Arm 8 Left	6.00
3/2 (Hospital Access Arm)	O	C	2	3	5.0	Geom	-	3.50	0.00	N	Arm 6 Right	7.40
4/1 (Pield Heath Road [W])	U	B	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 5 Left	10.50
4/2 (Pield Heath Road [W])	O	B	2	3	14.4	Geom	-	3.20	0.00	N	Arm 6 Ahead	Inf
											Arm 7 Right	15.15
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Scenario 1 AM'	08:00	09:00	01:00	
2: '2026 Scenario 1 PM'	17:00	18:00	01:00	
3: '2031 Scenario 1 + Resi AM'	08:00	09:00	01:00	
4: '2031 Scenario 1 + Resi PM'	17:00	18:00	01:00	
5: '2026 Scenario 2 AM'	08:00	09:00	01:00	
6: '2026 Scenario 2 PM'	17:00	18:00	01:00	
7: '2031 Scenario 2 + Resi AM '	08:00	09:00	01:00	
8: '2031 Scenario 2 + Resi PM '	17:00	18:00	01:00	

Scenario 1: '2026 Scenario 2 AM (ST1 - optimised)' (FG5: '2026 Scenario 2 AM', Plan 2: 'DS Optimisation')
Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	26	12	0	38
	B	8	0	278	517	803
	C	0	122	0	25	147
	D	13	449	48	0	510
	Tot.	21	597	338	542	1498

Traffic Lane Flows

Lane	Scenario 1: 2026 Scenario 2 AM (ST1 - optimised)
Junction: Hillingdon Hospital Main Entrance	
1/1	38
2/1 (with short)	803(In) 278(Out)
2/2 (short)	525
3/1 (with short)	147(In) 25(Out)
3/2 (short)	122
4/1 (short)	462
4/2 (with short)	510(In) 48(Out)
5/1	21
6/1	597
7/1	169
7/2	169
8/1	542

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	68.4 %	1993	1993
				Arm 7 Ahead	Inf	31.6 %		
				Arm 8 Right	9.60	0.0 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	1.5 %	2126	2126
				Arm 8 Ahead	Inf	98.5 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	2.8 %	1907	1907
				Arm 6 Ahead	Inf	97.2 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 Scenario 2 PM (ST1 - optimised)' (FG6: '2026 Scenario 2 PM', Plan 2: 'DS Optimisation')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	16	0	5	21
	B	14	0	133	533	680
	C	0	175	0	35	210
	D	23	458	23	0	504
	Tot.	37	649	156	573	1415

Traffic Lane Flows

Lane	Scenario 2: 2026 Scenario 2 PM (ST1 - optimised)
Junction: Hillingdon Hospital Main Entrance	
1/1	21
2/1 (with short)	680(In) 133(Out)
2/2 (short)	547
3/1 (with short)	210(In) 35(Out)
3/2 (short)	175
4/1 (short)	481
4/2 (with short)	504(In) 23(Out)
5/1	37
6/1	649
7/1	77
7/2	79
8/1	573

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	76.2 %	1913	1913
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	9.60	23.8 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	2.6 %	2123	2123
				Arm 8 Ahead	Inf	97.4 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	4.8 %	1902	1902
				Arm 6 Ahead	Inf	95.2 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Scenario 2 + Resi AM (ST1 - optimised)' (FG7: '2031 Scenario 2 + Resi AM ', Plan 2: 'DS Optimisation')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	27	13	0	40
	B	9	0	278	500	787
	C	0	122	0	87	209
	D	14	405	119	0	538
	Tot.	23	554	410	587	1574

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Scenario 2 + Resi AM (ST1 - optimised)
Junction: Hillingdon Hospital Main Entrance	
1/1	40
2/1 (with short)	787(In) 278(Out)
2/2 (short)	509
3/1 (with short)	209(In) 87(Out)
3/2 (short)	122
4/1 (short)	419
4/2 (with short)	538(In) 119(Out)
5/1	23
6/1	554
7/1	204
7/2	206
8/1	587

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	67.5 %	1994	1994
				Arm 7 Ahead	Inf	32.5 %		
				Arm 8 Right	9.60	0.0 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	1.8 %	2125	2125
				Arm 8 Ahead	Inf	98.2 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	3.3 %	1906	1906
				Arm 6 Ahead	Inf	96.7 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Scenario 2 + Resi PM (ST1 - optimised)' (FG8: '2031 Scenario 2 + Resi PM ', Plan 2: 'DS Optimisation')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	16	0	5	21
	B	14	0	133	503	650
	C	0	175	0	97	272
	D	24	426	90	0	540
	Tot.	38	617	223	605	1483

Traffic Lane Flows

Lane	Scenario 4: 2031 Scenario 2 + Resi PM (ST1 - optimised)
Junction: Hillingdon Hospital Main Entrance	
1/1	21
2/1 (with short)	650(In) 133(Out)
2/2 (short)	517
3/1 (with short)	272(In) 97(Out)
3/2 (short)	175
4/1 (short)	450
4/2 (with short)	540(In) 90(Out)
5/1	38
6/1	617
7/1	111
7/2	112
8/1	605

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	76.2 %	1913	1913
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	9.60	23.8 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	2.7 %	2122	2122
				Arm 8 Ahead	Inf	97.3 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	5.3 %	1901	1901
				Arm 6 Ahead	Inf	94.7 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Scenario 1 AM ' (FG1: '2026 Scenario 1 AM', Plan 2: 'DS Optimisation')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	A	B	C	D	Tot.
	A	0	26	12	0	38
	B	8	0	295	517	820
	C	0	126	0	25	151
	D	13	449	50	0	512
	Tot.	21	601	357	542	1521

Traffic Lane Flows

Lane	Scenario 5: 2026 Scenario 1 AM
Junction: Hillingdon Hospital Main Entrance	
1/1	38
2/1 (with short)	820(In) 295(Out)
2/2 (short)	525
3/1 (with short)	151(In) 25(Out)
3/2 (short)	126
4/1 (short)	462
4/2 (with short)	512(In) 50(Out)
5/1	21
6/1	601
7/1	178
7/2	179
8/1	542

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	68.4 %	1993	1993
				Arm 7 Ahead	Inf	31.6 %		
				Arm 8 Right	9.60	0.0 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	1.5 %	2126	2126
				Arm 8 Ahead	Inf	98.5 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	2.8 %	1907	1907
				Arm 6 Ahead	Inf	97.2 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Scenario 1 PM' (FG2: '2026 Scenario 1 PM', Plan 2: 'DS Optimisation')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	16	0	5	21
	B	14	0	134	533	681
	C	0	180	0	36	216
	D	23	458	23	0	504
	Tot.	37	654	157	574	1422

Traffic Lane Flows

Lane	Scenario 6: 2026 Scenario 1 PM
Junction: Hillingdon Hospital Main Entrance	
1/1	21
2/1 (with short)	681(In) 134(Out)
2/2 (short)	547
3/1 (with short)	216(In) 36(Out)
3/2 (short)	180
4/1 (short)	481
4/2 (with short)	504(In) 23(Out)
5/1	37
6/1	654
7/1	78
7/2	79
8/1	574

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	76.2 %	1913	1913
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	9.60	23.8 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	2.6 %	2123	2123
				Arm 8 Ahead	Inf	97.4 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	4.8 %	1902	1902
				Arm 6 Ahead	Inf	95.2 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2031 Scenario 1 + Resi AM' (FG3: '2031 Scenario 1 + Resi AM', Plan 2: 'DS Optimisation')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	27	13	0	40
	B	9	0	295	500	804
	C	0	126	0	87	213
	D	14	405	122	0	541
	Tot.	23	558	430	587	1598

Traffic Lane Flows

Lane	Scenario 7: 2031 Scenario 1 + Resi AM
Junction: Hillingdon Hospital Main Entrance	
1/1	40
2/1 (with short)	804(In) 295(Out)
2/2 (short)	509
3/1 (with short)	213(In) 87(Out)
3/2 (short)	126
4/1 (short)	419
4/2 (with short)	541(In) 122(Out)
5/1	23
6/1	558
7/1	214
7/2	216
8/1	587

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	67.5 %	1994	1994
				Arm 7 Ahead	Inf	32.5 %		
				Arm 8 Right	9.60	0.0 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	1.8 %	2125	2125
				Arm 8 Ahead	Inf	98.2 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
				Arm 8 Left	6.00	100.0 %		
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	3.3 %	1906	1906
				Arm 6 Ahead	Inf	96.7 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2031 Scenario 1 + Resi PM ' (FG4: '2031 Scenario 1 + Resi PM', Plan 2: 'DS Optimisation')
Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	16	0	5	21
	B	14	0	134	503	651
	C	0	180	0	98	278
	D	24	426	90	0	540
	Tot.	38	622	224	606	1490

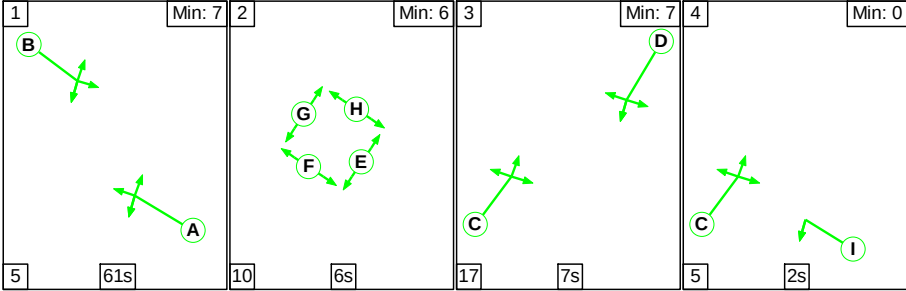
Traffic Lane Flows

Lane	Scenario 8: 2031 Scenario 1 + Resi PM
Junction: Hillingdon Hospital Main Entrance	
1/1	21
2/1 (with short)	651(In) 134(Out)
2/2 (short)	517
3/1 (with short)	278(In) 98(Out)
3/2 (short)	180
4/1 (short)	450
4/2 (with short)	540(In) 90(Out)
5/1	38
6/1	622
7/1	112
7/2	112
8/1	606

Lane Saturation Flows

Junction: Hillingdon Hospital Main Entrance								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crispin Way)	5.00	0.00	Y	Arm 6 Left	16.70	76.2 %	1913	1913
				Arm 7 Ahead	Inf	0.0 %		
				Arm 8 Right	9.60	23.8 %		
2/1 (Pield Heath Road [E])	3.75	0.00	Y	Arm 7 Left	8.20	100.0 %	1682	1682
2/2 (Pield Heath Road [E])	3.75	0.00	N	Arm 5 Right	10.90	2.7 %	2122	2122
				Arm 8 Ahead	Inf	97.3 %		
3/1 (Hospital Access Arm)	3.50	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1572	1572
3/2 (Hospital Access Arm)	3.50	0.00	N	Arm 8 Left	6.00	100.0 %		
				Arm 6 Right	7.40	100.0 %	1750	1750
4/1 (Pield Heath Road [W])	3.00	0.00	Y	Arm 5 Left	10.50	5.3 %	1901	1901
				Arm 6 Ahead	Inf	94.7 %		
4/2 (Pield Heath Road [W])	3.20	0.00	N	Arm 7 Right	15.15	100.0 %	1888	1888
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

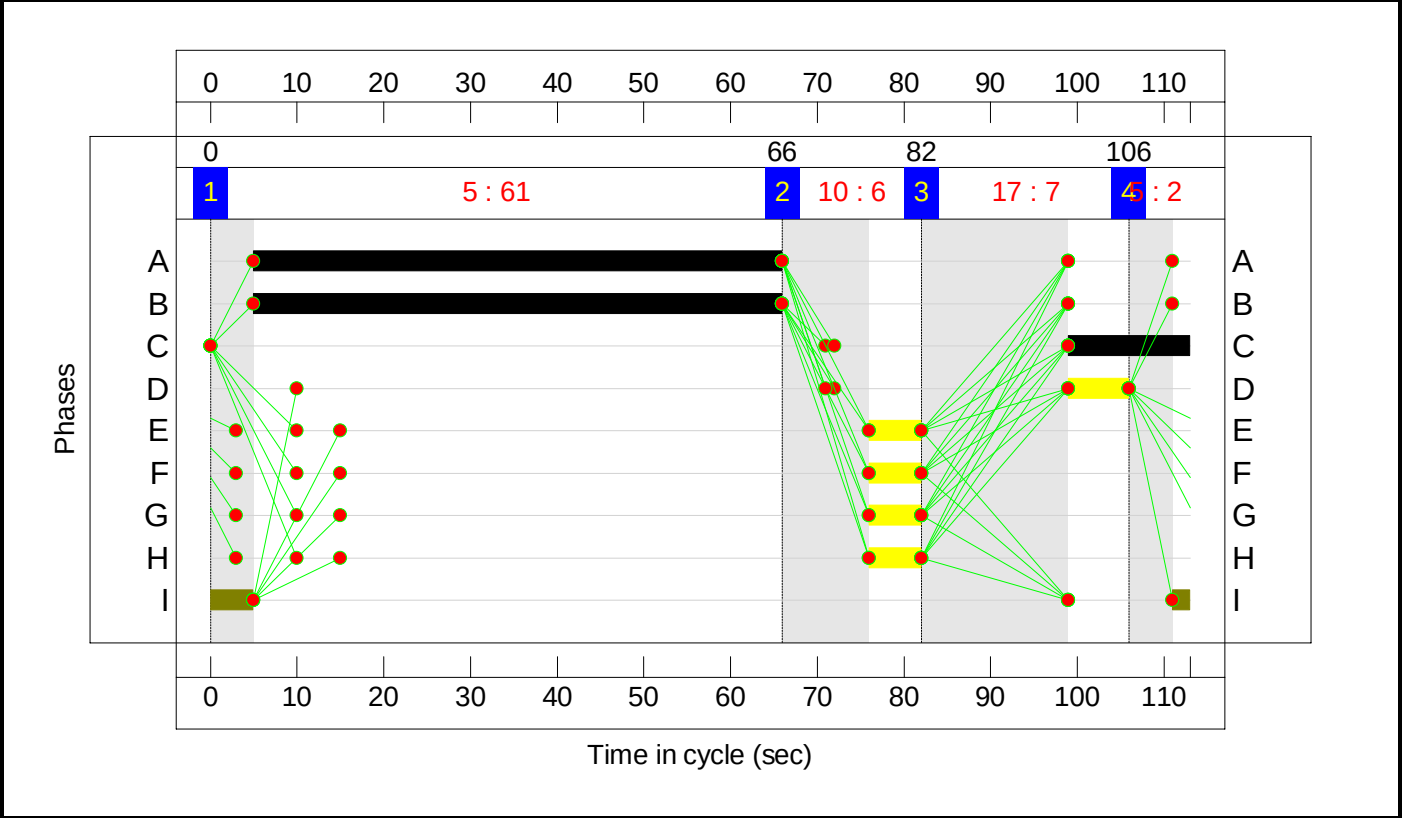
Scenario 1: '2026 Scenario 2 AM (ST1 - optimised)' (FG5: '2026 Scenario 2 AM', Plan 2: 'DS Optimisation')
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	6	7	2
Change Point	0	66	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

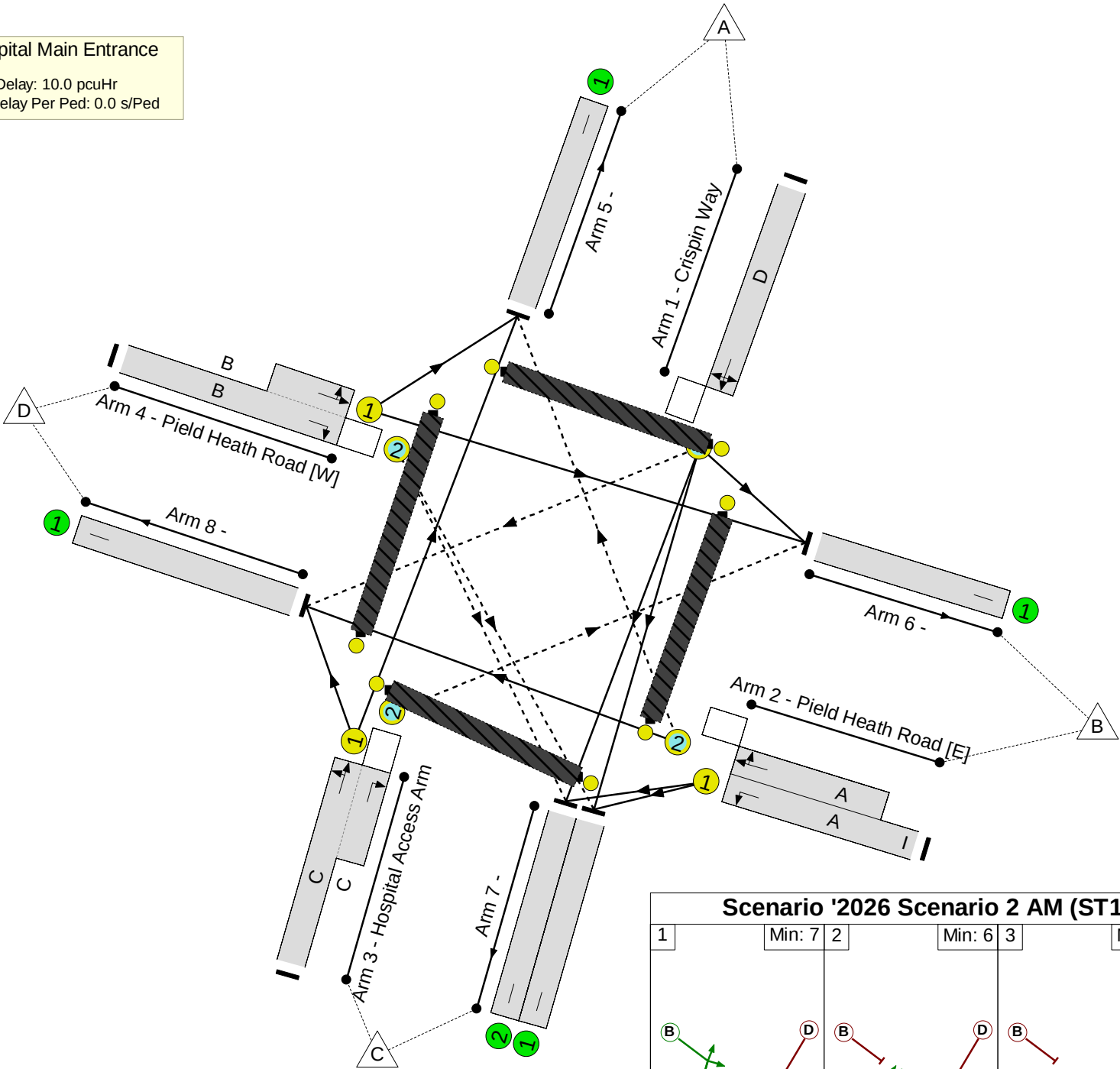


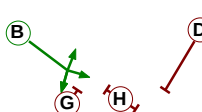
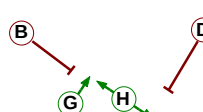
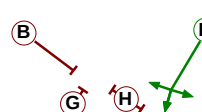
Hillingdon Hospital Main Entrance

PRC: 44.6 %

Total Traffic Delay: 10.0 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Scenario '2026 Scenario 2 AM (ST1 - optimised)'									
1	Min: 7	2	Min: 6	3	Min: 7	4	Min: 0		
									

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	-	-		-	-	-	-	-	-	62.3%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	38	1993	141	26.9%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	68:61	7	803	1682:2126	447+843	62.3 : 62.3%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	14	-	147	1572:1750	42+203	60.1 : 60.1%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	61	-	510	1888:1907	99+957	48.3 : 48.3%
5/1		U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

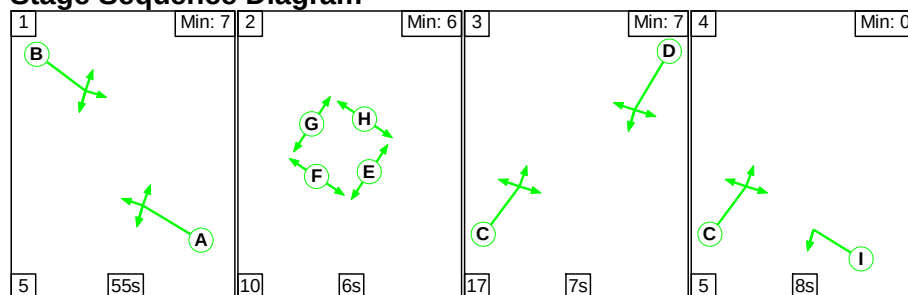
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 2: '2026 Scenario 2 PM (ST1 - optimised)' (FG6: '2026 Scenario 2 PM', Plan 2: 'DS Optimisation')

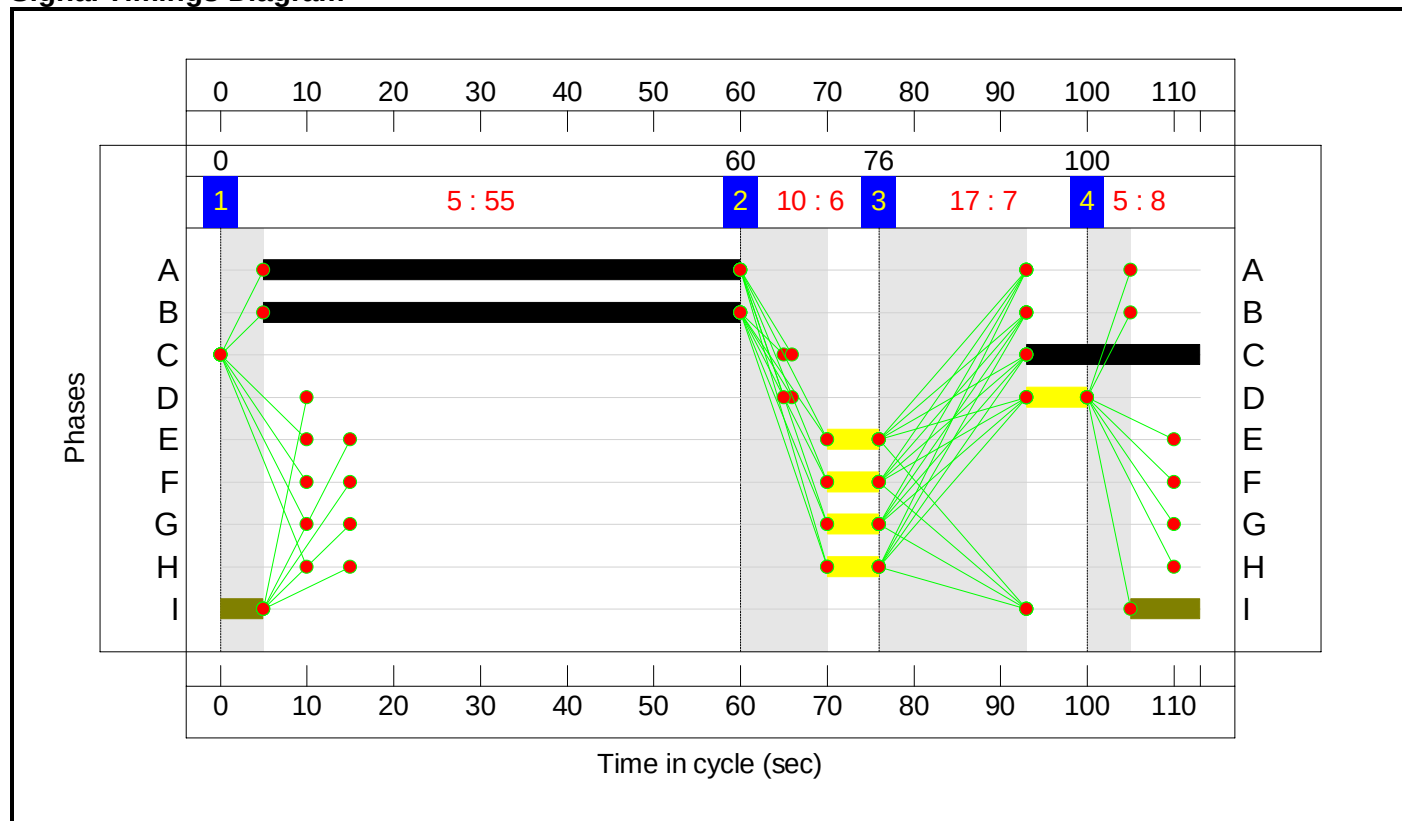
Stage Sequence Diagram



Stage Timings

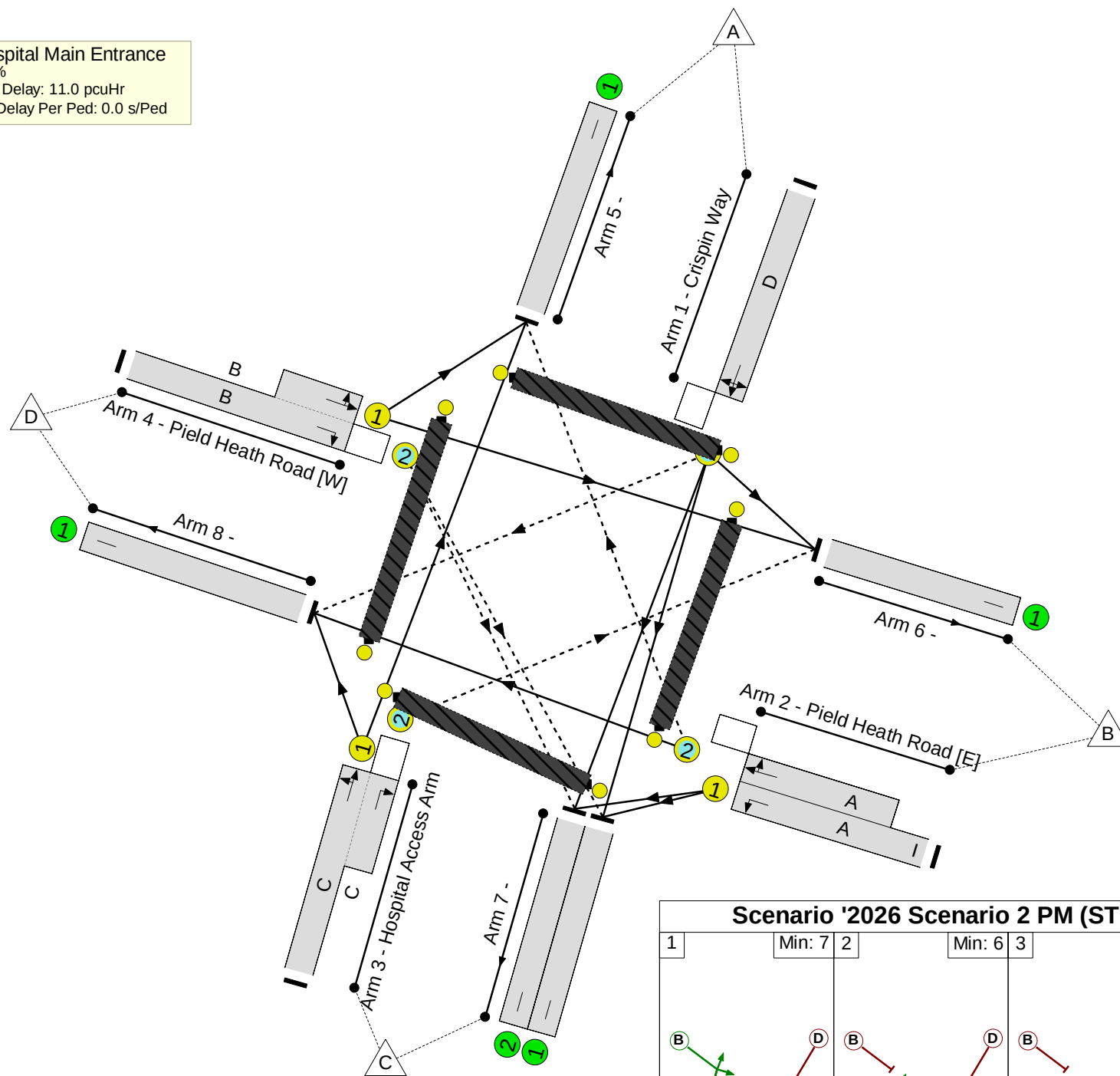
Stage	1	2	3	4
Duration	55	6	7	8
Change Point	0	60	76	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Scenario '2026 Scenario 2 PM (ST1 - optimised)'							
1	Min: 7	2	Min: 6	3	Min: 7	4	Min: 0
							

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	-	-		-	-	-	-	-	-	61.2%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	61.2%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	21	1913	135	15.5%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	68:55	13	680	1682:2123	217+894	61.2 : 61.2%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	20	-	210	1572:1750	60+299	58.6 : 58.6%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	55	-	504	1888:1902	43+903	53.3 : 53.3%
5/1		U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

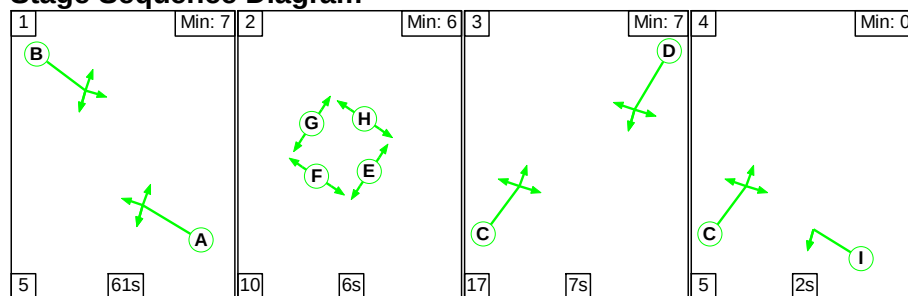
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: '2031 Scenario 2 + Resi AM (ST1 - optimised)' (FG7: '2031 Scenario 2 + Resi AM ', Plan 2: 'DS Optimisation')

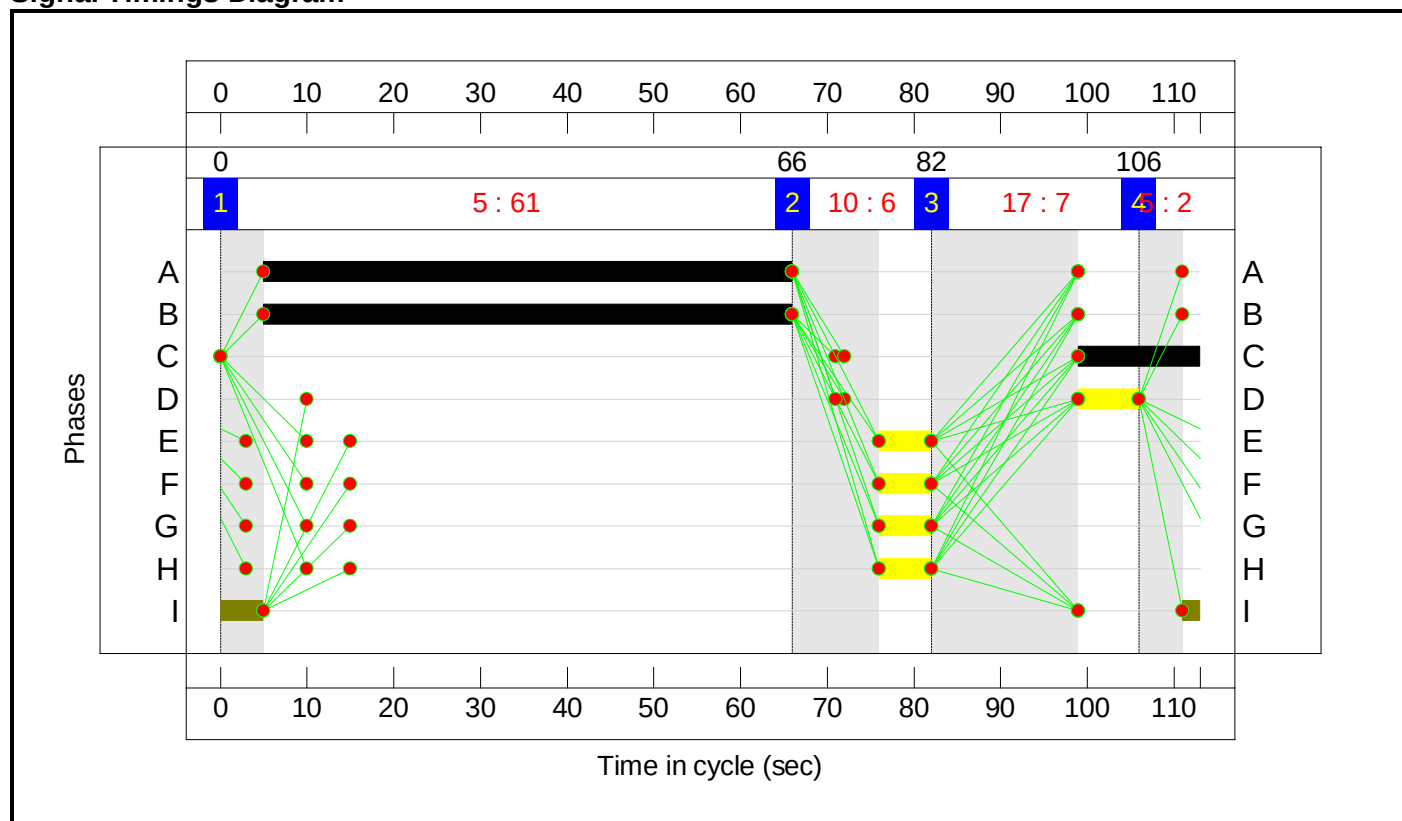
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	61	6	7	2
Change Point	0	66	82	106

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

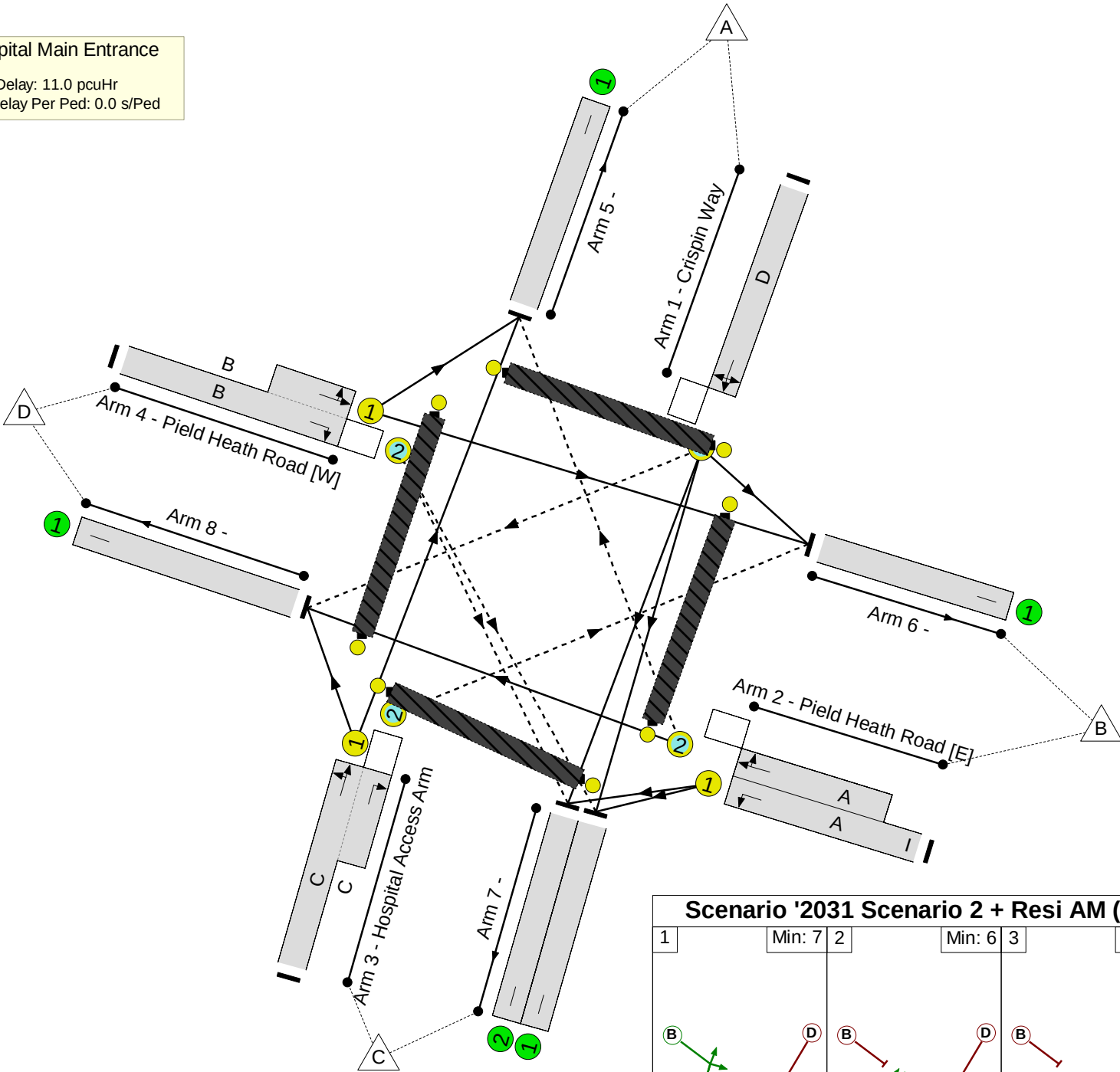


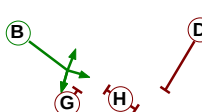
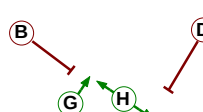
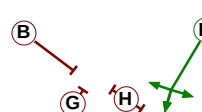
Hillingdon Hospital Main Entrance

PRC: 48.0 %

Total Traffic Delay: 11.0 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Scenario '2031 Scenario 2 + Resi AM (ST1 - optimised)'															
1				Min: 7 2				Min: 6 3				Min: 7 4			
															

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	-	-		-	-	-	-	-	-	60.8%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	60.8%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	40	1994	141	28.3%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	68:61	7	787	1682:2125	457+837	60.8 : 60.8%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	14	-	209	1572:1750	144+202	60.3 : 60.3%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	61	-	538	1888:1906	239+842	49.8 : 49.8%
5/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

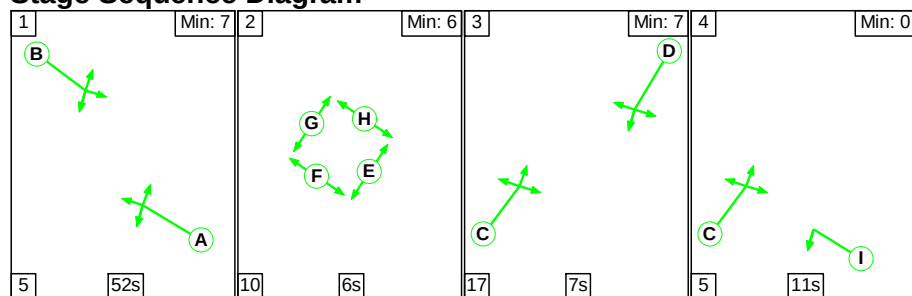
Full Input Data And Results

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)	Average Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	199	49	2	8.4	2.2	0.4	11.0	-	-	-	-
Hillingdon Hospital Main Entrance	-	-	199	49	2	8.4	2.2	0.4	11.0	-	-	-	-
1/1	40	40	0	0	0	0.6	0.2	0.0	0.8	67.5	1.2	0.2	1.4
2/1+2/2	787	787	9	0	0	2.9	0.8	0.0	3.7	17.0	9.5	0.8	10.2
3/1+3/2	209	209	71	49	2	2.7	0.7	0.1	3.5	60.0	3.6	0.7	4.4
4/2+4/1	538	538	119	0	0	2.2	0.5	0.4	3.1	20.6	8.9	0.5	9.4
5/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 48.0 Total Delay for Signalled Lanes (pcuHr): 11.03 Cycle Time (s): 113 PRC Over All Lanes (%): 48.0 Total Delay Over All Lanes(pcuHr): 11.03													

Full Input Data And Results

Scenario 4: '2031 Scenario 2 + Resi PM (ST1 - optimised)' (FG8: '2031 Scenario 2 + Resi PM ', Plan 2: 'DS Optimisation')

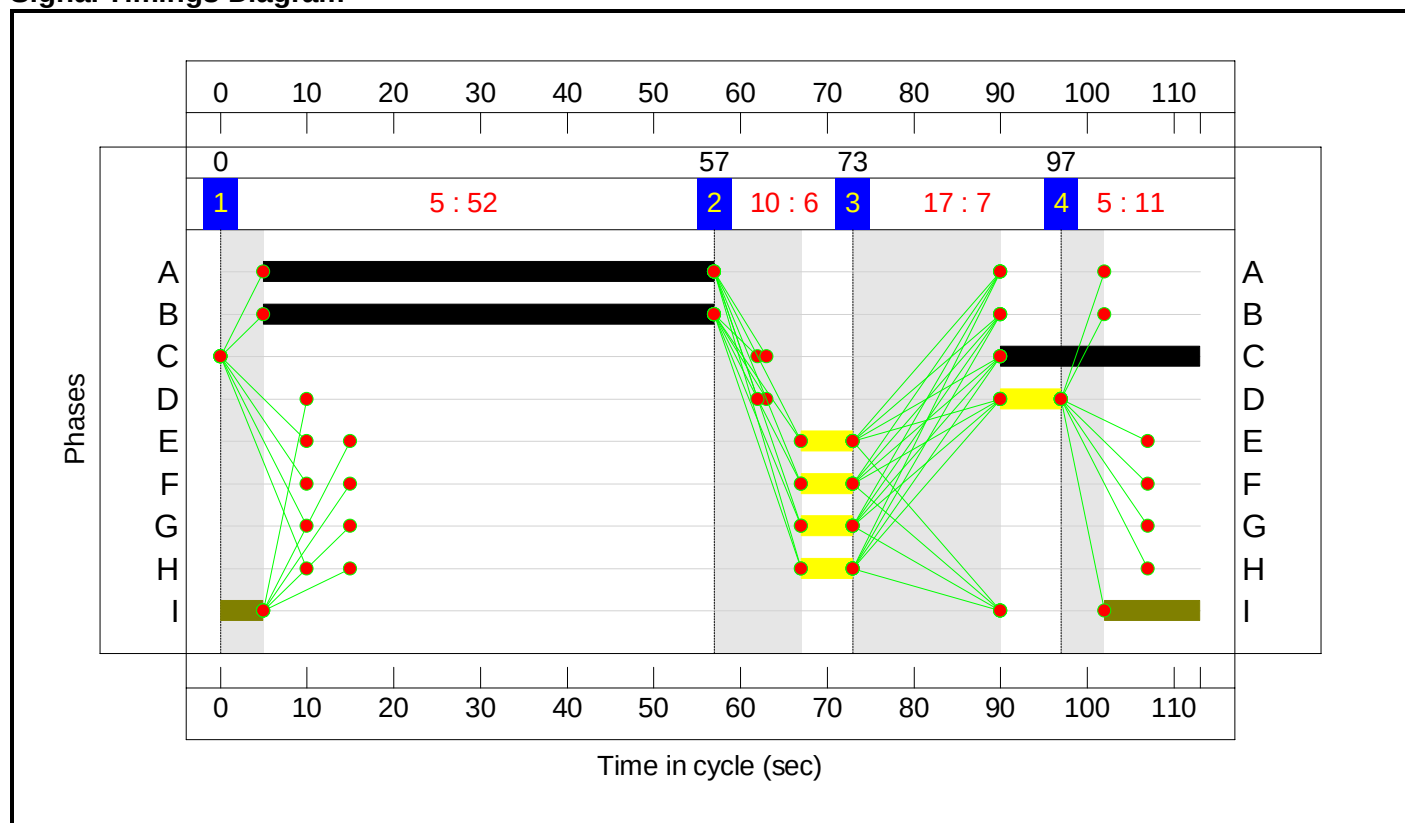
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	52	6	7	11
Change Point	0	57	73	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

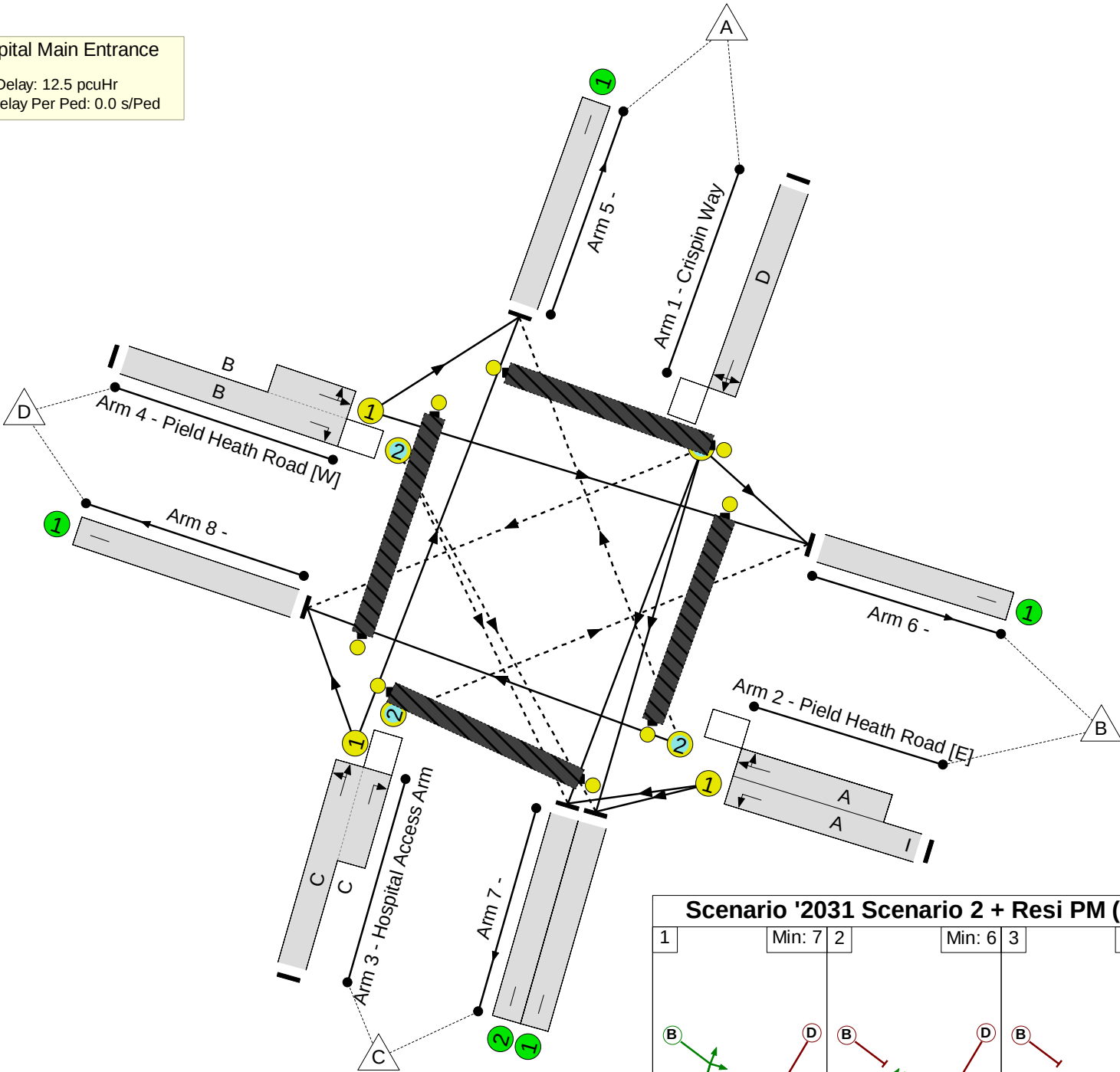


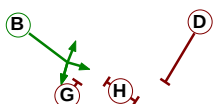
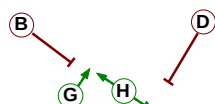
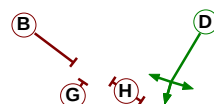
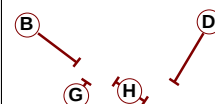
Hillingdon Hospital Main Entrance

PRC: 46.9 %

Total Traffic Delay: 12.5 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Scenario '2031 Scenario 2 + Resi PM (ST1 - optimised)'															
1				Min: 7				2				Min: 6			
															

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	-	-		-	-	-	-	-	-	61.3%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	61.3%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	21	1913	135	15.5%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	68:52	16	650	1682:2122	217+844	61.3 : 61.3%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	23	-	272	1572:1750	163+293	59.7 : 59.7%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	52	-	540	1888:1901	152+760	59.2 : 59.2%
5/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

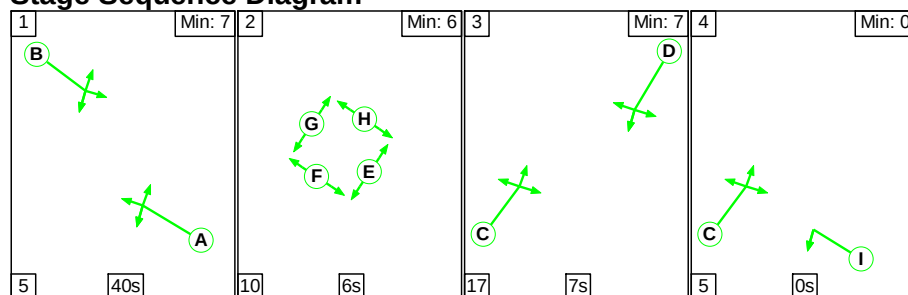
Full Input Data And Results

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	86	3	9.7	2.3	0.4	12.5	-	-	-	-
Hillingdon Hospital Main Entrance	-	-	195	86	3	9.7	2.3	0.4	12.5	-	-	-	-
1/1	21	21	5	0	0	0.3	0.1	0.0	0.4	66.4	0.6	0.1	0.7
2/1+2/2	650	650	14	0	0	3.4	0.8	0.0	4.2	23.2	11.3	0.8	12.1
3/1+3/2	272	272	86	86	3	2.9	0.7	0.1	3.7	49.3	4.8	0.7	5.5
4/2+4/1	540	540	90	0	0	3.2	0.7	0.3	4.2	28.0	11.3	0.7	12.0
5/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 46.9 Total Delay for Signalled Lanes (pcuHr): 12.50 Cycle Time (s): 113 PRC Over All Lanes (%): 46.9 Total Delay Over All Lanes(pcuHr): 12.50													

Full Input Data And Results

Scenario 5: '2026 Scenario 1 AM ' (FG1: '2026 Scenario 1 AM', Plan 2: 'DS Optimisation')

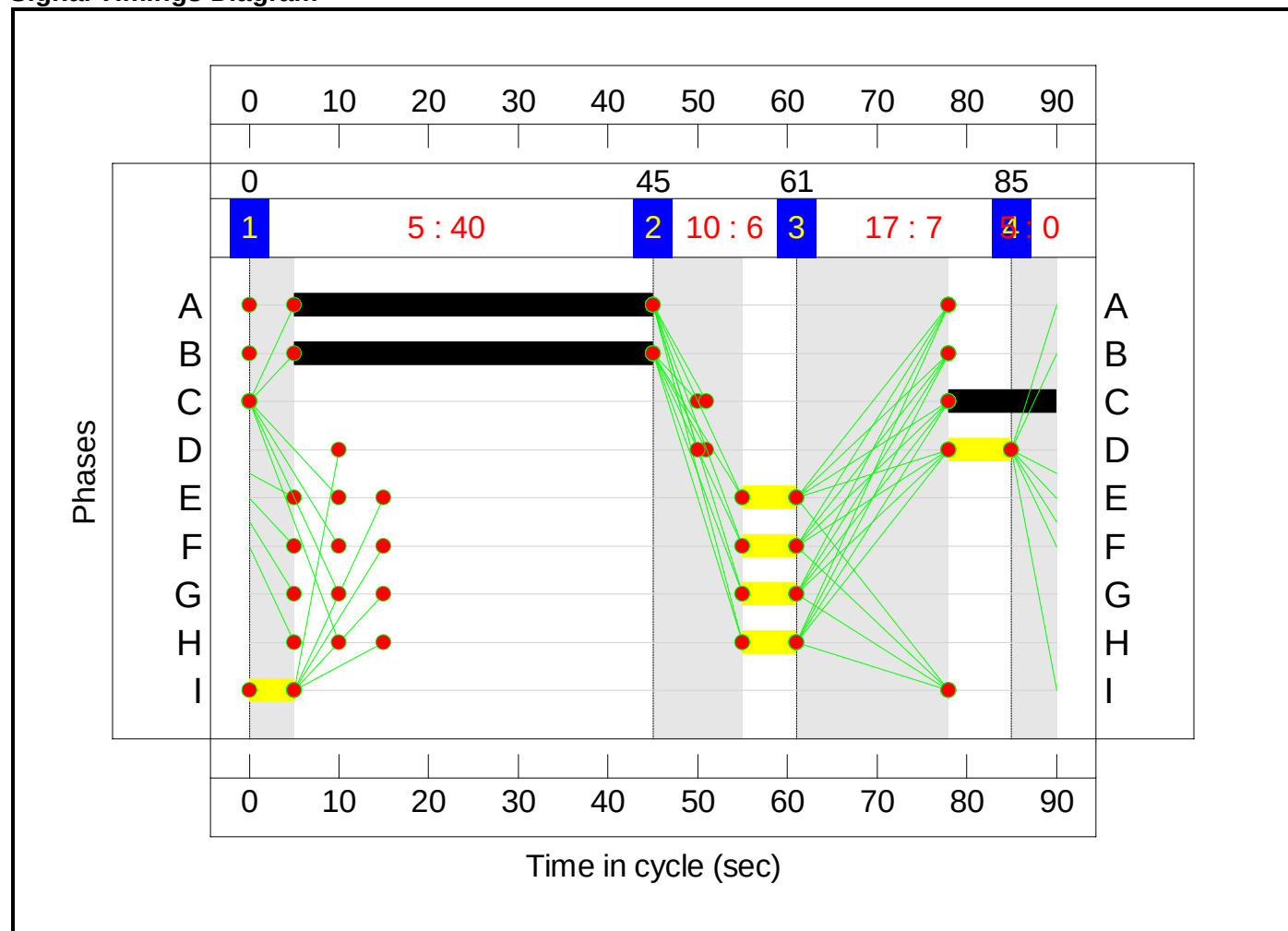
Stage Sequence Diagram



Stage Timings

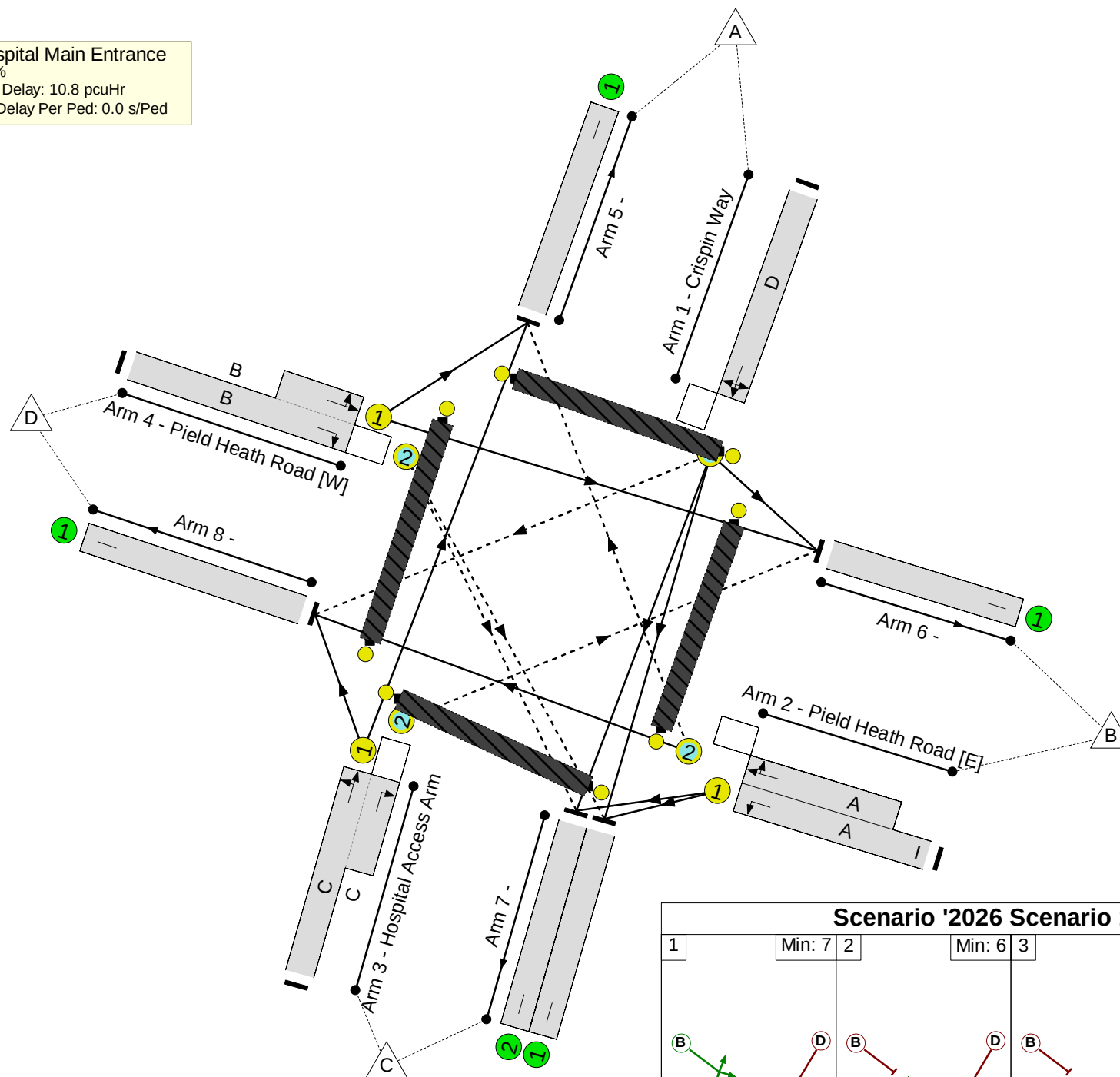
Stage	1	2	3	4
Duration	40	6	7	0
Change Point	0	45	61	85

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Scenario '2026 Scenario 1 AM '							
1	Min: 7	2	Min: 6	3	Min: 7	4	Min: 7
							

Full Input Data And Results

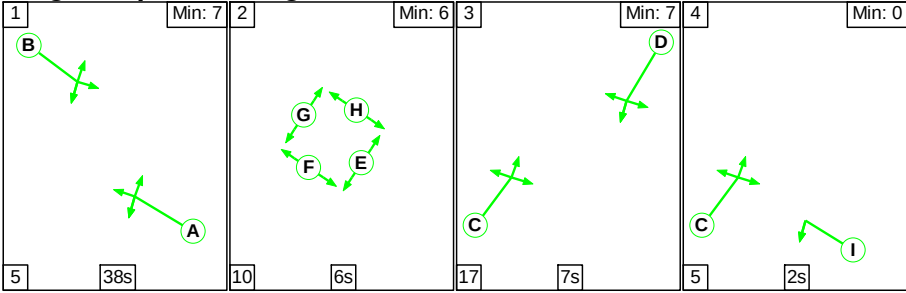
Network Results

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	-	-		-	-	-	-	-	-	69.6%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	38	1993	177	21.5%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	45:40	5	820	1682:2126	424+754	69.6 : 69.6%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	12	-	151	1572:1750	46+233	54.1 : 54.1%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	40	-	512	1888:1907	86+797	58.0 : 58.0%
5/1		U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	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	-	-	153	29	3	8.0	2.5	0.2	10.8	-	-	-	-
Hillingdon Hospital Main Entrance	-	-	153	29	3	8.0	2.5	0.2	10.8	-	-	-	-
1/1	38	38	0	0	0	0.4	0.1	0.0	0.5	51.1	0.9	0.1	1.0
2/1+2/2	820	820	8	0	0	3.7	1.1	0.0	4.8	21.1	9.5	1.1	10.6
3/1+3/2	151	151	95	29	3	1.5	0.6	0.1	2.1	51.2	2.9	0.6	3.5
4/2+4/1	512	512	50	0	0	2.5	0.7	0.1	3.3	23.4	8.9	0.7	9.6
5/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 29.2 Total Delay for Signalled Lanes (pcuHr): 10.83 Cycle Time (s): 90 PRC Over All Lanes (%): 29.2 Total Delay Over All Lanes(pcuHr): 10.83													

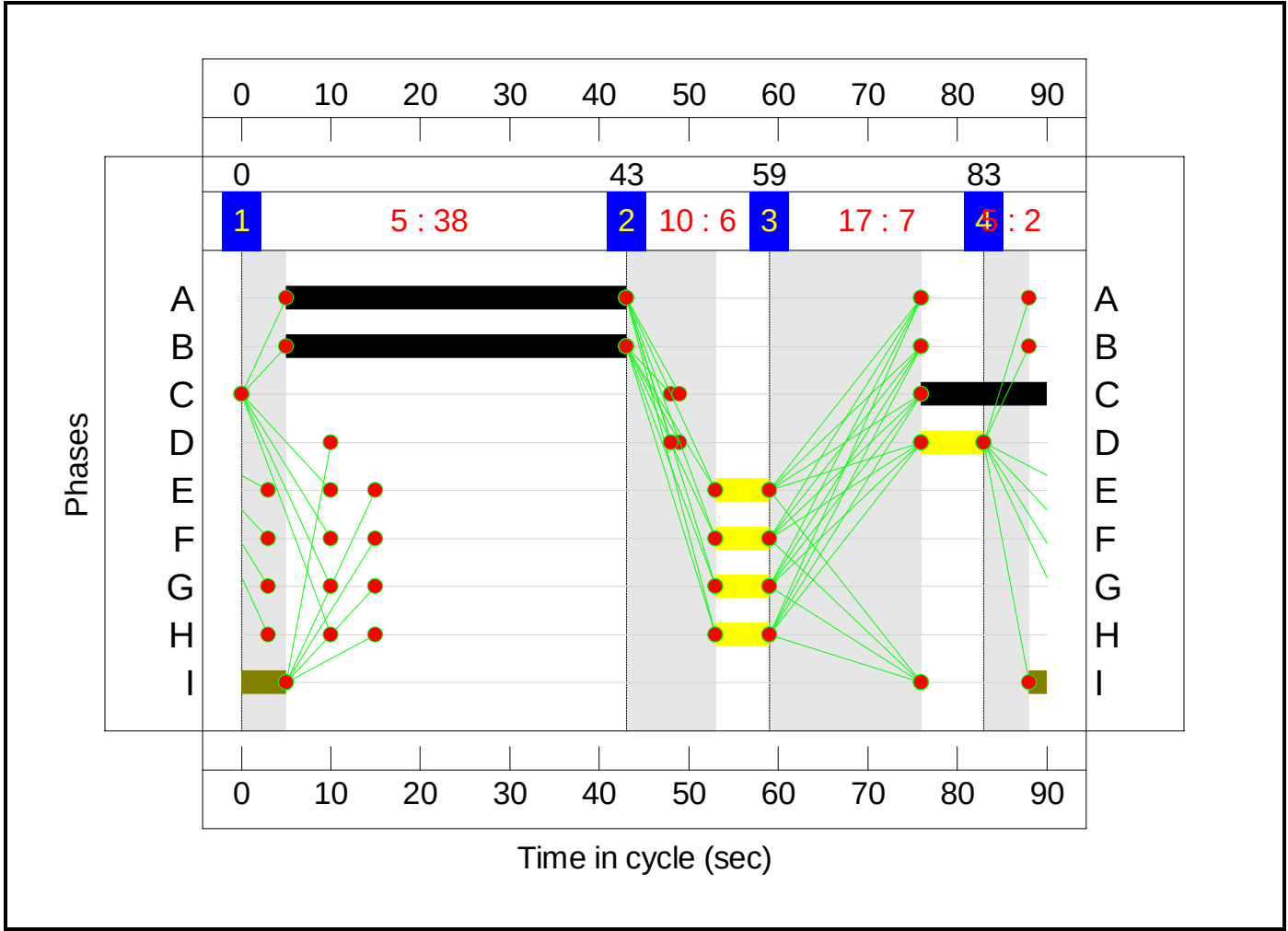
Stage Sequence Diagram



Stage Timings

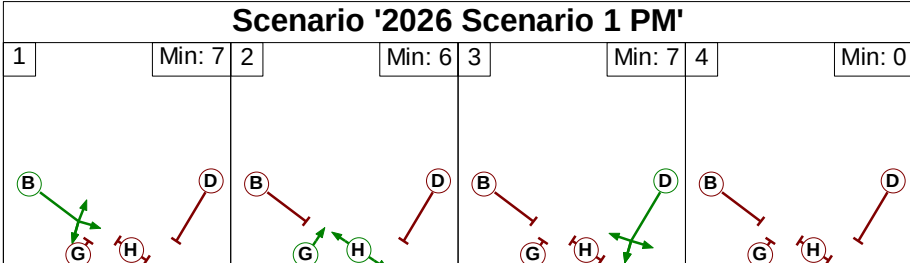
Stage	1	2	3	4
Duration	38	6	7	2
Change Point	0	43	59	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-		-	-	-	-	-	-	67.1%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	67.1%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	21	1913	170	12.3%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	45:38	7	681	1682:2123	200+815	67.1 : 67.1%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	14	-	216	1572:1750	56+280	64.4 : 64.4%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	38	-	504	1888:1902	38+791	60.8 : 60.8%
5/1		U	N/A	N/A	-		-	-	-	37	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

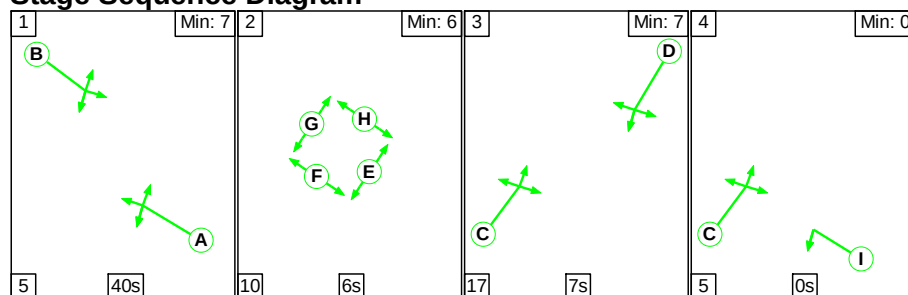
Full Input Data And Results

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	-	-	153	65	4	8.4	2.7	0.2	11.3	-	-	-	-
Hillingdon Hospital Main Entrance	-	-	153	65	4	8.4	2.7	0.2	11.3	-	-	-	-
1/1	21	21	5	0	0	0.2	0.1	0.0	0.3	50.2	0.5	0.1	0.5
2/1+2/2	681	681	14	0	0	3.4	1.0	0.0	4.4	23.5	10.3	1.0	11.3
3/1+3/2	216	216	111	65	4	2.1	0.9	0.1	3.0	50.7	4.2	0.9	5.0
4/2+4/1	504	504	23	0	0	2.7	0.8	0.1	3.6	25.4	9.5	0.8	10.2
5/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 34.1 Total Delay for Signalled Lanes (pcuHr): 11.32 Cycle Time (s): 90 PRC Over All Lanes (%): 34.1 Total Delay Over All Lanes(pcuHr): 11.32													

Full Input Data And Results

Scenario 7: '2031 Scenario 1 + Resi AM' (FG3: '2031 Scenario 1 + Resi AM', Plan 2: 'DS Optimisation')

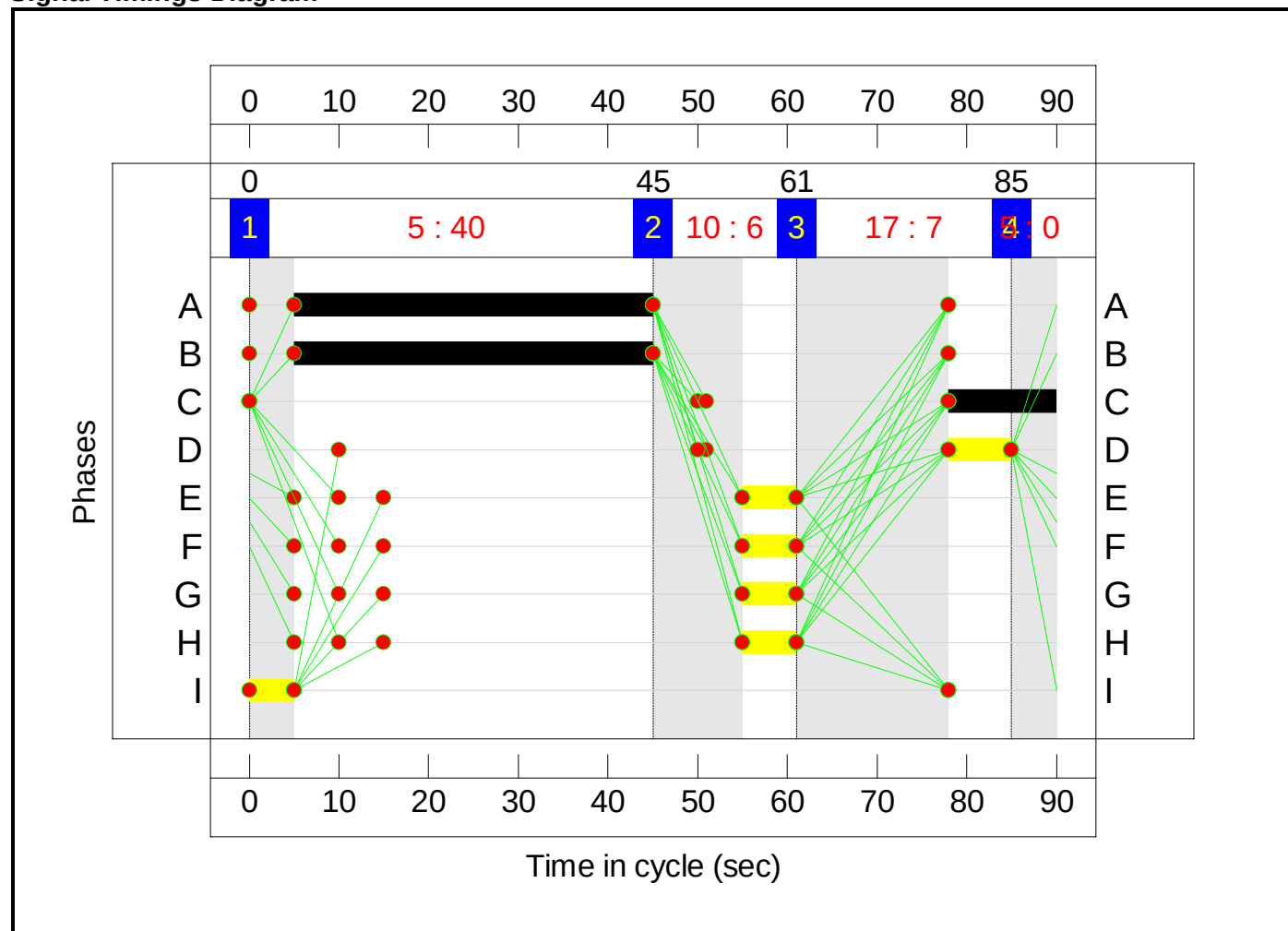
Stage Sequence Diagram



Stage Timings

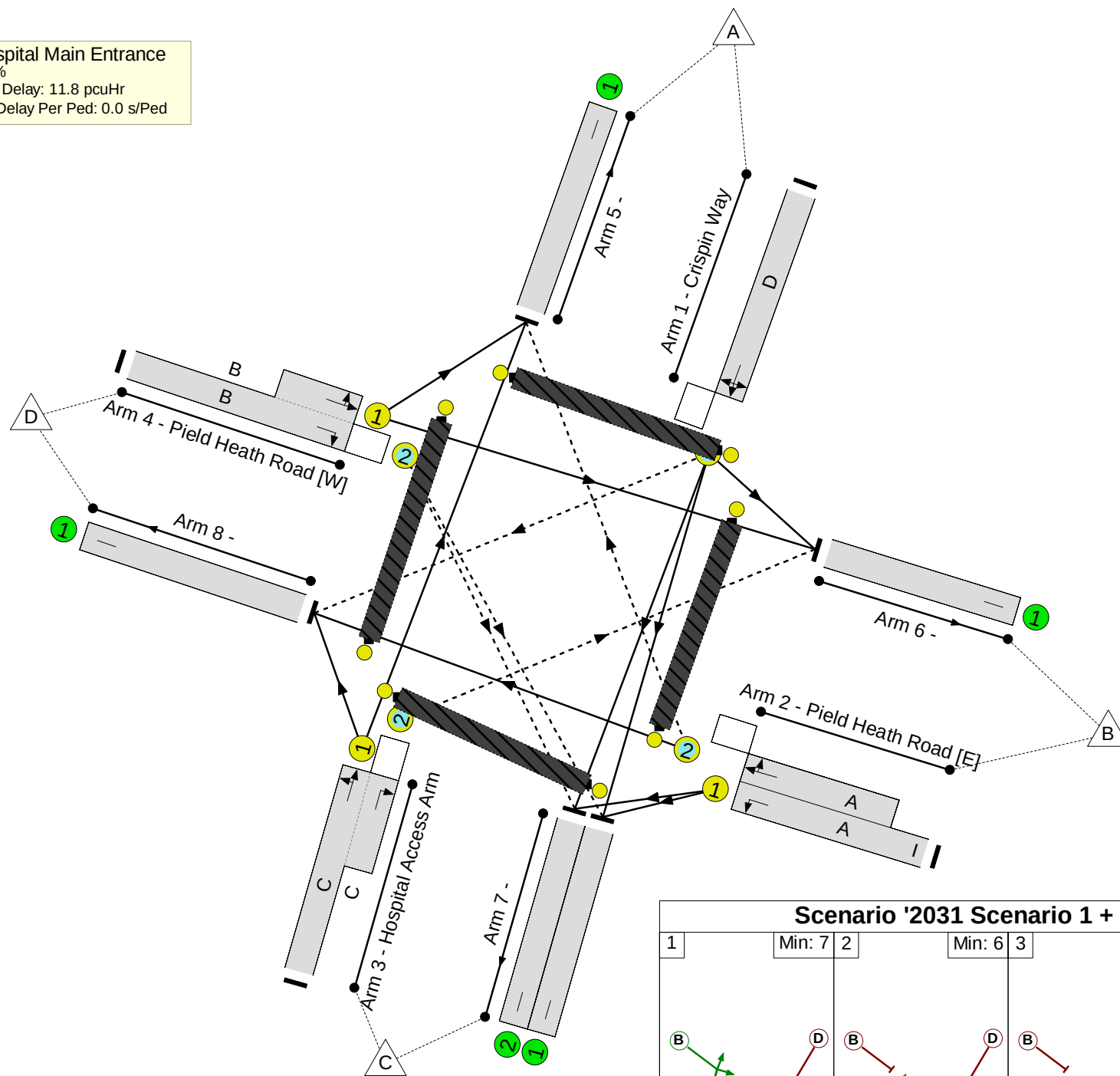
Stage	1	2	3	4
Duration	40	6	7	0
Change Point	0	45	61	85

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Scenario '2031 Scenario 1 + Resi AM'							
1	Min: 7	2	Min: 6	3	Min: 7	4	Min: 0
							

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	-	-		-	-	-	-	-	-	67.9%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	67.9%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	40	1994	177	22.6%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	45:40	5	804	1682:2125	434+750	67.9 : 67.9%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	12	-	213	1572:1750	149+216	58.3 : 58.3%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	40	-	541	1888:1906	206+708	59.2 : 59.2%
5/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

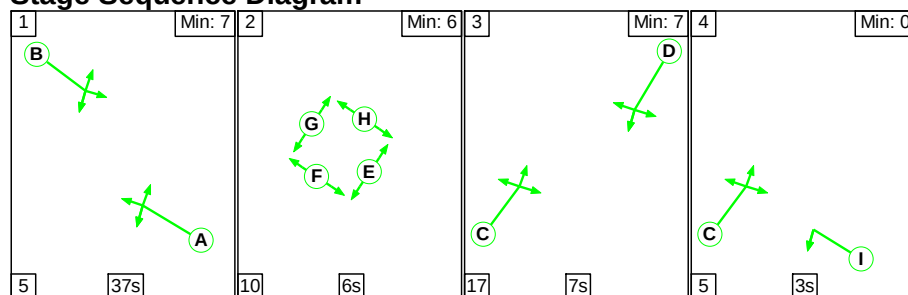
Full Input Data And Results

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	-	-	224	30	3	8.7	2.6	0.5	11.8	-	-	-	-
Hillingdon Hospital Main Entrance	-	-	224	30	3	8.7	2.6	0.5	11.8	-	-	-	-
1/1	40	40	0	0	0	0.4	0.1	0.0	0.6	51.3	0.9	0.1	1.1
2/1+2/2	804	804	9	0	0	3.5	1.1	0.0	4.6	20.7	9.0	1.1	10.1
3/1+3/2	213	213	93	30	3	2.1	0.7	0.1	2.9	48.5	2.9	0.7	3.6
4/2+4/1	541	541	122	0	0	2.6	0.7	0.5	3.8	25.0	8.5	0.7	9.2
5/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 32.5 Total Delay for Signalled Lanes (pcuHr): 11.82 Cycle Time (s): 90 PRC Over All Lanes (%): 32.5 Total Delay Over All Lanes(pcuHr): 11.82													

Full Input Data And Results

Scenario 8: '2031 Scenario 1 + Resi PM' (FG4: '2031 Scenario 1 + Resi PM', Plan 2: 'DS Optimisation')

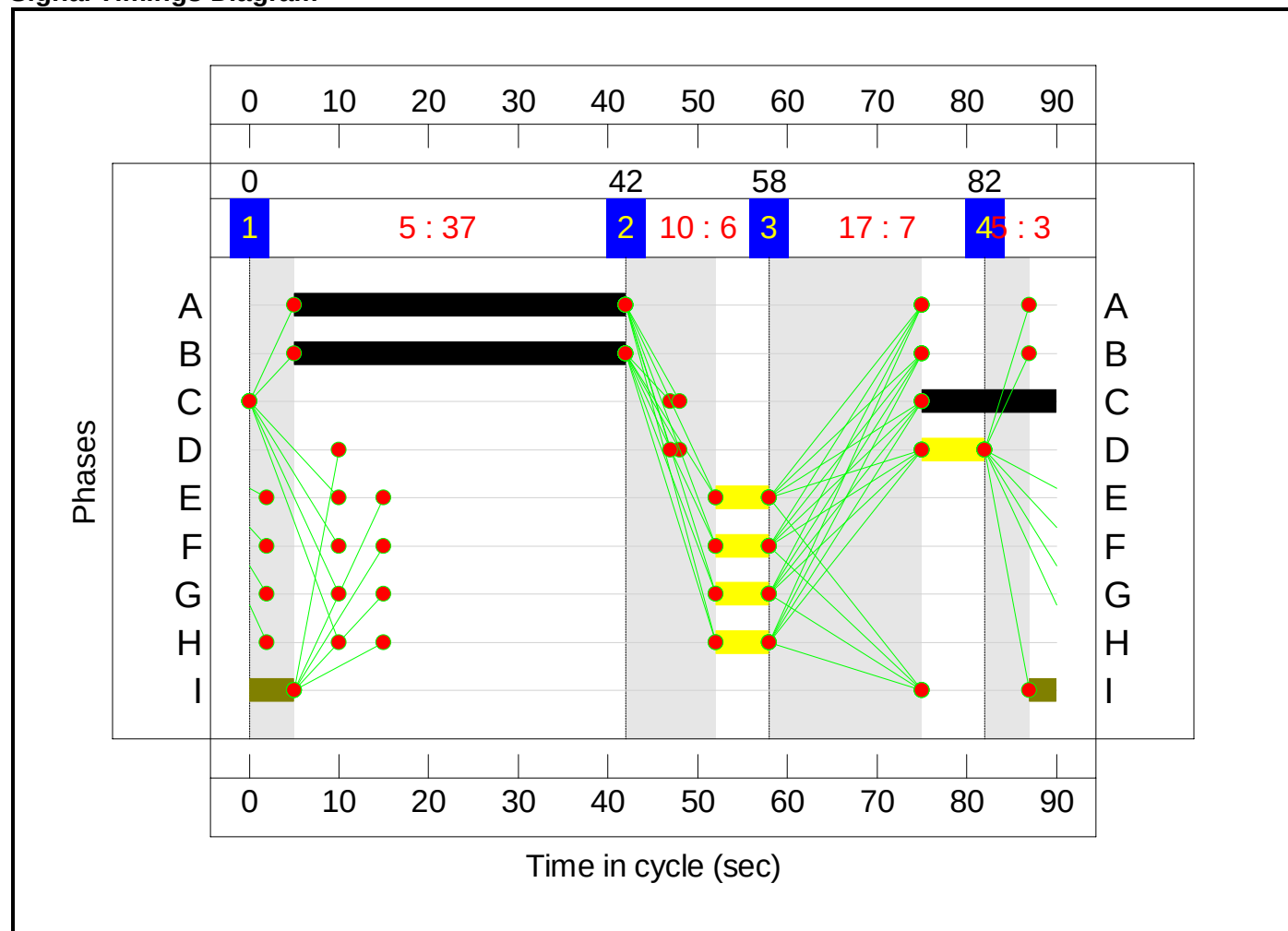
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	6	7	3
Change Point	0	42	58	82

Signal Timings Diagram



Full Input Data And Results

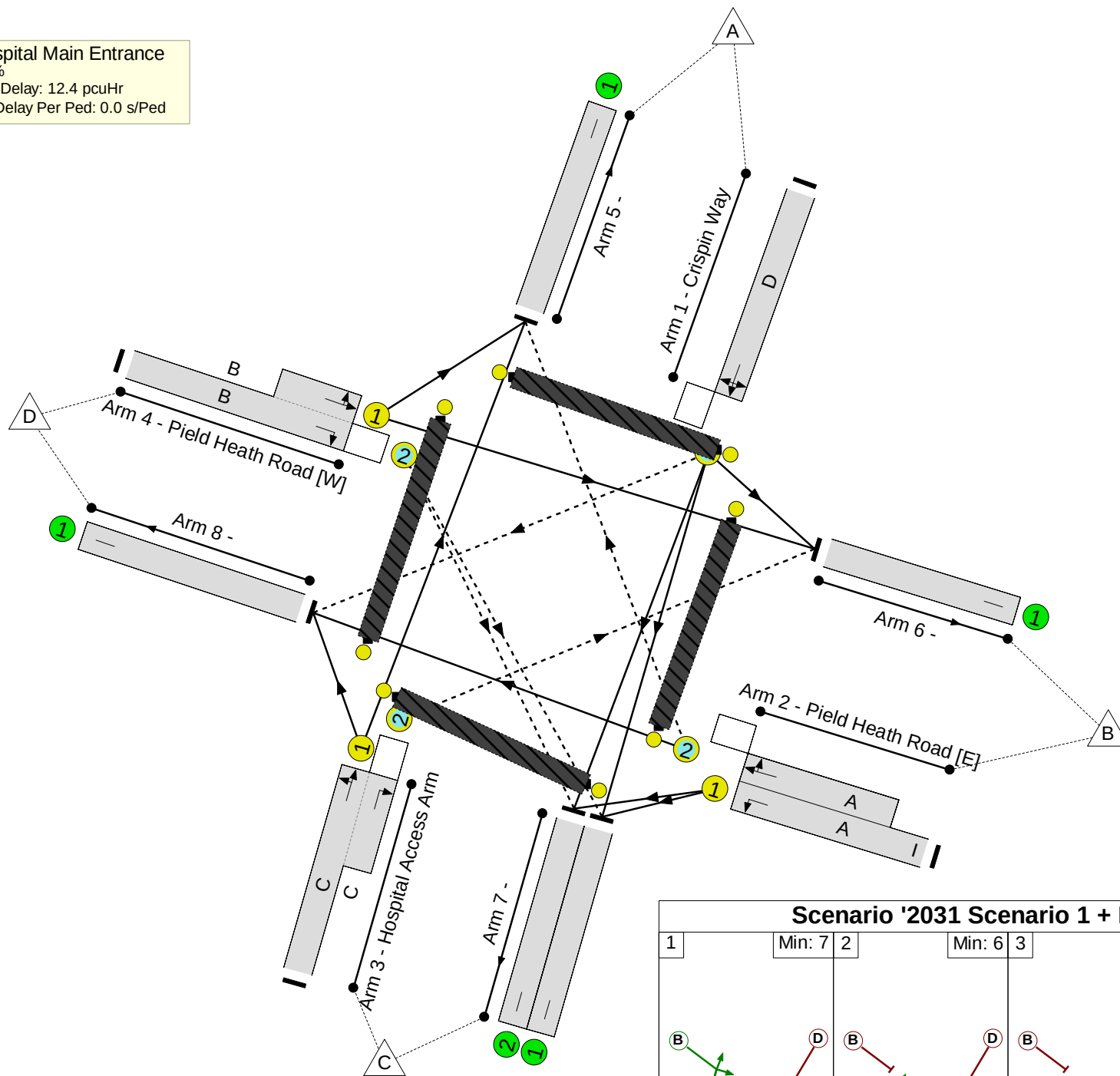
Network Layout Diagram

PRC: 36.3 %



Total Traffic Delay: 12.4 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Scenario '2031 Scenario 1 + Resi PM '							
1	Min: 7	2	Min: 6	3	Min: 7	4	Min: 0

1	
---	--

Min: 7

2

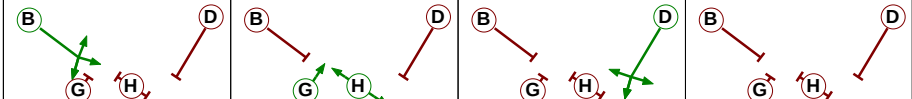
Min: 6

3

Min: 7

4

Min: 0



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	-	-		-	-	-	-	-	-	66.0%
Hillingdon Hospital Main Entrance	-	-	N/A	-	-		-	-	-	-	-	-	66.0%
1/1	Crispin Way Left Ahead Right	O	N/A	N/A	D		1	7	-	21	1913	170	12.3%
2/1+2/2	Pield Heath Road [E] Right Left Ahead	U+O	N/A	N/A	A	I	1	45:37	8	651	1682:2122	205+792	65.3 : 65.3%
3/1+3/2	Hospital Access Arm Ahead Right Left	U+O	N/A	N/A	C		1	15	-	278	1572:1750	148+273	66.0 : 66.0%
4/2+4/1	Pield Heath Road [W] Left Ahead Right	O+U	N/A	N/A	B		1	37	-	540	1888:1901	139+695	64.8 : 64.8%
5/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Hillingdon A&E Access [Existing].j9

Path: C:\Users\mcm80211\Mott MacDonald\Hillingdon Hospital Redevelopment - Working Folder\Junction Modelling\Models\4. Hospital Access 4\Existing

Report generation date: 02/03/2022 08:49:28

»2021 CTDM BY, AM
»2021 CTDM BY, PM
»2026 CTDM FBY, AM
»2026 CTDM FBY, PM
»2031 CTDM FBY, AM
»2031 CTDM FBY, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
Stream B-AC	D1	0.4	14.57	0.28	B	D2	0.6	16.62	0.38	C
Stream C-AB		0.9	5.98	0.27	A		0.2	4.96	0.09	A
	2026 CTDM FBY									
Stream B-AC	D3	0.4	15.11	0.29	C	D4	0.6	17.39	0.39	C
Stream C-AB		0.9	5.97	0.27	A		0.2	4.92	0.10	A
	2031 CTDM FBY									
Stream B-AC	D5	0.4	15.73	0.30	C	D6	0.7	18.27	0.40	C
Stream C-AB		1.0	5.97	0.28	A		0.2	4.89	0.10	A

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

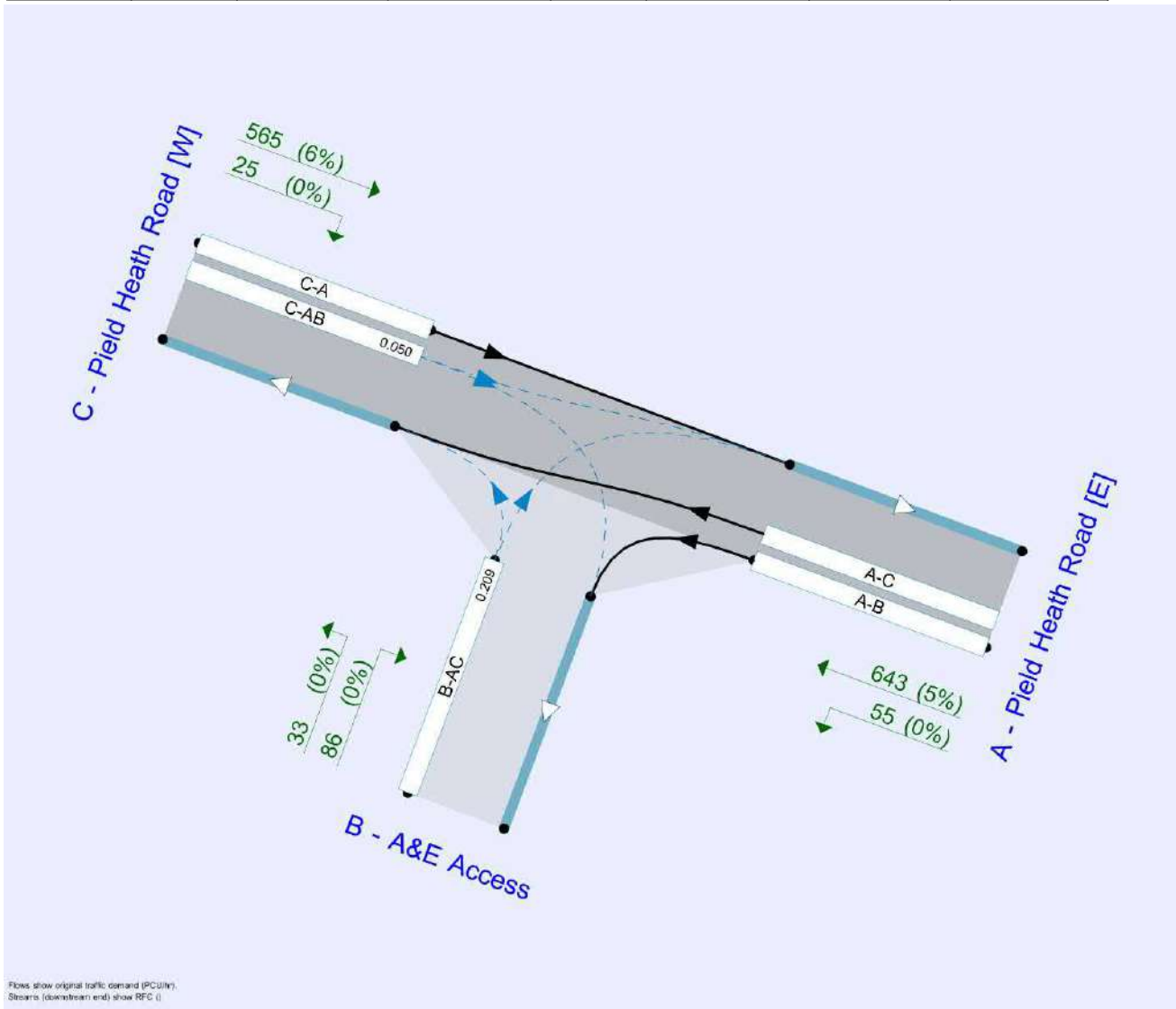
File summary

File Description

Title	Existing Hospital A&E Entrance
Location	51°31'34.4"N 0°27'35.2"W
Site number	
Date	26/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Existing junction arrangement

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15
D3	2026 CTDM FB	AM	ONE HOUR	07:45	09:15	15
D4	2026 CTDM FB	PM	ONE HOUR	16:45	18:15	15
D5	2031 CTDM FB	AM	ONE HOUR	07:45	09:15	15
D6	2031 CTDM FB	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Pield Heath Road [E]		Major
B	A&E Access		Minor
C	Pield Heath Road [W]		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Pield Heath Road [W]	6.50			73.3	✓	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 - A&E Access	One lane	5.00	21	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	595	0.106	0.268	0.169	0.383
B-C	767	0.115	0.291	-	-
C-B	616	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	758	100.000
B - A&E Access		✓	87	100.000
C - Pield Heath Road [W]		✓	592	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	119	639
	B - A&E Access	49	0	38
	C - Pield Heath Road [W]	523	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	14.57	0.4	B
C-AB	0.27	5.98	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	449	0.146	65	0.2	9.359	A
C-AB	106	771	0.138	105	0.3	5.588	A
C-A	340			340			
A-B	90			90			
A-C	481			481			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	405	0.193	78	0.2	10.990	B
C-AB	149	808	0.185	149	0.5	5.671	A
C-A	383			383			
A-B	107			107			
A-C	574			574			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	343	0.279	95	0.4	14.488	B
C-AB	230	863	0.267	229	0.8	5.939	A
C-A	421			421			
A-B	131			131			
A-C	704			704			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	343	0.279	96	0.4	14.568	B
C-AB	231	864	0.267	231	0.9	5.984	A
C-A	421			421			
A-B	131			131			
A-C	704			704			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	405	0.193	79	0.2	11.061	B
C-AB	150	810	0.185	152	0.5	5.744	A
C-A	382			382			
A-B	107			107			
A-C	574			574			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	448	0.146	66	0.2	9.414	A
C-AB	107	772	0.139	108	0.3	5.643	A
C-A	339			339			
A-B	90			90			
A-C	481			481			

2021 CTDM BY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	657	100.000
B - A&E Access		✓	119	100.000
C - Pield Heath Road [W]		✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	55	601
	B - A&E Access	86	0	33
	C - Pield Heath Road [W]	529	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	16.62	0.6	C
C-AB	0.09	4.96	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	441	0.203	89	0.3	10.189	B
C-AB	38	788	0.049	38	0.1	4.938	A
C-A	379			379			
A-B	42			42			
A-C	453			453			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	402	0.266	107	0.4	12.164	B
C-AB	54	828	0.065	53	0.1	4.797	A
C-A	445			445			
A-B	50			50			
A-C	541			541			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	348	0.377	130	0.6	16.482	C
C-AB	82	886	0.092	81	0.2	4.644	A
C-A	529			529			
A-B	61			61			
A-C	662			662			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	348	0.377	131	0.6	16.619	C
C-AB	82	886	0.092	82	0.2	4.657	A
C-A	529			529			
A-B	61			61			
A-C	662			662			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	402	0.266	108	0.4	12.277	B
C-AB	54	828	0.065	54	0.1	4.826	A
C-A	445			445			
A-B	50			50			
A-C	541			541			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	441	0.203	90	0.3	10.276	B
C-AB	39	789	0.049	39	0.1	4.959	A
C-A	379			379			
A-B	42			42			
A-C	453			453			

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.64	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)
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	776	100.000
B - A&E Access		✓	87	100.000
C - Pield Heath Road [W]		✓	608	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	119	657
	B - A&E Access	49	0	38
	C - Pield Heath Road [W]	539	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	15.11	0.4	C
C-AB	0.27	5.97	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	443	0.148	65	0.2	9.496	A
C-AB	109	778	0.140	107	0.3	5.561	A
C-A	349			349			
A-B	90			90			
A-C	495			495			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	398	0.196	78	0.2	11.223	B
C-AB	154	816	0.188	153	0.5	5.645	A
C-A	393			393			
A-B	107			107			
A-C	591			591			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	334	0.287	95	0.4	15.013	C
C-AB	239	874	0.274	238	0.9	5.927	A
C-A	430			430			
A-B	131			131			
A-C	723			723			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	334	0.287	96	0.4	15.107	C
C-AB	240	875	0.274	240	0.9	5.974	A
C-A	429			429			
A-B	131			131			
A-C	723			723			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	398	0.197	79	0.2	11.301	B
C-AB	155	818	0.189	156	0.5	5.721	A
C-A	392			392			
A-B	107			107			
A-C	591			591			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	443	0.148	66	0.2	9.557	A
C-AB	110	778	0.141	110	0.3	5.618	A
C-A	348			348			
A-B	90			90			
A-C	495			495			

2026 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.75	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)
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	677	100.000
B - A&E Access		✓	119	100.000
C - Pield Heath Road [W]		✓	572	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	55	622
	B - A&E Access	86	0	33
	C - Pield Heath Road [W]	547	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	17.39	0.6	C
C-AB	0.10	4.92	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	435	0.206	89	0.3	10.373	B
C-AB	39	795	0.050	39	0.1	4.904	A
C-A	391			391			
A-B	42			42			
A-C	468			468			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	394	0.271	107	0.4	12.485	B
C-AB	55	836	0.066	55	0.1	4.761	A
C-A	459			459			
A-B	50			50			
A-C	559			559			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	338	0.388	130	0.6	17.225	C
C-AB	85	897	0.095	85	0.2	4.602	A
C-A	545			545			
A-B	61			61			
A-C	685			685			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	338	0.388	131	0.6	17.387	C
C-AB	85	897	0.095	85	0.2	4.617	A
C-A	544			544			
A-B	61			61			
A-C	685			685			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	394	0.271	108	0.4	12.611	B
C-AB	55	837	0.066	56	0.1	4.788	A
C-A	459			459			
A-B	50			50			
A-C	559			559			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	435	0.206	90	0.3	10.466	B
C-AB	40	795	0.050	40	0.1	4.923	A
C-A	391			391			
A-B	42			42			
A-C	468			468			

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.66	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)
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	795	100.000
B - A&E Access		✓	87	100.000
C - Pield Heath Road [W]		✓	625	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	119	676
	B - A&E Access	49	0	38
	C - Pield Heath Road [W]	556	69	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	15.73	0.4	C
C-AB	0.28	5.97	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	437	0.150	65	0.2	9.647	A
C-AB	111	784	0.142	110	0.3	5.531	A
C-A	359			359			
A-B	90			90			
A-C	509			509			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	391	0.200	78	0.2	11.485	B
C-AB	159	825	0.192	158	0.5	5.619	A
C-A	403			403			
A-B	107			107			
A-C	608			608			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	325	0.295	95	0.4	15.618	C
C-AB	249	885	0.281	247	1.0	5.922	A
C-A	439			439			
A-B	131			131			
A-C	744			744			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	325	0.295	96	0.4	15.726	C
C-AB	250	886	0.282	250	1.0	5.969	A
C-A	438			438			
A-B	131			131			
A-C	744			744			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	391	0.200	79	0.3	11.572	B
C-AB	160	826	0.193	161	0.6	5.694	A
C-A	402			402			
A-B	107			107			
A-C	608			608			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	437	0.150	66	0.2	9.709	A
C-AB	112	785	0.143	113	0.4	5.590	A
C-A	358			358			
A-B	90			90			
A-C	509			509			

2031 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Hillingdon Hospital A&E Entrance	T-Junction	Two-way		1.78	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)
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Pield Heath Road [E]		✓	698	100.000
B - A&E Access		✓	119	100.000
C - Pield Heath Road [W]		✓	590	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	55	643
	B - A&E Access	86	0	33
	C - Pield Heath Road [W]	565	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Pield Heath Road [E]	B - A&E Access	C - Pield Heath Road [W]
From	A - Pield Heath Road [E]	0	0	5
	B - A&E Access	0	0	0
	C - Pield Heath Road [W]	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	18.27	0.7	C
C-AB	0.10	4.89	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	428	0.209	89	0.3	10.574	B
C-AB	40	802	0.050	40	0.1	4.869	A
C-A	404			404			
A-B	42			42			
A-C	484			484			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	386	0.277	107	0.4	12.837	B
C-AB	57	845	0.068	57	0.1	4.720	A
C-A	473			473			
A-B	50			50			
A-C	578			578			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	328	0.400	130	0.6	18.077	C
C-AB	89	908	0.098	88	0.2	4.563	A
C-A	561			561			
A-B	61			61			
A-C	708			708			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	131	328	0.400	131	0.7	18.268	C
C-AB	89	908	0.098	89	0.2	4.577	A
C-A	561			561			
A-B	61			61			
A-C	708			708			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	107	386	0.277	108	0.4	12.984	B
C-AB	57	846	0.068	58	0.1	4.750	A
C-A	473			473			
A-B	50			50			
A-C	578			578			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	428	0.209	90	0.3	10.670	B
C-AB	41	803	0.051	41	0.1	4.888	A
C-A	404			404			
A-B	42			42			
A-C	484			484			

Junctions 9										
ARCADY 9 - Roundabout Module										
Version: 9.5.1.7462 © Copyright TRL Limited, 2019										
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Filename: Pield Heath Road - Colham Green [Existing].j9

Path: C:\Users\mcm80211\Mott MacDonald\Hillingdon Hospital Redevelopment - Working Folder\Junction Modelling\Models\5. Pield Heath Road - Colham Green Road\Existing

Report generation date: 02/03/2022 08:57:02

»2021 CTDM BY, AM
»2021 CTDM BY, PM
»2026 CTDM FBY, AM
»2026 CTDM FBY, PM
»2031 CTDM FBY, AM
»2031 CTDM FBY, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
1 - Pield Heath Road [E]	D1	8.3	46.32	0.91	E	D2	3.0	19.73	0.76	C
2 - Colham Green Road		3.9	35.44	0.81	E		3.3	27.71	0.77	D
3 - Pield Heath Road [W]		2.6	15.28	0.71	C		4.1	22.80	0.81	C
	2026 CTDM FBY									
1 - Pield Heath Road [E]	D3	10.5	56.97	0.94	F	D4	3.5	22.45	0.78	C
2 - Colham Green Road		4.8	42.21	0.84	E		4.0	32.80	0.81	D
3 - Pield Heath Road [W]		2.9	16.54	0.74	C		4.8	26.14	0.83	D
	2031 CTDM FBY									
1 - Pield Heath Road [E]	D5	13.5	70.89	0.97	F	D6	4.2	25.91	0.81	D
2 - Colham Green Road		5.8	50.31	0.87	F		4.9	39.49	0.85	E
3 - Pield Heath Road [W]		3.2	18.18	0.76	C		5.8	30.67	0.86	D

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	Pield Heath Road / Colham Green
Location	51.525870, -0.458872
Site number	
Date	26/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Model of existing junction arrangement.

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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	32.54	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Pield Heath Road [E]	
2	Colham Green Road	
3	Pield Heath Road [W]	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Pield Heath Road [E]	3.30	3.30	3.30	0.0	8.80	3.54	0.0	
2 - Colham Green Road	3.33	3.33	3.33	0.0	10.59	7.14	0.0	
3 - Pield Heath Road [W]	3.21	3.21	3.21	0.0	13.19	12.61	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pield Heath Road [E]	0.601	897
2 - Colham Green Road	0.603	843
3 - Pield Heath Road [W]	0.606	939

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)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	626	100.000
2 - Colham Green Road		✓	385	100.000
3 - Pield Heath Road [W]		✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	144	482
	2 - Colham Green Road	103	0	282
	3 - Pield Heath Road [W]	351	213	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	2	0	5
	3 - Pield Heath Road [W]	6	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.91	46.32	8.3	E
2 - Colham Green Road	0.81	35.44	3.9	E
3 - Pield Heath Road [W]	0.71	15.28	2.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	471	159	802	0.588	466	1.4	10.786	B
2 - Colham Green Road	290	359	627	0.462	286	0.9	10.911	B
3 - Pield Heath Road [W]	425	77	893	0.476	421	0.9	8.054	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	563	191	782	0.719	559	2.5	16.134	C
2 - Colham Green Road	346	430	584	0.593	344	1.5	15.485	C
3 - Pield Heath Road [W]	507	92	883	0.574	505	1.4	10.079	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	689	233	757	0.910	671	7.1	36.381	E
2 - Colham Green Road	424	516	532	0.797	416	3.5	30.362	D
3 - Pield Heath Road [W]	621	111	872	0.712	617	2.5	14.752	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	689	234	756	0.911	685	8.3	46.316	E
2 - Colham Green Road	424	527	525	0.807	422	3.9	35.440	E
3 - Pield Heath Road [W]	621	113	871	0.713	621	2.6	15.278	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	563	193	781	0.720	585	2.8	20.503	C
2 - Colham Green Road	346	450	571	0.606	355	1.7	17.993	C
3 - Pield Heath Road [W]	507	95	881	0.575	511	1.5	10.466	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	471	161	800	0.589	476	1.5	11.547	B
2 - Colham Green Road	290	367	622	0.466	293	0.9	11.504	B
3 - Pield Heath Road [W]	425	78	892	0.476	427	1.0	8.270	A

2021 CTDM BY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	23.07	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	520	100.000
2 - Colham Green Road		✓	409	100.000
3 - Pield Heath Road [W]		✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	129	390
	2 - Colham Green Road	142	0	268
	3 - Pield Heath Road [W]	408	211	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.76	19.73	3.0	C
2 - Colham Green Road	0.77	27.71	3.3	D
3 - Pield Heath Road [W]	0.81	22.80	4.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	392	157	803	0.488	388	1.0	8.796	A
2 - Colham Green Road	308	292	667	0.462	305	0.9	10.257	B
3 - Pield Heath Road [W]	466	106	875	0.533	461	1.2	9.044	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	468	189	784	0.597	466	1.5	11.495	B
2 - Colham Green Road	368	350	632	0.582	366	1.4	13.994	B
3 - Pield Heath Road [W]	556	128	862	0.646	554	1.8	12.156	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	573	230	759	0.755	567	2.9	18.608	C
2 - Colham Green Road	451	426	586	0.769	444	3.1	25.277	D
3 - Pield Heath Road [W]	681	155	845	0.806	673	3.9	20.976	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	573	232	758	0.756	572	3.0	19.728	C
2 - Colham Green Road	451	430	583	0.773	450	3.3	27.709	D
3 - Pield Heath Road [W]	681	157	844	0.807	680	4.1	22.803	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	468	193	781	0.599	473	1.6	12.172	B
2 - Colham Green Road	368	356	628	0.586	375	1.5	15.212	C
3 - Pield Heath Road [W]	556	131	860	0.647	565	2.0	13.160	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	392	160	801	0.489	394	1.0	9.093	A
2 - Colham Green Road	308	296	664	0.464	311	0.9	10.681	B
3 - Pield Heath Road [W]	466	108	873	0.533	469	1.2	9.417	A

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	38.86	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	641	100.000
2 - Colham Green Road		✓	397	100.000
3 - Pield Heath Road [W]		✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	148	493
	2 - Colham Green Road	106	0	291
	3 - Pield Heath Road [W]	361	219	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	2	0	5
	3 - Pield Heath Road [W]	6	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.94	56.97	10.5	F
2 - Colham Green Road	0.84	42.21	4.8	E
3 - Pield Heath Road [W]	0.74	16.54	2.9	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	483	163	799	0.604	477	1.5	11.221	B
2 - Colham Green Road	299	367	622	0.481	295	0.9	11.355	B
3 - Pield Heath Road [W]	437	79	891	0.490	433	1.0	8.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	576	196	779	0.739	571	2.7	17.311	C
2 - Colham Green Road	357	439	578	0.618	354	1.6	16.567	C
3 - Pield Heath Road [W]	521	95	882	0.591	519	1.5	10.511	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	706	239	753	0.937	682	8.6	41.904	E
2 - Colham Green Road	437	525	527	0.830	427	4.2	34.527	D
3 - Pield Heath Road [W]	639	114	870	0.734	634	2.8	15.855	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	706	241	752	0.938	698	10.5	56.972	F
2 - Colham Green Road	437	537	519	0.842	435	4.8	42.211	E
3 - Pield Heath Road [W]	639	116	869	0.735	638	2.9	16.544	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	576	199	778	0.741	605	3.2	24.288	C
2 - Colham Green Road	357	466	562	0.635	368	1.9	20.379	C
3 - Pield Heath Road [W]	521	98	879	0.593	526	1.6	10.998	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	483	166	798	0.605	489	1.6	12.151	B
2 - Colham Green Road	299	376	616	0.485	302	1.0	12.088	B
3 - Pield Heath Road [W]	437	81	890	0.491	439	1.0	8.529	A

2026 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	26.66	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	536	100.000
2 - Colham Green Road		✓	423	100.000
3 - Pield Heath Road [W]		✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	133	402
	2 - Colham Green Road	146	0	276
	3 - Pield Heath Road [W]	419	218	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	4
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.78	22.45	3.5	C
2 - Colham Green Road	0.81	32.80	4.0	D
3 - Pield Heath Road [W]	0.83	26.14	4.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	404	162	800	0.505	400	1.0	9.179	A
2 - Colham Green Road	318	300	662	0.481	314	0.9	10.688	B
3 - Pield Heath Road [W]	479	110	873	0.549	474	1.2	9.374	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	482	195	780	0.618	480	1.6	12.251	B
2 - Colham Green Road	380	361	625	0.607	377	1.5	14.978	B
3 - Pield Heath Road [W]	572	132	859	0.666	569	2.0	12.885	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	591	236	755	0.782	584	3.4	20.805	C
2 - Colham Green Road	465	438	578	0.804	457	3.7	28.938	D
3 - Pield Heath Road [W]	701	159	843	0.832	691	4.5	23.443	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	591	239	753	0.784	590	3.5	22.453	C
2 - Colham Green Road	465	443	576	0.808	464	4.0	32.798	D
3 - Pield Heath Road [W]	701	162	841	0.833	699	4.8	26.137	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	482	199	777	0.620	489	1.7	13.181	B
2 - Colham Green Road	380	368	621	0.612	389	1.7	16.753	C
3 - Pield Heath Road [W]	572	136	857	0.668	583	2.2	14.277	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	404	165	798	0.506	407	1.1	9.536	A
2 - Colham Green Road	318	305	659	0.483	321	1.0	11.200	B
3 - Pield Heath Road [W]	479	112	871	0.550	483	1.3	9.815	A

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	46.89	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	656	100.000
2 - Colham Green Road		✓	408	100.000
3 - Pield Heath Road [W]		✓	597	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	152	504
	2 - Colham Green Road	109	0	299
	3 - Pield Heath Road [W]	372	225	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	2	0	5
	3 - Pield Heath Road [W]	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.97	70.89	13.5	F
2 - Colham Green Road	0.87	50.31	5.8	F
3 - Pield Heath Road [W]	0.76	18.18	3.2	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	494	168	796	0.620	487	1.6	11.691	B
2 - Colham Green Road	307	374	617	0.498	303	1.0	11.803	B
3 - Pield Heath Road [W]	449	81	890	0.505	445	1.1	8.561	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	590	201	776	0.760	584	3.0	18.651	C
2 - Colham Green Road	367	449	572	0.641	364	1.8	17.725	C
3 - Pield Heath Road [W]	537	97	880	0.610	534	1.6	11.043	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	722	246	750	0.964	692	10.5	48.484	E
2 - Colham Green Road	449	532	522	0.860	437	4.9	39.111	E
3 - Pield Heath Road [W]	657	117	868	0.757	651	3.1	17.246	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	722	248	748	0.965	710	13.5	70.889	F
2 - Colham Green Road	449	546	514	0.874	445	5.8	50.308	F
3 - Pield Heath Road [W]	657	119	867	0.758	657	3.2	18.181	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	590	205	774	0.762	630	3.6	30.533	D
2 - Colham Green Road	367	484	551	0.665	381	2.2	23.673	C
3 - Pield Heath Road [W]	537	102	877	0.612	543	1.7	11.677	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	494	170	795	0.621	501	1.7	12.845	B
2 - Colham Green Road	307	385	611	0.503	312	1.1	12.722	B
3 - Pield Heath Road [W]	449	83	889	0.506	452	1.1	8.850	A

2031 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	31.41	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	554	100.000
2 - Colham Green Road		✓	436	100.000
3 - Pield Heath Road [W]		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	138	414
	2 - Colham Green Road	151	0	285
	3 - Pield Heath Road [W]	430	225	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	4
	2 - Colham Green Road	1	0	3
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.81	25.91	4.2	D
2 - Colham Green Road	0.85	39.49	4.9	E
3 - Pield Heath Road [W]	0.86	30.67	5.8	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	167	797	0.523	412	1.1	9.541	A
2 - Colham Green Road	329	309	656	0.501	325	1.0	10.975	B
3 - Pield Heath Road [W]	493	113	870	0.566	488	1.3	9.746	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	201	777	0.641	495	1.8	13.037	B
2 - Colham Green Road	392	371	619	0.634	390	1.7	15.861	C
3 - Pield Heath Road [W]	589	136	857	0.687	585	2.2	13.741	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	609	243	751	0.811	601	3.9	23.413	C
2 - Colham Green Road	481	451	571	0.842	470	4.4	33.222	D
3 - Pield Heath Road [W]	721	164	840	0.858	709	5.3	26.553	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	609	247	749	0.814	608	4.2	25.910	D
2 - Colham Green Road	481	457	568	0.847	479	4.9	39.490	E
3 - Pield Heath Road [W]	721	167	838	0.860	719	5.8	30.665	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	206	773	0.644	507	1.9	14.342	B
2 - Colham Green Road	392	380	614	0.639	405	1.9	18.521	C
3 - Pield Heath Road [W]	589	141	854	0.690	602	2.4	15.748	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	170	795	0.524	420	1.2	9.967	A
2 - Colham Green Road	329	315	653	0.503	332	1.1	11.590	B
3 - Pield Heath Road [W]	493	116	869	0.567	497	1.4	10.280	B

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Pield Heath Road - Colham Green [Proposed].j9

Path: C:\Users\WRI87273\Downloads

Report generation date: 21/03/2022 16:46:25

-
- »2026 Scenario 1, AM
 - »2026 Scenario 1, PM
 - »2026 Scenario 2, AM
 - »2026 Scenario 2, PM
 - »2031 Scenario 1 FBY, AM
 - »2031 Scenario 1 FBY, PM
 - »2031 Scenario 2 FBY, AM
 - »2031 Scenario 2 FBY, PM
 - »2031 Scenario 1 + Resi, AM
 - »2031 Scenario 1 + Resi, PM
 - »2031 Scenario 2 + Resi, AM
 - »2031 Scenario 2 + Resi, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Scenario 1									
1 - Pield Heath Road [E]	D1	8.7	48.12	0.92	E	D2	3.6	22.68	0.79	C
2 - Colham Green Road		6.6	56.99	0.89	F		3.3	28.38	0.77	D
3 - Pield Heath Road [W]		2.2	12.54	0.68	B		3.5	18.01	0.78	C
	2026 Scenario 2									
1 - Pield Heath Road [E]	D3	7.4	41.73	0.90	E	D4	3.6	22.71	0.79	C
2 - Colham Green Road		5.7	49.65	0.87	E		3.3	28.50	0.77	D
3 - Pield Heath Road [W]		2.2	12.41	0.68	B		3.4	17.53	0.77	C
	2031 Scenario 1 FBY									
1 - Pield Heath Road [E]	D5	10.9	58.64	0.94	F	D6	4.2	26.25	0.82	D
2 - Colham Green Road		8.4	70.42	0.93	F		4.0	34.00	0.81	D
3 - Pield Heath Road [W]		2.4	13.32	0.70	B		3.9	19.93	0.80	C
	2031 Scenario 2 FBY									
1 - Pield Heath Road [E]	D7	9.2	50.83	0.92	F	D8	4.2	26.06	0.82	D
2 - Colham Green Road		7.3	61.37	0.91	F		4.0	33.95	0.81	D
3 - Pield Heath Road [W]		2.4	13.19	0.69	B		3.8	19.38	0.79	C
	2031 Scenario 1 + Resi									
1 - Pield Heath Road [E]	D9	10.4	55.31	0.94	F	D10	4.3	26.08	0.82	D
2 - Colham Green Road		11.2	85.61	0.96	F		3.9	32.05	0.80	D
3 - Pield Heath Road [W]		1.9	11.73	0.66	B		3.2	17.46	0.76	C
	2031 Scenario 2 + Resi									
1 - Pield Heath Road [E]	D11	8.8	48.13	0.92	E	D12	4.3	25.92	0.82	D
2 - Colham Green Road		9.3	73.38	0.94	F		3.9	32.17	0.80	D
3 - Pield Heath Road [W]		1.9	11.63	0.66	B		3.0	16.40	0.76	C

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

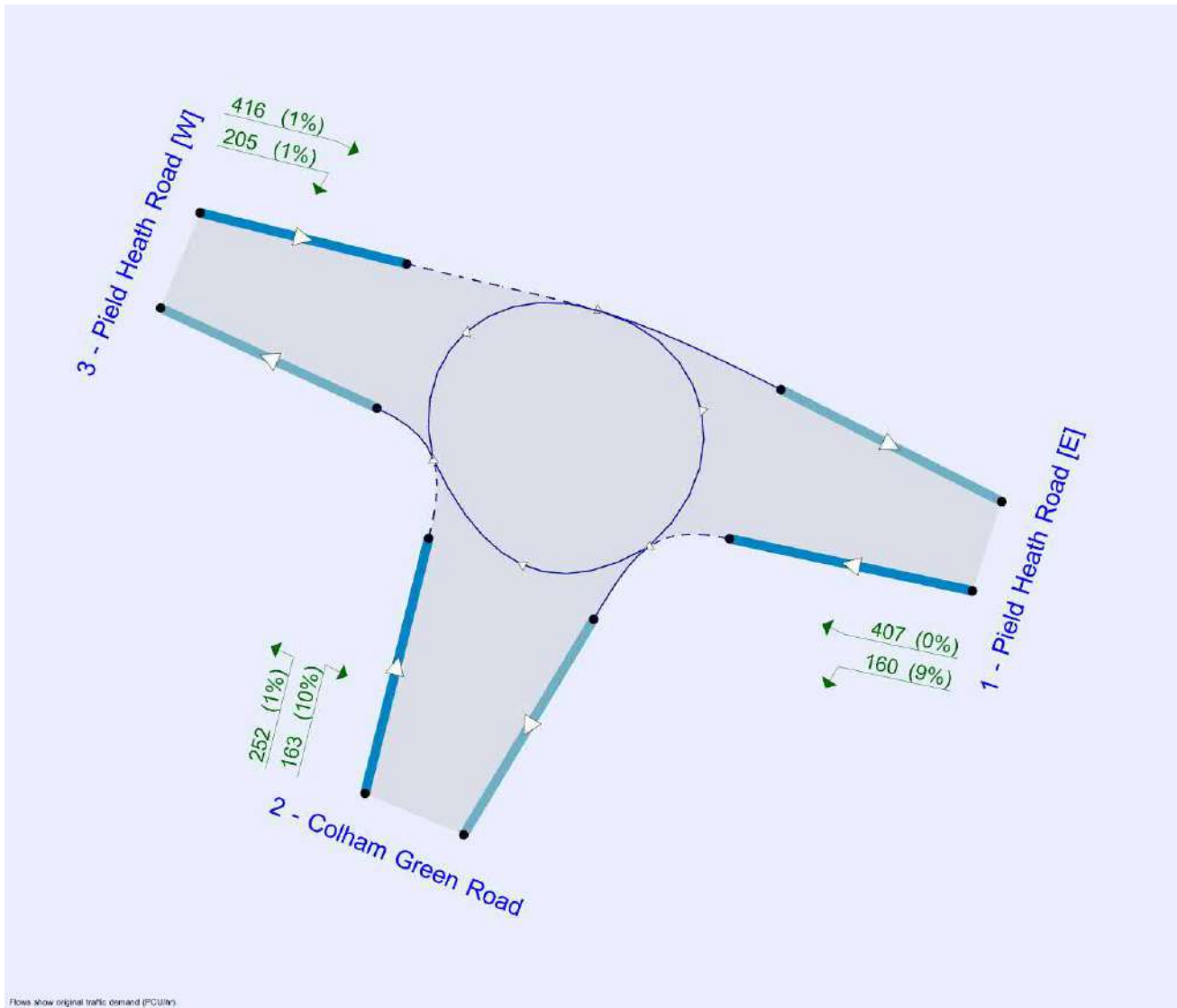
File summary

File Description

Title	Pield Heath Road / Colham Green
Location	51.525870, -0.458872
Site number	
Date	26/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Model of existing junction arrangement.

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

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	37.53	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Pield Heath Road [E]	
2	Colham Green Road	
3	Pield Heath Road [W]	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Pield Heath Road [E]	3.13	3.13	3.13	0.0	8.82	4.29	0.0	
2 - Colham Green Road	3.47	3.47	3.47	0.0	9.57	8.20	0.0	
3 - Pield Heath Road [W]	3.77	3.77	3.77	0.0	14.03	13.32	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Pield Heath Road [E]	0.595	898
2 - Colham Green Road	0.609	843
3 - Pield Heath Road [W]	0.630	1017

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)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	633	100.000
2 - Colham Green Road		✓	408	100.000
3 - Pield Heath Road [W]		✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	123	510
	2 - Colham Green Road	97	0	311
	3 - Pield Heath Road [W]	375	211	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	3	0	5
	3 - Pield Heath Road [W]	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.92	48.12	8.7	E
2 - Colham Green Road	0.89	56.99	6.6	F
3 - Pield Heath Road [W]	0.68	12.54	2.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	477	158	805	0.592	471	1.4	10.868	B
2 - Colham Green Road	307	379	612	0.502	303	1.0	12.029	B
3 - Pield Heath Road [W]	441	72	972	0.454	438	0.9	7.144	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	569	189	786	0.724	565	2.5	16.348	C
2 - Colham Green Road	367	455	566	0.648	364	1.8	18.301	C
3 - Pield Heath Road [W]	527	86	963	0.547	525	1.3	8.743	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	697	231	761	0.916	677	7.5	37.376	E
2 - Colham Green Road	449	546	511	0.880	435	5.5	43.047	E
3 - Pield Heath Road [W]	645	103	952	0.677	642	2.2	12.220	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	697	232	760	0.917	692	8.7	48.121	E
2 - Colham Green Road	449	558	503	0.892	445	6.6	56.989	F
3 - Pield Heath Road [W]	645	106	951	0.679	645	2.2	12.537	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	569	191	785	0.725	592	2.9	21.096	C
2 - Colham Green Road	367	477	552	0.664	384	2.2	24.376	C
3 - Pield Heath Road [W]	527	91	960	0.549	530	1.3	9.014	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	477	159	803	0.593	482	1.5	11.653	B
2 - Colham Green Road	307	388	607	0.506	312	1.1	12.937	B
3 - Pield Heath Road [W]	441	74	971	0.454	443	0.9	7.302	A

2026 Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	22.17	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	537	100.000
2 - Colham Green Road		✓	395	100.000
3 - Pield Heath Road [W]		✓	656	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	121	415
	2 - Colham Green Road	125	0	270
	3 - Pield Heath Road [W]	432	224	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.79	22.68	3.6	C
2 - Colham Green Road	0.77	28.38	3.3	D
3 - Pield Heath Road [W]	0.78	18.01	3.5	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	405	167	799	0.507	400	1.0	9.155	A
2 - Colham Green Road	297	310	654	0.454	294	0.9	10.333	B
3 - Pield Heath Road [W]	494	94	958	0.515	490	1.1	7.989	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	483	201	779	0.620	481	1.6	12.253	B
2 - Colham Green Road	355	372	616	0.576	353	1.4	14.149	B
3 - Pield Heath Road [W]	590	112	947	0.623	587	1.7	10.453	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	592	244	753	0.786	585	3.4	21.023	C
2 - Colham Green Road	435	453	567	0.766	428	3.1	25.770	D
3 - Pield Heath Road [W]	722	136	932	0.775	716	3.4	16.995	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	592	247	752	0.787	591	3.6	22.680	C
2 - Colham Green Road	435	458	564	0.770	434	3.3	28.384	D
3 - Pield Heath Road [W]	722	138	930	0.776	722	3.5	18.006	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	483	204	777	0.622	490	1.7	13.159	B
2 - Colham Green Road	355	380	612	0.580	362	1.5	15.446	C
3 - Pield Heath Road [W]	590	115	945	0.624	597	1.8	11.058	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	405	170	797	0.507	407	1.1	9.503	A
2 - Colham Green Road	297	315	651	0.457	300	0.9	10.769	B
3 - Pield Heath Road [W]	494	95	957	0.516	497	1.1	8.252	A

2026 Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	33.08	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	620	100.000
2 - Colham Green Road		✓	404	100.000
3 - Pield Heath Road [W]		✓	583	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	123	497
	2 - Colham Green Road	97	0	307
	3 - Pield Heath Road [W]	373	210	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	3	0	5
	3 - Pield Heath Road [W]	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.90	41.73	7.4	E
2 - Colham Green Road	0.87	49.65	5.7	E
3 - Pield Heath Road [W]	0.68	12.41	2.2	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	467	157	805	0.580	461	1.4	10.564	B
2 - Colham Green Road	304	370	618	0.492	300	1.0	11.709	B
3 - Pield Heath Road [W]	439	72	972	0.452	435	0.9	7.114	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	557	188	786	0.709	553	2.4	15.558	C
2 - Colham Green Road	363	444	573	0.634	360	1.7	17.452	C
3 - Pield Heath Road [W]	524	86	963	0.544	523	1.2	8.691	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	683	230	761	0.896	666	6.5	33.819	D
2 - Colham Green Road	445	534	518	0.859	432	4.9	39.181	E
3 - Pield Heath Road [W]	642	104	952	0.674	638	2.1	12.108	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	683	231	761	0.897	679	7.4	41.729	E
2 - Colham Green Road	445	544	511	0.870	441	5.7	49.650	E
3 - Pield Heath Road [W]	642	106	951	0.675	642	2.2	12.413	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	557	190	785	0.710	576	2.7	19.021	C
2 - Colham Green Road	363	462	562	0.647	378	2.0	21.897	C
3 - Pield Heath Road [W]	524	91	960	0.546	528	1.3	8.946	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	467	159	804	0.581	472	1.5	11.247	B
2 - Colham Green Road	304	378	613	0.496	308	1.1	12.495	B
3 - Pield Heath Road [W]	439	74	971	0.452	441	0.9	7.266	A

2026 Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	22.02	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	538	100.000
2 - Colham Green Road		✓	395	100.000
3 - Pield Heath Road [W]		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	121	416
	2 - Colham Green Road	125	0	270
	3 - Pield Heath Road [W]	428	223	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.79	22.71	3.6	C
2 - Colham Green Road	0.77	28.50	3.3	D
3 - Pield Heath Road [W]	0.77	17.53	3.4	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	405	166	799	0.507	401	1.0	9.159	A
2 - Colham Green Road	297	311	654	0.455	294	0.9	10.346	B
3 - Pield Heath Road [W]	490	94	958	0.511	486	1.1	7.924	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	484	199	780	0.621	482	1.6	12.260	B
2 - Colham Green Road	355	373	616	0.576	353	1.4	14.175	B
3 - Pield Heath Road [W]	585	112	947	0.618	583	1.7	10.321	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	593	243	754	0.787	586	3.4	21.046	C
2 - Colham Green Road	435	454	567	0.767	428	3.1	25.857	D
3 - Pield Heath Road [W]	717	136	932	0.769	710	3.3	16.596	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	593	245	752	0.788	592	3.6	22.708	C
2 - Colham Green Road	435	459	564	0.771	434	3.3	28.503	D
3 - Pield Heath Road [W]	717	138	930	0.770	716	3.4	17.526	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	484	202	778	0.622	491	1.7	13.169	B
2 - Colham Green Road	355	381	611	0.581	362	1.5	15.483	C
3 - Pield Heath Road [W]	585	115	945	0.619	592	1.8	10.887	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	405	169	798	0.508	408	1.1	9.508	A
2 - Colham Green Road	297	316	650	0.457	300	0.9	10.780	B
3 - Pield Heath Road [W]	490	95	957	0.512	492	1.1	8.178	A

2031 Scenario 1 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	45.28	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	647	100.000
2 - Colham Green Road		✓	420	100.000
3 - Pield Heath Road [W]		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	128	519
	2 - Colham Green Road	100	0	320
	3 - Pield Heath Road [W]	384	217	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	3	0	5
	3 - Pield Heath Road [W]	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.94	58.64	10.9	F
2 - Colham Green Road	0.93	70.42	8.4	F
3 - Pield Heath Road [W]	0.70	13.32	2.4	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	487	162	802	0.607	481	1.5	11.283	B
2 - Colham Green Road	316	386	608	0.520	312	1.1	12.528	B
3 - Pield Heath Road [W]	452	74	971	0.466	449	0.9	7.310	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	582	194	783	0.743	577	2.8	17.480	C
2 - Colham Green Road	378	463	561	0.673	374	2.0	19.690	C
3 - Pield Heath Road [W]	540	89	961	0.562	539	1.3	9.049	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	712	237	757	0.941	688	8.9	42.750	E
2 - Colham Green Road	462	552	507	0.912	444	6.6	49.552	E
3 - Pield Heath Road [W]	662	106	951	0.696	658	2.3	12.928	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	712	239	756	0.942	705	10.9	58.643	F
2 - Colham Green Road	462	565	499	0.927	455	8.4	70.423	F
3 - Pield Heath Road [W]	662	108	949	0.697	661	2.4	13.322	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	582	196	781	0.744	612	3.2	24.933	C
2 - Colham Green Road	378	491	544	0.694	401	2.6	29.771	D
3 - Pield Heath Road [W]	540	95	957	0.564	544	1.4	9.388	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	487	164	801	0.608	493	1.6	12.230	B
2 - Colham Green Road	316	396	602	0.525	322	1.2	13.675	B
3 - Pield Heath Road [W]	452	77	969	0.467	454	0.9	7.490	A

2031 Scenario 1 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	25.59	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	554	100.000
2 - Colham Green Road		✓	409	100.000
3 - Pield Heath Road [W]		✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	126	427
	2 - Colham Green Road	130	0	279
	3 - Pield Heath Road [W]	441	231	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.82	26.25	4.2	D
2 - Colham Green Road	0.81	34.00	4.0	D
3 - Pield Heath Road [W]	0.80	19.93	3.9	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	172	796	0.525	413	1.1	9.515	A
2 - Colham Green Road	308	319	649	0.474	304	0.9	10.791	B
3 - Pield Heath Road [W]	506	97	956	0.529	501	1.2	8.230	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	207	775	0.643	496	1.8	13.042	B
2 - Colham Green Road	367	383	610	0.603	365	1.5	15.202	C
3 - Pield Heath Road [W]	604	117	944	0.640	602	1.8	10.957	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	610	252	749	0.815	602	4.0	23.722	C
2 - Colham Green Road	450	465	560	0.804	441	3.7	29.737	D
3 - Pield Heath Road [W]	740	141	929	0.797	732	3.8	18.536	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	610	254	747	0.817	609	4.2	26.245	D
2 - Colham Green Road	450	471	556	0.809	449	4.0	33.999	D
3 - Pield Heath Road [W]	740	143	927	0.798	739	3.9	19.928	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	210	773	0.645	508	1.9	14.319	B
2 - Colham Green Road	367	392	604	0.608	377	1.7	17.139	C
3 - Pield Heath Road [W]	604	120	942	0.642	612	1.9	11.741	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	175	794	0.526	421	1.2	9.934	A
2 - Colham Green Road	308	325	645	0.477	311	1.0	11.324	B
3 - Pield Heath Road [W]	506	99	955	0.530	509	1.2	8.533	A

2031 Scenario 2 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	39.84	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	635	100.000
2 - Colham Green Road		✓	416	100.000
3 - Pield Heath Road [W]		✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	128	507
	2 - Colham Green Road	100	0	316
	3 - Pield Heath Road [W]	382	216	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	3	0	5
	3 - Pield Heath Road [W]	6	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.92	50.83	9.2	F
2 - Colham Green Road	0.91	61.37	7.3	F
3 - Pield Heath Road [W]	0.69	13.19	2.4	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	478	161	802	0.596	472	1.5	10.981	B
2 - Colham Green Road	313	377	613	0.511	309	1.1	12.197	B
3 - Pield Heath Road [W]	450	74	971	0.464	447	0.9	7.282	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	571	194	783	0.729	566	2.6	16.653	C
2 - Colham Green Road	374	452	568	0.659	371	1.9	18.769	C
3 - Pield Heath Road [W]	538	89	961	0.559	536	1.3	8.994	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	699	236	758	0.923	678	7.8	38.817	E
2 - Colham Green Road	458	542	513	0.892	442	5.9	45.236	E
3 - Pield Heath Road [W]	658	106	951	0.693	654	2.3	12.804	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	699	238	757	0.924	694	9.2	50.835	F
2 - Colham Green Road	458	554	506	0.906	453	7.3	61.368	F
3 - Pield Heath Road [W]	658	109	949	0.694	658	2.4	13.186	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	571	196	782	0.730	596	3.0	22.010	C
2 - Colham Green Road	374	476	553	0.676	394	2.3	25.977	D
3 - Pield Heath Road [W]	538	95	958	0.561	541	1.4	9.311	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	478	163	801	0.597	484	1.6	11.805	B
2 - Colham Green Road	313	386	608	0.515	318	1.1	13.185	B
3 - Pield Heath Road [W]	450	76	969	0.464	452	0.9	7.455	A

2031 Scenario 2 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	25.30	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	554	100.000
2 - Colham Green Road		✓	409	100.000
3 - Pield Heath Road [W]		✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	126	427
	2 - Colham Green Road	130	0	279
	3 - Pield Heath Road [W]	438	230	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.82	26.06	4.2	D
2 - Colham Green Road	0.81	33.95	4.0	D
3 - Pield Heath Road [W]	0.79	19.38	3.8	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	171	796	0.524	413	1.1	9.499	A
2 - Colham Green Road	308	319	649	0.474	304	0.9	10.790	B
3 - Pield Heath Road [W]	502	97	956	0.525	498	1.1	8.166	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	206	776	0.642	496	1.8	13.004	B
2 - Colham Green Road	367	383	610	0.602	365	1.5	15.195	C
3 - Pield Heath Road [W]	600	117	944	0.635	597	1.8	10.819	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	610	250	749	0.814	602	3.9	23.587	C
2 - Colham Green Road	450	465	560	0.804	441	3.7	29.697	D
3 - Pield Heath Road [W]	734	141	929	0.791	727	3.6	18.101	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	610	253	748	0.816	609	4.2	26.059	D
2 - Colham Green Road	450	471	556	0.809	449	4.0	33.947	D
3 - Pield Heath Road [W]	734	143	927	0.792	734	3.8	19.380	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	498	209	774	0.644	507	1.9	14.254	B
2 - Colham Green Road	367	392	604	0.608	377	1.7	17.122	C
3 - Pield Heath Road [W]	600	120	942	0.637	607	1.9	11.552	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	417	174	795	0.525	420	1.2	9.911	A
2 - Colham Green Road	308	325	645	0.477	311	1.0	11.321	B
3 - Pield Heath Road [W]	502	99	955	0.526	505	1.2	8.457	A

2031 Scenario 1 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	49.00	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	656	100.000
2 - Colham Green Road		✓	449	100.000
3 - Pield Heath Road [W]		✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	162	494
	2 - Colham Green Road	148	0	301
	3 - Pield Heath Road [W]	358	194	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	10	0
	2 - Colham Green Road	17	0	1
	3 - Pield Heath Road [W]	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.94	55.31	10.4	F
2 - Colham Green Road	0.96	85.61	11.2	F
3 - Pield Heath Road [W]	0.66	11.73	1.9	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	494	145	812	0.608	488	1.5	11.155	B
2 - Colham Green Road	338	367	619	0.546	333	1.2	13.092	B
3 - Pield Heath Road [W]	416	110	948	0.438	412	0.8	6.747	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	590	174	795	0.742	585	2.7	17.139	C
2 - Colham Green Road	404	440	575	0.702	399	2.3	21.170	C
3 - Pield Heath Road [W]	496	132	935	0.531	495	1.1	8.243	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	722	213	772	0.936	699	8.6	41.054	E
2 - Colham Green Road	494	526	523	0.946	471	8.3	56.758	F
3 - Pield Heath Road [W]	608	155	920	0.661	605	1.9	11.423	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	722	214	771	0.937	715	10.4	55.307	F
2 - Colham Green Road	494	539	515	0.960	483	11.2	85.608	F
3 - Pield Heath Road [W]	608	159	917	0.663	608	1.9	11.726	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	590	175	794	0.743	618	3.2	23.773	C
2 - Colham Green Road	404	466	559	0.722	436	3.0	36.798	E
3 - Pield Heath Road [W]	496	144	927	0.535	499	1.2	8.562	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	494	147	811	0.609	500	1.6	12.065	B
2 - Colham Green Road	338	377	614	0.551	345	1.3	14.491	B
3 - Pield Heath Road [W]	416	114	946	0.439	417	0.8	6.895	A

2031 Scenario 1 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	24.27	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	568	100.000
2 - Colham Green Road		✓	415	100.000
3 - Pield Heath Road [W]		✓	626	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	160	407
	2 - Colham Green Road	163	0	252
	3 - Pield Heath Road [W]	419	207	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	0	3
	2 - Colham Green Road	1	0	6
	3 - Pield Heath Road [W]	4	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.82	26.08	4.3	D
2 - Colham Green Road	0.80	32.05	3.9	D
3 - Pield Heath Road [W]	0.76	17.46	3.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	428	154	806	0.530	423	1.1	9.488	A
2 - Colham Green Road	312	304	658	0.475	309	0.9	10.616	B
3 - Pield Heath Road [W]	471	122	941	0.501	467	1.0	7.915	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	511	185	788	0.648	508	1.8	12.998	B
2 - Colham Green Road	373	365	621	0.601	371	1.5	14.828	B
3 - Pield Heath Road [W]	563	147	925	0.608	561	1.6	10.302	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	625	226	764	0.819	617	4.1	23.596	C
2 - Colham Green Road	457	443	573	0.797	449	3.5	28.337	D
3 - Pield Heath Road [W]	689	177	906	0.761	683	3.1	16.530	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	625	228	763	0.820	624	4.3	26.084	D
2 - Colham Green Road	457	449	570	0.802	456	3.9	32.053	D
3 - Pield Heath Road [W]	689	180	904	0.762	689	3.2	17.458	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	511	188	786	0.649	520	2.0	14.259	B
2 - Colham Green Road	373	374	615	0.606	382	1.7	16.571	C
3 - Pield Heath Road [W]	563	151	922	0.610	569	1.7	10.873	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	428	157	805	0.531	431	1.2	9.906	A
2 - Colham Green Road	312	309	654	0.477	315	1.0	11.121	B
3 - Pield Heath Road [W]	471	125	939	0.502	474	1.1	8.165	A

2031 Scenario 2 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	42.74	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	644	100.000
2 - Colham Green Road		✓	444	100.000
3 - Pield Heath Road [W]		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	162	482
	2 - Colham Green Road	148	0	296
	3 - Pield Heath Road [W]	356	193	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	10	0
	2 - Colham Green Road	17	0	1
	3 - Pield Heath Road [W]	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.92	48.13	8.8	E
2 - Colham Green Road	0.94	73.38	9.3	F
3 - Pield Heath Road [W]	0.66	11.63	1.9	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	485	144	812	0.597	479	1.5	10.866	B
2 - Colham Green Road	334	358	625	0.535	330	1.2	12.715	B
3 - Pield Heath Road [W]	413	110	948	0.436	410	0.8	6.721	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	579	173	795	0.728	575	2.6	16.349	C
2 - Colham Green Road	399	430	581	0.687	395	2.2	20.055	C
3 - Pield Heath Road [W]	494	132	934	0.528	492	1.1	8.169	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	709	211	772	0.918	689	7.6	37.322	E
2 - Colham Green Road	489	516	529	0.924	469	7.3	51.194	F
3 - Pield Heath Road [W]	604	156	919	0.658	601	1.9	11.335	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	709	212	772	0.919	704	8.8	48.126	E
2 - Colham Green Road	489	527	522	0.936	481	9.3	73.383	F
3 - Pield Heath Road [W]	604	160	917	0.660	604	1.9	11.630	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	579	175	794	0.729	603	2.9	21.176	C
2 - Colham Green Road	399	451	568	0.702	426	2.7	30.554	D
3 - Pield Heath Road [W]	494	142	928	0.532	497	1.2	8.484	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	485	146	812	0.597	490	1.6	11.657	B
2 - Colham Green Road	334	367	619	0.540	340	1.3	13.895	B
3 - Pield Heath Road [W]	413	113	946	0.437	415	0.8	6.865	A

2031 Scenario 2 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Pield Heath Road / Colham Green Road	Mini-roundabout		1, 2, 3	23.85	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Pield Heath Road [E]		✓	568	100.000
2 - Colham Green Road		✓	415	100.000
3 - Pield Heath Road [W]		✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	1	160	407
	2 - Colham Green Road	163	0	252
	3 - Pield Heath Road [W]	416	205	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Pield Heath Road [E]	2 - Colham Green Road	3 - Pield Heath Road [W]
From	1 - Pield Heath Road [E]	0	9	0
	2 - Colham Green Road	10	0	1
	3 - Pield Heath Road [W]	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Pield Heath Road [E]	0.82	25.92	4.3	D
2 - Colham Green Road	0.80	32.17	3.9	D
3 - Pield Heath Road [W]	0.76	16.40	3.0	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	428	153	807	0.530	423	1.1	9.490	A
2 - Colham Green Road	312	304	658	0.475	309	0.9	10.655	B
3 - Pield Heath Road [W]	468	122	941	0.497	464	1.0	7.563	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	511	184	789	0.647	508	1.8	12.981	B
2 - Colham Green Road	373	365	621	0.601	371	1.5	14.879	B
3 - Pield Heath Road [W]	558	147	925	0.603	556	1.5	9.798	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	625	224	765	0.817	617	4.0	23.488	C
2 - Colham Green Road	457	443	573	0.797	449	3.6	28.435	D
3 - Pield Heath Road [W]	684	177	906	0.755	678	2.9	15.588	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	625	226	764	0.819	624	4.3	25.921	D
2 - Colham Green Road	457	449	570	0.802	456	3.9	32.166	D
3 - Pield Heath Road [W]	684	180	904	0.756	683	3.0	16.396	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	511	186	788	0.648	520	2.0	14.218	B
2 - Colham Green Road	373	374	615	0.606	382	1.7	16.630	C
3 - Pield Heath Road [W]	558	151	922	0.605	564	1.6	10.303	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Pield Heath Road [E]	428	155	806	0.531	431	1.2	9.904	A
2 - Colham Green Road	312	309	654	0.477	315	1.0	11.161	B
3 - Pield Heath Road [W]	468	125	939	0.498	470	1.0	7.789	A

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: Colham Green Road - Hospital Through Road [Existing].j9

Path: C:\Users\mcm80211\Mott MacDonald\Hillingdon Hospital Redevelopment - Working Folder\Junction Modelling\Models\6. Colham Green Road - Hospital Through Road\Existing

Report generation date: 02/03/2022 09:04:23

»2021 CTDM BY, AM
»2021 CTDM BY, PM
»2026 CTDM FBY, AM
»2026 CTDM FBY, PM
»2031 CTDM FBY, AM
»2031 CTDM FBY, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
Stream B-AC	D1	0.1	9.26	0.12	A	D2	0.2	8.60	0.15	A
Stream C-AB		0.3	5.75	0.15	A		0.1	5.34	0.07	A
	2026 CTDM FBY									
Stream B-AC	D3	0.1	9.36	0.12	A	D4	0.2	8.70	0.15	A
Stream C-AB		0.3	5.72	0.15	A		0.1	5.32	0.07	A
	2031 CTDM FBY									
Stream B-AC	D5	0.1	9.47	0.12	A	D6	0.2	8.81	0.15	A
Stream C-AB		0.3	5.69	0.15	A		0.1	5.32	0.07	A

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

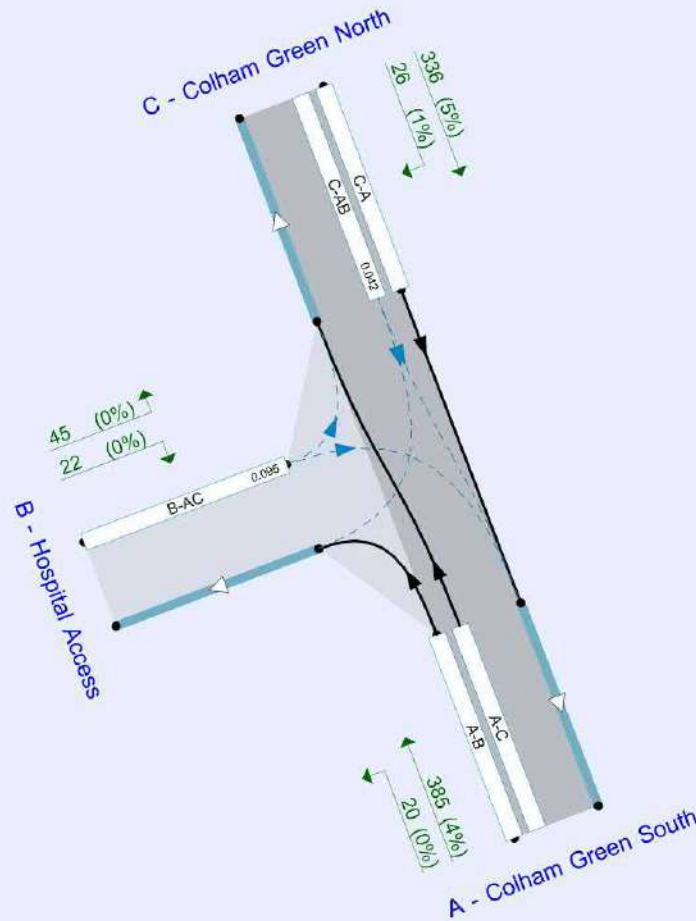
File summary

File Description

Title	Colham Green Road / Hospital Through Road
Location	51°31'29.2"N 0°27'30.4"W
Site number	
Date	27/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Model of existing junction arrangement.

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15
D3	2026 CTDM FB	AM	ONE HOUR	07:45	09:15	15
D4	2026 CTDM FB	PM	ONE HOUR	16:45	18:15	15
D5	2031 CTDM FB	AM	ONE HOUR	07:45	09:15	15
D6	2031 CTDM FB	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Colham Green South		Major
B	Hospital Access		Minor
C	Colham Green North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Colham Green North	6.93			74.8	✓	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 - Hospital Access	One lane	3.72	20	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	530	0.093	0.234	0.147	0.334
B-C	683	0.100	0.254	-	-
C-B	617	0.229	0.229	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	398	100.000
B - Hospital Access		✓	50	100.000
C - Colham Green North		✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	51	347
	B - Hospital Access	24	0	26
	C - Colham Green North	307	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	4
	B - Hospital Access	1	0	3
	C - Colham Green North	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.26	0.1	A
C-AB	0.15	5.75	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	500	0.075	37	0.1	7.931	A
C-AB	64	709	0.090	63	0.2	5.695	A
C-A	210			210			
A-B	38			38			
A-C	261			261			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	480	0.094	45	0.1	8.440	A
C-AB	83	729	0.113	82	0.2	5.701	A
C-A	245			245			
A-B	46			46			
A-C	312			312			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	452	0.122	55	0.1	9.251	A
C-AB	114	758	0.150	113	0.3	5.738	A
C-A	287			287			
A-B	56			56			
A-C	382			382			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	452	0.122	55	0.1	9.257	A
C-AB	114	758	0.150	114	0.3	5.752	A
C-A	287			287			
A-B	56			56			
A-C	382			382			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	480	0.094	45	0.1	8.450	A
C-AB	83	729	0.114	83	0.2	5.727	A
C-A	244			244			
A-B	46			46			
A-C	312			312			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	500	0.075	38	0.1	7.948	A
C-AB	64	709	0.090	64	0.2	5.718	A
C-A	210			210			
A-B	38			38			
A-C	261			261			

2021 CTDM BY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	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)
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	378	100.000
B - Hospital Access		✓	67	100.000
C - Colham Green North		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	20	358
	B - Hospital Access	22	0	45
	C - Colham Green North	313	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	4
	B - Hospital Access	0	0	0
	C - Colham Green North	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.60	0.2	A
C-AB	0.07	5.34	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	535	0.094	50	0.1	7.417	A
C-AB	29	715	0.041	29	0.1	5.327	A
C-A	226			226			
A-B	15			15			
A-C	270			270			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	517	0.116	60	0.1	7.874	A
C-AB	38	736	0.052	38	0.1	5.245	A
C-A	267			267			
A-B	18			18			
A-C	322			322			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	492	0.150	74	0.2	8.594	A
C-AB	52	767	0.068	52	0.1	5.141	A
C-A	321			321			
A-B	22			22			
A-C	394			394			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	492	0.150	74	0.2	8.601	A
C-AB	52	767	0.068	52	0.1	5.153	A
C-A	321			321			
A-B	22			22			
A-C	394			394			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	517	0.116	60	0.1	7.884	A
C-AB	38	737	0.052	38	0.1	5.265	A
C-A	267			267			
A-B	18			18			
A-C	322			322			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	535	0.094	51	0.1	7.433	A
C-AB	29	715	0.041	29	0.1	5.342	A
C-A	226			226			
A-B	15			15			
A-C	270			270			

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		1.22	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)
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	409	100.000
B - Hospital Access		✓	50	100.000
C - Colham Green North		✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	51	358
	B - Hospital Access	24	0	26
	C - Colham Green North	318	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	4
	B - Hospital Access	1	0	3
	C - Colham Green North	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.36	0.1	A
C-AB	0.15	5.72	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	497	0.076	37	0.1	7.981	A
C-AB	65	713	0.091	64	0.2	5.670	A
C-A	218			218			
A-B	38			38			
A-C	270			270			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	476	0.094	45	0.1	8.508	A
C-AB	84	734	0.115	84	0.2	5.672	A
C-A	253			253			
A-B	46			46			
A-C	322			322			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	447	0.123	55	0.1	9.354	A
C-AB	116	764	0.152	116	0.3	5.707	A
C-A	297			297			
A-B	56			56			
A-C	394			394			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	447	0.123	55	0.1	9.361	A
C-AB	116	765	0.152	116	0.3	5.721	A
C-A	296			296			
A-B	56			56			
A-C	394			394			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	476	0.094	45	0.1	8.519	A
C-AB	84	735	0.115	85	0.2	5.701	A
C-A	253			253			
A-B	46			46			
A-C	322			322			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	497	0.076	38	0.1	8.000	A
C-AB	65	714	0.091	65	0.2	5.693	A
C-A	217			217			
A-B	38			38			
A-C	270			270			

2026 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		1.01	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)
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	391	100.000
B - Hospital Access		✓	67	100.000
C - Colham Green North		✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	20	371
	B - Hospital Access	22	0	45
	C - Colham Green North	324	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	4
	B - Hospital Access	0	0	0
	C - Colham Green North	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.70	0.2	A
C-AB	0.07	5.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	532	0.095	50	0.1	7.465	A
C-AB	30	719	0.041	29	0.1	5.304	A
C-A	234			234			
A-B	15			15			
A-C	279			279			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	513	0.117	60	0.1	7.939	A
C-AB	39	741	0.052	39	0.1	5.218	A
C-A	276			276			
A-B	18			18			
A-C	334			334			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	488	0.151	74	0.2	8.691	A
C-AB	53	773	0.069	53	0.1	5.112	A
C-A	332			332			
A-B	22			22			
A-C	408			408			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	488	0.151	74	0.2	8.698	A
C-AB	53	773	0.069	53	0.1	5.120	A
C-A	332			332			
A-B	22			22			
A-C	408			408			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	513	0.117	60	0.1	7.949	A
C-AB	39	741	0.052	39	0.1	5.238	A
C-A	276			276			
A-B	18			18			
A-C	334			334			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	532	0.095	51	0.1	7.481	A
C-AB	30	719	0.041	30	0.1	5.319	A
C-A	234			234			
A-B	15			15			
A-C	279			279			

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		1.21	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)
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	420	100.000
B - Hospital Access		✓	50	100.000
C - Colham Green North		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	51	369
	B - Hospital Access	24	0	26
	C - Colham Green North	329	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	4
	B - Hospital Access	1	0	3
	C - Colham Green North	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.47	0.1	A
C-AB	0.15	5.69	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	494	0.076	37	0.1	8.032	A
C-AB	66	717	0.091	65	0.2	5.644	A
C-A	225			225			
A-B	38			38			
A-C	278			278			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	473	0.095	45	0.1	8.578	A
C-AB	86	739	0.116	85	0.2	5.644	A
C-A	261			261			
A-B	46			46			
A-C	332			332			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	443	0.124	55	0.1	9.463	A
C-AB	119	771	0.154	118	0.3	5.674	A
C-A	306			306			
A-B	56			56			
A-C	406			406			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	443	0.124	55	0.1	9.467	A
C-AB	119	771	0.154	119	0.3	5.691	A
C-A	306			306			
A-B	56			56			
A-C	406			406			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	473	0.095	45	0.1	8.591	A
C-AB	86	740	0.116	86	0.2	5.673	A
C-A	261			261			
A-B	46			46			
A-C	332			332			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	494	0.076	38	0.1	8.050	A
C-AB	66	718	0.092	66	0.2	5.668	A
C-A	225			225			
A-B	38			38			
A-C	278			278			

2031 CTDM FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		1.00	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)
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	405	100.000
B - Hospital Access		✓	67	100.000
C - Colham Green North		✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	20	385
	B - Hospital Access	22	0	45
	C - Colham Green North	336	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	4
	B - Hospital Access	0	0	0
	C - Colham Green North	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	8.81	0.2	A
C-AB	0.07	5.32	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	529	0.095	50	0.1	7.517	A
C-AB	30	723	0.042	30	0.1	5.313	A
C-A	242			242			
A-B	15			15			
A-C	290			290			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	509	0.118	60	0.1	8.011	A
C-AB	39	746	0.053	39	0.1	5.220	A
C-A	286			286			
A-B	18			18			
A-C	346			346			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	483	0.153	74	0.2	8.798	A
C-AB	55	779	0.070	55	0.1	5.105	A
C-A	344			344			
A-B	22			22			
A-C	424			424			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	483	0.153	74	0.2	8.806	A
C-AB	55	779	0.070	55	0.1	5.115	A
C-A	344			344			
A-B	22			22			
A-C	424			424			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	509	0.118	60	0.1	8.021	A
C-AB	39	746	0.053	40	0.1	5.236	A
C-A	286			286			
A-B	18			18			
A-C	346			346			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	528	0.095	51	0.1	7.536	A
C-AB	30	723	0.042	30	0.1	5.324	A
C-A	242			242			
A-B	15			15			
A-C	290			290			

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
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Filename: Colham Green Road - Hospital Through Road [Proposed].j9

Path: C:\Users\WRI87273\Downloads

Report generation date: 22/03/2022 12:39:36

»2026 Scenario 1, AM
 »2026 Scenario 1, PM
 »2026 Scenario 2, AM
 »2026 Scenario 2, PM
 »2031 Scenario 1 FBY, AM
 »2031 Scenario 1 FBY, PM
 »2031 Scenario 2 FBY, AM
 »2031 Scenario 2 FBY, PM
 »2031 Scenario 1 + Resi, AM
 »2031 Scenario 1 + Resi, PM
 »2031 Scenario 2 + Resi, AM
 »2031 Scenario 2 + Resi, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Scenario 1									
Stream B-AC	D1	0.0	8.71	0.02	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	5.39	0.03	A		0.0	5.28	0.01	A
	2026 Scenario 2									
Stream B-AC	D3	0.0	8.68	0.02	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	5.38	0.03	A		0.0	5.30	0.01	A
	2031 Scenario 1 FBY									
Stream B-AC	D5	0.0	8.77	0.02	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	5.36	0.03	A		0.0	5.26	0.01	A
	2031 Scenario 2 FBY									
Stream B-AC	D7	0.0	8.75	0.02	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.0	5.35	0.03	A		0.0	5.27	0.01	A
	2031 Scenario 1 + Resi									
Stream B-AC	D9	0.6	17.96	0.26	C	D10	0.4	18.71	0.19	C
Stream C-AB		0.3	7.02	0.13	A		0.3	6.95	0.12	A
	2031 Scenario 2 + Resi									
Stream B-AC	D11	0.6	17.88	0.26	C	D12	0.4	18.70	0.19	C
Stream C-AB		0.3	7.02	0.13	A		0.3	6.95	0.11	A

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

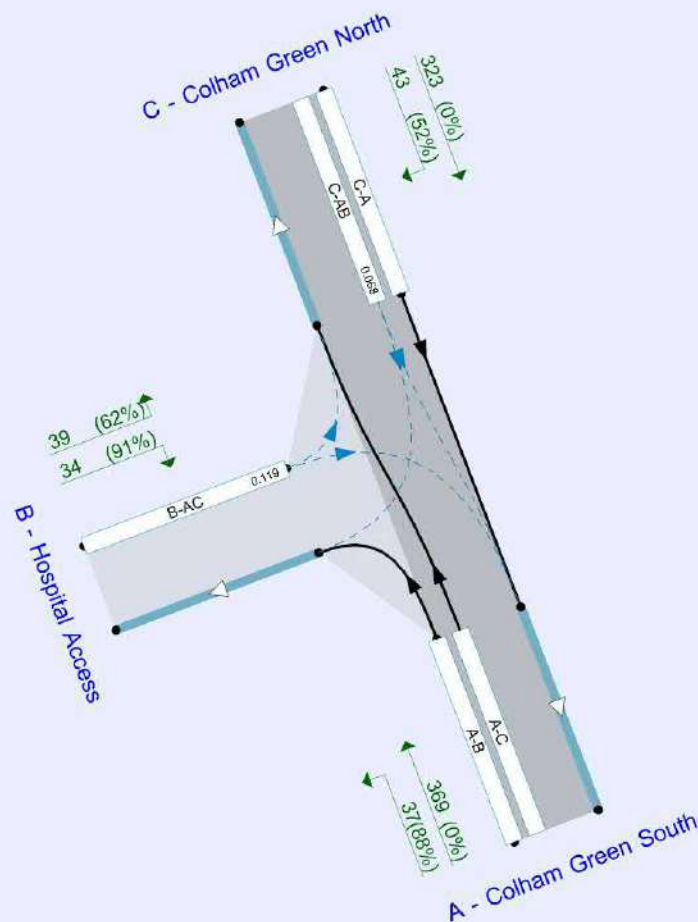
File summary

File Description

Title	Colham Green Road / Hospital Through Road
Location	51°31'29.2"N 0°27'30.4"W
Site number	
Date	27/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Model of existing junction arrangement.

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Colham Green South		Major
B	Hospital Access		Minor
C	Colham Green North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Colham Green North	7.21			75.0	✓	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 - Hospital Access	One lane	2.82	20	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	486	0.084	0.212	0.133	0.303
B-C	626	0.091	0.230	-	-
C-B	617	0.227	0.227	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	388	100.000
B - Hospital Access		✓	9	100.000
C - Colham Green North		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	387
	B - Hospital Access	1	0	8
	C - Colham Green North	331	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	18	0	18
	C - Colham Green North	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.71	0.0	A
C-AB	0.03	5.39	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	533	0.013	7	0.0	8.077	A
C-AB	14	724	0.019	14	0.0	5.387	A
C-A	244			244			
A-B	0.75			0.75			
A-C	291			291			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	518	0.016	8	0.0	8.330	A
C-AB	18	747	0.024	18	0.0	5.246	A
C-A	290			290			
A-B	0.90			0.90			
A-C	348			348			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	498	0.020	10	0.0	8.707	A
C-AB	25	780	0.032	25	0.0	5.060	A
C-A	353			353			
A-B	1			1			
A-C	426			426			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	498	0.020	10	0.0	8.707	A
C-AB	25	780	0.032	25	0.0	5.060	A
C-A	353			353			
A-B	1			1			
A-C	426			426			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	518	0.016	8	0.0	8.332	A
C-AB	18	747	0.024	18	0.0	5.242	A
C-A	290			290			
A-B	0.90			0.90			
A-C	348			348			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	533	0.013	7	0.0	8.081	A
C-AB	14	724	0.019	14	0.0	5.386	A
C-A	244			244			
A-B	0.75			0.75			
A-C	291			291			

2026 Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	386	100.000
B - Hospital Access		✓	2	100.000
C - Colham Green North		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	386
	B - Hospital Access	0	0	2
	C - Colham Green North	342	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	17	0	17
	C - Colham Green North	4	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.28	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	459	0.000	0	0.0	0.000	A
C-AB	3	730	0.005	3	0.0	5.278	A
C-A	256			256			
A-B	0			0			
A-C	291			291			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	5	754	0.006	5	0.0	5.110	A
C-A	306			306			
A-B	0			0			
A-C	347			347			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	6	789	0.008	6	0.0	4.885	A
C-A	374			374			
A-B	0			0			
A-C	425			425			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	6	789	0.008	6	0.0	4.879	A
C-A	374			374			
A-B	0			0			
A-C	425			425			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	5	754	0.006	5	0.0	5.099	A
C-A	306			306			
A-B	0			0			
A-C	347			347			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	459	0.000	0	0.0	0.000	A
C-AB	3	730	0.005	4	0.0	5.272	A
C-A	256			256			
A-B	0			0			
A-C	291			291			

2026 Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.26	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)
D3	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	383	100.000
B - Hospital Access		✓	9	100.000
C - Colham Green North		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	382
	B - Hospital Access	1	0	8
	C - Colham Green North	331	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	18	0	18
	C - Colham Green North	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.68	0.0	A
C-AB	0.03	5.38	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	533	0.013	7	0.0	8.064	A
C-AB	14	725	0.019	14	0.0	5.381	A
C-A	244			244			
A-B	0.75			0.75			
A-C	288			288			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	519	0.016	8	0.0	8.313	A
C-AB	18	748	0.024	18	0.0	5.240	A
C-A	290			290			
A-B	0.90			0.90			
A-C	343			343			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	499	0.020	10	0.0	8.684	A
C-AB	25	781	0.032	25	0.0	5.053	A
C-A	353			353			
A-B	1			1			
A-C	421			421			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	499	0.020	10	0.0	8.684	A
C-AB	25	781	0.032	25	0.0	5.053	A
C-A	353			353			
A-B	1			1			
A-C	421			421			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	519	0.016	8	0.0	8.315	A
C-AB	18	748	0.024	18	0.0	5.234	A
C-A	290			290			
A-B	0.90			0.90			
A-C	343			343			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	533	0.013	7	0.0	8.066	A
C-AB	14	725	0.019	14	0.0	5.380	A
C-A	244			244			
A-B	0.75			0.75			
A-C	288			288			

2026 Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.04	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)
D4	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	386	100.000
B - Hospital Access		✓	2	100.000
C - Colham Green North		✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	386
	B - Hospital Access	0	0	2
	C - Colham Green North	341	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	17	0	17
	C - Colham Green North	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.30	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	459	0.000	0	0.0	0.000	A
C-AB	3	730	0.005	3	0.0	5.300	A
C-A	255			255			
A-B	0			0			
A-C	291			291			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	5	754	0.006	5	0.0	5.134	A
C-A	305			305			
A-B	0			0			
A-C	347			347			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	6	788	0.008	6	0.0	4.911	A
C-A	372			372			
A-B	0			0			
A-C	425			425			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	417	0.000	0	0.0	0.000	A
C-AB	6	788	0.008	6	0.0	4.907	A
C-A	372			372			
A-B	0			0			
A-C	425			425			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	5	754	0.006	5	0.0	5.126	A
C-A	305			305			
A-B	0			0			
A-C	347			347			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	459	0.000	0	0.0	0.000	A
C-AB	3	730	0.005	3	0.0	5.295	A
C-A	255			255			
A-B	0			0			
A-C	291			291			

2031 Scenario 1 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.25	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)
D5	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	400	100.000
B - Hospital Access		✓	9	100.000
C - Colham Green North		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	399
	B - Hospital Access	1	0	8
	C - Colham Green North	342	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	18	0	18
	C - Colham Green North	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.77	0.0	A
C-AB	0.03	5.36	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	530	0.013	7	0.0	8.113	A
C-AB	14	728	0.019	14	0.0	5.357	A
C-A	253			253			
A-B	0.75			0.75			
A-C	300			300			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	515	0.016	8	0.0	8.375	A
C-AB	18	752	0.024	18	0.0	5.212	A
C-A	300			300			
A-B	0.90			0.90			
A-C	359			359			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	494	0.020	10	0.0	8.768	A
C-AB	25	786	0.032	25	0.0	5.021	A
C-A	364			364			
A-B	1			1			
A-C	439			439			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	494	0.020	10	0.0	8.768	A
C-AB	25	786	0.032	25	0.0	5.021	A
C-A	364			364			
A-B	1			1			
A-C	439			439			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	515	0.016	8	0.0	8.376	A
C-AB	18	752	0.024	18	0.0	5.206	A
C-A	300			300			
A-B	0.90			0.90			
A-C	359			359			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	530	0.013	7	0.0	8.115	A
C-AB	14	728	0.019	14	0.0	5.354	A
C-A	252			252			
A-B	0.75			0.75			
A-C	300			300			

2031 Scenario 1 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.04	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)
D6	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	400	100.000
B - Hospital Access		✓	2	100.000
C - Colham Green North		✓	357	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	400
	B - Hospital Access	0	0	2
	C - Colham Green North	354	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	17	0	17
	C - Colham Green North	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.26	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	456	0.000	0	0.0	0.000	A
C-AB	4	734	0.005	4	0.0	5.265	A
C-A	265			265			
A-B	0			0			
A-C	301			301			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	437	0.000	0	0.0	0.000	A
C-AB	5	759	0.006	5	0.0	5.093	A
C-A	316			316			
A-B	0			0			
A-C	360			360			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	6	795	0.008	6	0.0	4.864	A
C-A	387			387			
A-B	0			0			
A-C	440			440			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	6	795	0.008	6	0.0	4.860	A
C-A	387			387			
A-B	0			0			
A-C	440			440			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	437	0.000	0	0.0	0.000	A
C-AB	5	759	0.006	5	0.0	5.085	A
C-A	316			316			
A-B	0			0			
A-C	360			360			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	456	0.000	0	0.0	0.000	A
C-AB	4	734	0.005	4	0.0	5.260	A
C-A	265			265			
A-B	0			0			
A-C	301			301			

2031 Scenario 2 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.25	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)
D7	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	395	100.000
B - Hospital Access		✓	9	100.000
C - Colham Green North		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	1	394
	B - Hospital Access	1	0	8
	C - Colham Green North	342	12	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	18	0	18
	C - Colham Green North	5	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.75	0.0	A
C-AB	0.03	5.35	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	531	0.013	7	0.0	8.099	A
C-AB	14	729	0.019	14	0.0	5.352	A
C-A	253			253			
A-B	0.75			0.75			
A-C	297			297			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	516	0.016	8	0.0	8.358	A
C-AB	18	753	0.024	18	0.0	5.206	A
C-A	300			300			
A-B	0.90			0.90			
A-C	354			354			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	496	0.020	10	0.0	8.745	A
C-AB	25	787	0.032	25	0.0	5.015	A
C-A	364			364			
A-B	1			1			
A-C	434			434			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	496	0.020	10	0.0	8.745	A
C-AB	25	787	0.032	25	0.0	5.012	A
C-A	364			364			
A-B	1			1			
A-C	434			434			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	516	0.016	8	0.0	8.359	A
C-AB	18	753	0.024	18	0.0	5.202	A
C-A	300			300			
A-B	0.90			0.90			
A-C	354			354			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	531	0.013	7	0.0	8.101	A
C-AB	14	729	0.019	14	0.0	5.351	A
C-A	252			252			
A-B	0.75			0.75			
A-C	297			297			

2031 Scenario 2 FBY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		0.04	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)
D8	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	400	100.000
B - Hospital Access		✓	2	100.000
C - Colham Green North		✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	0	400
	B - Hospital Access	0	0	2
	C - Colham Green North	352	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	11	4
	B - Hospital Access	17	0	17
	C - Colham Green North	5	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.01	5.27	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	456	0.000	0	0.0	0.000	A
C-AB	4	733	0.005	4	0.0	5.272	A
C-A	264			264			
A-B	0			0			
A-C	301			301			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	438	0.000	0	0.0	0.000	A
C-AB	5	758	0.006	5	0.0	5.102	A
C-A	314			314			
A-B	0			0			
A-C	360			360			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	6	794	0.008	6	0.0	4.874	A
C-A	384			384			
A-B	0			0			
A-C	440			440			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	412	0.000	0	0.0	0.000	A
C-AB	6	794	0.008	6	0.0	4.872	A
C-A	384			384			
A-B	0			0			
A-C	440			440			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	438	0.000	0	0.0	0.000	A
C-AB	5	758	0.006	5	0.0	5.092	A
C-A	314			314			
A-B	0			0			
A-C	360			360			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	456	0.000	0	0.0	0.000	A
C-AB	4	733	0.005	4	0.0	5.269	A
C-A	264			264			
A-B	0			0			
A-C	301			301			

2031 Scenario 1 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		2.82	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)
D9	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	403	100.000
B - Hospital Access		✓	104	100.000
C - Colham Green North		✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	30	373
	B - Hospital Access	39	0	65
	C - Colham Green North	314	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	86	1
	B - Hospital Access	81	0	48
	C - Colham Green North	0	49	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	17.96	0.6	C
C-AB	0.13	7.02	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	476	0.165	77	0.3	14.300	B
C-AB	56	713	0.079	56	0.2	7.017	A
C-A	218			218			
A-B	23			23			
A-C	281			281			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	458	0.204	93	0.4	15.658	C
C-AB	73	734	0.100	73	0.2	6.907	A
C-A	254			254			
A-B	27			27			
A-C	335			335			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	433	0.264	114	0.6	17.886	C
C-AB	101	764	0.132	101	0.3	6.711	A
C-A	300			300			
A-B	33			33			
A-C	411			411			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	433	0.265	114	0.6	17.955	C
C-AB	101	764	0.133	101	0.3	6.631	A
C-A	300			300			
A-B	33			33			
A-C	411			411			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	458	0.204	94	0.4	15.747	C
C-AB	74	734	0.100	74	0.2	6.719	A
C-A	254			254			
A-B	27			27			
A-C	335			335			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	476	0.165	79	0.3	14.417	B
C-AB	57	713	0.079	57	0.2	6.933	A
C-A	217			217			
A-B	23			23			
A-C	281			281			

2031 Scenario 1 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		2.22	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)
D10	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	406	100.000
B - Hospital Access		✓	73	100.000
C - Colham Green North		✓	367	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	37	369
	B - Hospital Access	34	0	39
	C - Colham Green North	324	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	88	0
	B - Hospital Access	91	0	62
	C - Colham Green North	0	52	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	18.71	0.4	C
C-AB	0.12	6.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	460	0.119	54	0.2	15.429	C
C-AB	49	718	0.068	48	0.2	6.947	A
C-A	227			227			
A-B	28			28			
A-C	278			278			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	442	0.149	65	0.3	16.670	C
C-AB	64	740	0.087	64	0.2	6.798	A
C-A	266			266			
A-B	33			33			
A-C	332			332			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	416	0.193	80	0.4	18.660	C
C-AB	89	771	0.115	88	0.3	6.550	A
C-A	315			315			
A-B	41			41			
A-C	406			406			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	416	0.193	80	0.4	18.708	C
C-AB	89	771	0.115	89	0.3	6.466	A
C-A	315			315			
A-B	41			41			
A-C	406			406			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	441	0.149	66	0.3	16.735	C
C-AB	64	740	0.087	65	0.2	6.600	A
C-A	266			266			
A-B	33			33			
A-C	332			332			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	460	0.120	55	0.2	15.525	C
C-AB	49	718	0.069	50	0.2	6.854	A
C-A	227			227			
A-B	28			28			
A-C	278			278			

2031 Scenario 2 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		2.83	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)
D11	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	398	100.000
B - Hospital Access		✓	104	100.000
C - Colham Green North		✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	30	368
	B - Hospital Access	39	0	65
	C - Colham Green North	313	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	86	1
	B - Hospital Access	81	0	48
	C - Colham Green North	0	49	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	17.88	0.6	C
C-AB	0.13	7.02	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	477	0.164	77	0.3	14.267	B
C-AB	56	713	0.079	56	0.2	7.017	A
C-A	217			217			
A-B	23			23			
A-C	277			277			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	459	0.204	93	0.4	15.611	C
C-AB	73	734	0.100	73	0.2	6.904	A
C-A	253			253			
A-B	27			27			
A-C	331			331			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	434	0.264	114	0.6	17.810	C
C-AB	101	764	0.132	100	0.3	6.709	A
C-A	299			299			
A-B	33			33			
A-C	405			405			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	115	434	0.264	114	0.6	17.879	C
C-AB	101	764	0.132	101	0.3	6.628	A
C-A	299			299			
A-B	33			33			
A-C	405			405			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	459	0.204	94	0.4	15.697	C
C-AB	73	734	0.100	74	0.2	6.716	A
C-A	253			253			
A-B	27			27			
A-C	331			331			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	78	477	0.164	79	0.3	14.387	B
C-AB	57	713	0.079	57	0.2	6.934	A
C-A	217			217			
A-B	23			23			
A-C	277			277			

2031 Scenario 2 + Resi, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colham Green Road / Hospital Through Road	T-Junction	Two-way		2.22	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)
D12	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Colham Green South		✓	406	100.000
B - Hospital Access		✓	73	100.000
C - Colham Green North		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	37	369
	B - Hospital Access	34	0	39
	C - Colham Green North	323	43	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Colham Green South	B - Hospital Access	C - Colham Green North
From	A - Colham Green South	0	88	0
	B - Hospital Access	91	0	62
	C - Colham Green North	0	52	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	18.70	0.4	C
C-AB	0.11	6.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	460	0.119	54	0.2	15.426	C
C-AB	49	717	0.068	48	0.2	6.954	A
C-A	227			227			
A-B	28			28			
A-C	278			278			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	442	0.149	65	0.3	16.667	C
C-AB	64	739	0.087	64	0.2	6.803	A
C-A	265			265			
A-B	33			33			
A-C	332			332			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	416	0.193	80	0.4	18.654	C
C-AB	88	770	0.115	88	0.3	6.558	A
C-A	315			315			
A-B	41			41			
A-C	406			406			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	80	416	0.193	80	0.4	18.702	C
C-AB	89	770	0.115	89	0.3	6.474	A
C-A	314			314			
A-B	41			41			
A-C	406			406			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	66	442	0.149	66	0.3	16.733	C
C-AB	64	739	0.087	64	0.2	6.611	A
C-A	265			265			
A-B	33			33			
A-C	332			332			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	55	460	0.120	55	0.2	15.521	C
C-AB	49	717	0.069	49	0.2	6.859	A
C-A	226			226			
A-B	28			28			
A-C	278			278			

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Colham Green - Violet Avenue.j9

Path: C:\Users\WRI87273\Downloads

Report generation date: 22/03/2022 13:29:03

»2021 CTDM BY, AM
 »2021 CTDM BY, PM
 »2026 CTDM FBY, AM
 »2026 CTDM FBY, PM
 »2031 CTDM FBY, AM
 »2031 CTDM FBY, PM
 »2026 Scenario 1, AM
 »2026 Scenario 1, PM
 »2026 Scenario 2, AM
 »2026 Scenario 2, PM
 »2031 Scenario 1 FBY, AM
 »2031 Scenario 1 FBY, PM
 »2031 Scenario 2 FBY, AM
 »2031 Scenario 2 FBY, PM
 »2031 Scenario 1 + Resi, AM
 »2031 Scenario 1 + Resi, PM
 »2031 Scenario 2 + Resi, AM
 »2031 Scenario 2 + Resi, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2021 CTDM BY									
1 - Colham Green North	D1	0.4	4.41	0.29	A	D2	0.4	4.26	0.30	A
2 - Colham Green South		1.3	10.99	0.56	B		0.9	8.57	0.46	A
3 - Violet Avenue		0.5	11.65	0.34	B		0.3	10.15	0.21	B
	2026 CTDM FBY									
1 - Colham Green North	D3	0.5	4.48	0.30	A	D4	0.5	4.33	0.31	A
2 - Colham Green South		1.4	11.48	0.58	B		0.9	8.87	0.48	A
3 - Violet Avenue		0.6	12.07	0.36	B		0.3	10.43	0.22	B
	2031 CTDM FBY									
1 - Colham Green North	D5	0.5	4.56	0.31	A	D6	0.5	4.40	0.32	A
2 - Colham Green South		1.5	12.05	0.60	B		1.0	9.19	0.49	A
3 - Violet Avenue		0.6	12.55	0.38	B		0.3	10.75	0.23	B
	2026 Scenario 1									
1 - Colham Green North	D7	0.4	4.43	0.30	A	D8	0.5	4.31	0.30	A
2 - Colham Green South		1.2	10.75	0.55	B		0.9	8.79	0.47	A
3 - Violet Avenue		0.6	11.59	0.35	B		0.3	9.90	0.22	A
	2026 Scenario 2									
1 - Colham Green North	D9	0.4	4.43	0.29	A	D10	0.5	4.30	0.30	A
2 - Colham Green South		1.2	10.58	0.54	B		0.9	8.77	0.47	A
3 - Violet Avenue		0.6	11.47	0.35	B		0.3	10.36	0.22	B
	2031 Scenario 1 FBY									
1 - Colham Green North	D11	0.5	4.51	0.31	A	D12	0.5	4.38	0.31	A
2 - Colham Green South		1.3	11.25	0.57	B		1.0	9.08	0.49	A
3 - Violet Avenue		0.6	12.04	0.37	B		0.3	10.67	0.23	B
	2031 Scenario 2 FBY									
1 - Colham Green North	D13	0.5	4.50	0.31	A	D14	0.5	4.37	0.31	A
2 - Colham Green South		1.3	11.08	0.56	B		1.0	9.08	0.49	A
3 - Violet Avenue		0.6	11.92	0.37	B		0.3	10.67	0.23	B
	2031 Scenario 1 + Resi									
1 - Colham Green North	D15	0.5	4.56	0.31	A	D16	0.5	4.39	0.32	A
2 - Colham Green South		1.4	11.35	0.57	B		1.0	9.21	0.49	A
3 - Violet Avenue		0.6	12.11	0.37	B		0.3	10.78	0.23	B
	2031 Scenario 2 + Resi									
1 - Colham Green North	D17	0.5	4.55	0.31	A	D18	0.5	4.39	0.32	A
2 - Colham Green South		1.3	11.20	0.57	B		1.0	9.19	0.49	A
3 - Violet Avenue		0.6	12.01	0.37	B		0.3	10.76	0.23	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.

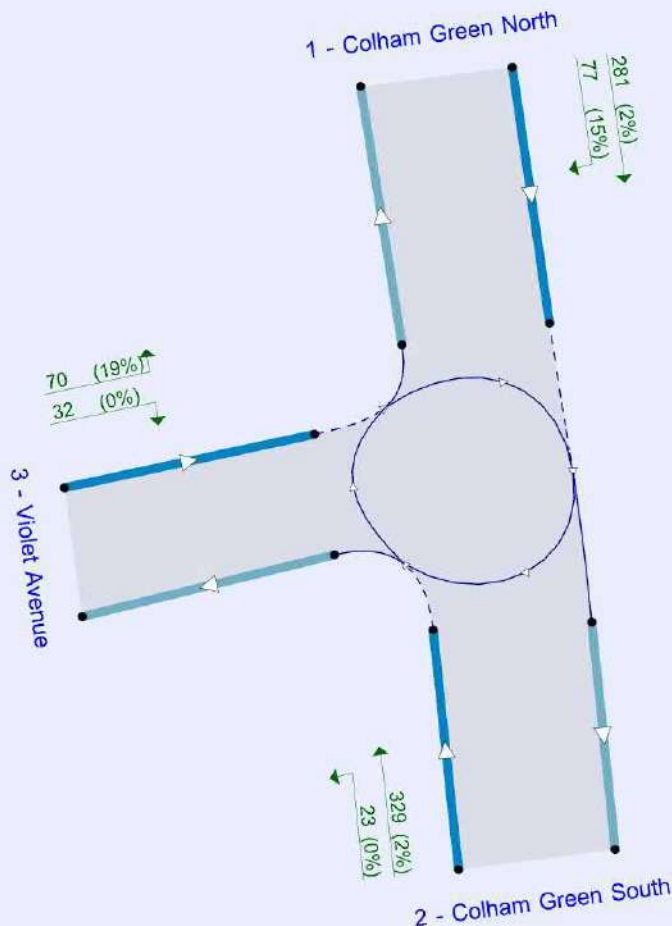
File summary

File Description

Title	Colham Green Road / Violet Avenue
Location	51°31'24.0"N 0°27'24.3"W
Site number	
Date	27/01/2022
Version	1
Status	(new file)
Identifier	m80211
Client	NHS Foundation Trust
Jobnumber	100100151
Enumerator	MOTTMAC\MCM80211
Description	Model of existing junction arrangement.

Units

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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15
D7	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15
D8	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15
D9	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15
D10	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15
D11	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15
D12	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15
D13	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15
D14	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15
D15	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15
D16	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15
D17	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15
D18	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 CTDM BY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.66	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Colham Green North	
2	Colham Green South	
3	Violet Avenue	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Colham Green North	3.30	3.30	3.30	0.0	20.00	20.00	0.0	
2 - Colham Green South	3.39	3.33	4.00	1.5	16.34	13.56	0.0	
3 - Violet Avenue	3.50	3.50	3.50	0.0	16.34	7.48	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Colham Green North	0.905	1287
2 - Colham Green South	0.625	841
3 - Violet Avenue	0.610	711

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)
D1	2021 CTDM BY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	324	100.000
2 - Colham Green South		✓	393	100.000
3 - Violet Avenue		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From				
	1 - Colham Green North	0	219	105
	2 - Colham Green South	315	2	76
	3 - Violet Avenue	86	68	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From				
	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.29	4.41	0.4	A
2 - Colham Green South	0.56	10.99	1.3	B
3 - Violet Avenue	0.34	11.65	0.5	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	244	53	1239	0.197	243	0.3	3.800	A
2 - Colham Green South	296	80	791	0.374	293	0.6	7.371	A
3 - Violet Avenue	117	237	567	0.207	116	0.3	8.435	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	291	64	1229	0.237	291	0.3	4.037	A
2 - Colham Green South	353	95	781	0.452	352	0.8	8.574	A
3 - Violet Avenue	140	284	538	0.260	139	0.4	9.559	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	357	78	1216	0.294	357	0.4	4.403	A
2 - Colham Green South	433	117	768	0.563	431	1.3	10.874	B
3 - Violet Avenue	171	347	499	0.343	170	0.5	11.570	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	357	78	1216	0.294	357	0.4	4.408	A
2 - Colham Green South	433	117	768	0.563	432	1.3	10.994	B
3 - Violet Avenue	171	349	498	0.344	171	0.5	11.648	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	291	64	1228	0.237	292	0.3	4.045	A
2 - Colham Green South	353	96	781	0.452	355	0.9	8.686	A
3 - Violet Avenue	140	286	536	0.261	140	0.4	9.640	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	244	54	1238	0.197	244	0.3	3.810	A
2 - Colham Green South	296	80	791	0.374	297	0.6	7.477	A
3 - Violet Avenue	117	239	565	0.207	117	0.3	8.522	A

2021 CTDM BY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	6.85	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 CTDM BY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	340	100.000
2 - Colham Green South		✓	329	100.000
3 - Violet Avenue		✓	95	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	266	72
	2 - Colham Green South	308	0	21
	3 - Violet Avenue	65	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.30	4.26	0.4	A
2 - Colham Green South	0.46	8.57	0.9	A
3 - Violet Avenue	0.21	10.15	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	256	22	1266	0.202	255	0.3	3.715	A
2 - Colham Green South	248	56	806	0.307	246	0.4	6.526	A
3 - Violet Avenue	72	232	570	0.126	71	0.2	8.094	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	305	27	1262	0.242	305	0.3	3.929	A
2 - Colham Green South	296	67	799	0.370	295	0.6	7.270	A
3 - Violet Avenue	85	278	541	0.158	85	0.2	8.857	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	374	33	1257	0.298	374	0.4	4.257	A
2 - Colham Green South	362	82	790	0.458	361	0.8	8.533	A
3 - Violet Avenue	105	340	503	0.208	104	0.3	10.118	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	374	33	1257	0.298	374	0.4	4.261	A
2 - Colham Green South	362	82	790	0.458	362	0.9	8.574	A
3 - Violet Avenue	105	341	503	0.208	105	0.3	10.148	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	305	27	1262	0.242	306	0.3	3.936	A
2 - Colham Green South	296	67	799	0.370	297	0.6	7.316	A
3 - Violet Avenue	85	280	540	0.158	86	0.2	8.894	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	256	23	1266	0.202	256	0.3	3.727	A
2 - Colham Green South	248	56	806	0.307	248	0.5	6.585	A
3 - Violet Avenue	72	234	568	0.126	72	0.2	8.144	A

2026 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	335	100.000
2 - Colham Green South		✓	403	100.000
3 - Violet Avenue		✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
	1 - Colham Green North	0	226	109
	2 - Colham Green South	323	2	79
	3 - Violet Avenue	90	71	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.30	4.48	0.5	A
2 - Colham Green South	0.58	11.48	1.4	B
3 - Violet Avenue	0.36	12.07	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	252	55	1237	0.204	251	0.3	3.835	A
2 - Colham Green South	304	82	789	0.385	301	0.6	7.514	A
3 - Violet Avenue	121	242	563	0.215	120	0.3	8.580	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	301	66	1227	0.245	300	0.3	4.086	A
2 - Colham Green South	363	99	779	0.466	362	0.9	8.812	A
3 - Violet Avenue	145	291	533	0.272	144	0.4	9.787	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	368	81	1214	0.304	368	0.5	4.475	A
2 - Colham Green South	444	121	765	0.581	442	1.4	11.341	B
3 - Violet Avenue	177	356	494	0.359	177	0.6	11.980	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	368	81	1213	0.304	368	0.5	4.480	A
2 - Colham Green South	444	121	765	0.581	444	1.4	11.479	B
3 - Violet Avenue	177	358	493	0.360	177	0.6	12.073	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	301	67	1226	0.245	301	0.3	4.094	A
2 - Colham Green South	363	99	779	0.466	365	0.9	8.940	A
3 - Violet Avenue	145	294	532	0.272	146	0.4	9.883	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	252	56	1236	0.204	252	0.3	3.849	A
2 - Colham Green South	304	83	789	0.385	305	0.6	7.631	A
3 - Violet Avenue	121	245	561	0.216	122	0.3	8.675	A

2026 CTDM FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.04	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	351	100.000
2 - Colham Green South		✓	340	100.000
3 - Violet Avenue		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	274	75
	2 - Colham Green South	318	0	22
	3 - Violet Avenue	68	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.33	0.5	A
2 - Colham Green South	0.48	8.87	0.9	A
3 - Violet Avenue	0.22	10.43	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	264	23	1266	0.209	263	0.3	3.749	A
2 - Colham Green South	256	58	805	0.318	254	0.5	6.637	A
3 - Violet Avenue	74	239	565	0.131	74	0.2	8.215	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	315	28	1261	0.250	315	0.3	3.974	A
2 - Colham Green South	306	69	798	0.383	305	0.6	7.435	A
3 - Violet Avenue	89	287	536	0.166	88	0.2	9.033	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	386	34	1256	0.308	386	0.5	4.322	A
2 - Colham Green South	374	84	788	0.475	373	0.9	8.817	A
3 - Violet Avenue	109	352	497	0.219	108	0.3	10.399	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	386	34	1256	0.308	386	0.5	4.326	A
2 - Colham Green South	374	85	788	0.475	374	0.9	8.865	A
3 - Violet Avenue	109	353	496	0.219	109	0.3	10.434	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	315	28	1261	0.250	316	0.4	3.980	A
2 - Colham Green South	306	69	797	0.383	307	0.6	7.488	A
3 - Violet Avenue	89	289	535	0.166	89	0.2	9.074	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	264	24	1265	0.209	264	0.3	3.761	A
2 - Colham Green South	256	58	805	0.318	257	0.5	6.700	A
3 - Violet Avenue	74	242	564	0.132	74	0.2	8.267	A

2031 CTDM FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	9.35	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2031 CTDM FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	345	100.000
2 - Colham Green South		✓	415	100.000
3 - Violet Avenue		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	232	113
	2 - Colham Green South	331	2	82
	3 - Violet Avenue	93	73	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.56	0.5	A
2 - Colham Green South	0.60	12.05	1.5	B
3 - Violet Avenue	0.38	12.55	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	57	1235	0.211	259	0.3	3.875	A
2 - Colham Green South	312	85	787	0.397	310	0.7	7.674	A
3 - Violet Avenue	126	249	559	0.225	125	0.3	8.741	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	310	68	1225	0.254	310	0.4	4.140	A
2 - Colham Green South	373	102	777	0.480	372	0.9	9.077	A
3 - Violet Avenue	150	299	529	0.284	150	0.4	10.040	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	380	84	1211	0.314	380	0.5	4.552	A
2 - Colham Green South	457	125	762	0.599	454	1.5	11.880	B
3 - Violet Avenue	184	365	488	0.377	183	0.6	12.449	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	380	84	1211	0.314	380	0.5	4.560	A
2 - Colham Green South	457	125	762	0.599	457	1.5	12.047	B
3 - Violet Avenue	184	367	487	0.378	184	0.6	12.554	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	310	69	1224	0.254	311	0.4	4.148	A
2 - Colham Green South	373	103	777	0.480	375	1.0	9.229	A
3 - Violet Avenue	150	301	527	0.285	151	0.4	10.150	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	58	1234	0.211	260	0.3	3.888	A
2 - Colham Green South	312	86	787	0.397	313	0.7	7.801	A
3 - Violet Avenue	126	252	557	0.226	126	0.3	8.848	A

2031 CTDM FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.26	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2031 CTDM FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	362	100.000
2 - Colham Green South		✓	352	100.000
3 - Violet Avenue		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	283	78
	2 - Colham Green South	329	0	23
	3 - Violet Avenue	70	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.32	4.40	0.5	A
2 - Colham Green South	0.49	9.19	1.0	A
3 - Violet Avenue	0.23	10.75	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	273	24	1265	0.216	272	0.3	3.785	A
2 - Colham Green South	265	60	803	0.329	263	0.5	6.759	A
3 - Violet Avenue	77	247	560	0.138	76	0.2	8.346	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	326	29	1260	0.258	325	0.4	4.023	A
2 - Colham Green South	316	72	796	0.397	315	0.7	7.619	A
3 - Violet Avenue	92	297	530	0.174	92	0.2	9.224	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	399	36	1255	0.318	398	0.5	4.393	A
2 - Colham Green South	387	88	786	0.493	386	1.0	9.136	A
3 - Violet Avenue	113	363	489	0.231	112	0.3	10.712	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	399	36	1254	0.318	399	0.5	4.397	A
2 - Colham Green South	387	88	786	0.493	387	1.0	9.194	A
3 - Violet Avenue	113	364	489	0.231	113	0.3	10.753	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	326	29	1260	0.258	326	0.4	4.030	A
2 - Colham Green South	316	72	796	0.397	317	0.7	7.682	A
3 - Violet Avenue	92	299	529	0.174	93	0.2	9.274	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	273	24	1265	0.216	273	0.3	3.798	A
2 - Colham Green South	265	60	803	0.330	265	0.5	6.829	A
3 - Violet Avenue	77	250	559	0.138	77	0.2	8.405	A

2026 Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.54	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2026 Scenario 1	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	326	100.000
2 - Colham Green South		✓	384	100.000
3 - Violet Avenue		✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	217	108
	2 - Colham Green South	303	2	79
	3 - Violet Avenue	90	71	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.30	4.43	0.4	A
2 - Colham Green South	0.55	10.75	1.2	B
3 - Violet Avenue	0.35	11.59	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	245	55	1237	0.198	244	0.3	3.812	A
2 - Colham Green South	289	82	789	0.366	287	0.6	7.300	A
3 - Violet Avenue	121	228	572	0.212	120	0.3	8.414	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	293	66	1227	0.239	293	0.3	4.053	A
2 - Colham Green South	345	98	779	0.443	344	0.8	8.459	A
3 - Violet Avenue	145	274	544	0.266	144	0.4	9.526	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	359	81	1214	0.295	358	0.4	4.426	A
2 - Colham Green South	423	120	765	0.552	421	1.2	10.650	B
3 - Violet Avenue	177	335	507	0.350	177	0.6	11.517	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	359	81	1213	0.296	359	0.4	4.431	A
2 - Colham Green South	423	121	765	0.552	423	1.2	10.754	B
3 - Violet Avenue	177	336	506	0.351	177	0.6	11.592	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	293	67	1227	0.239	293	0.3	4.062	A
2 - Colham Green South	345	99	779	0.443	347	0.8	8.563	A
3 - Violet Avenue	145	276	543	0.267	146	0.4	9.609	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	245	56	1236	0.198	245	0.3	3.823	A
2 - Colham Green South	289	83	789	0.366	290	0.6	7.398	A
3 - Violet Avenue	121	231	570	0.213	122	0.3	8.500	A

2026 Scenario 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	6.94	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2026 Scenario 1	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	347	100.000
2 - Colham Green South		✓	336	100.000
3 - Violet Avenue		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	270	75
	2 - Colham Green South	314	0	22
	3 - Violet Avenue	68	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.30	4.31	0.5	A
2 - Colham Green South	0.47	8.79	0.9	A
3 - Violet Avenue	0.22	9.90	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	261	23	1266	0.206	260	0.3	3.738	A
2 - Colham Green South	253	57	805	0.314	251	0.5	6.617	A
3 - Violet Avenue	74	236	567	0.131	74	0.2	7.819	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	312	28	1261	0.247	311	0.3	3.960	A
2 - Colham Green South	302	69	798	0.378	301	0.6	7.395	A
3 - Violet Avenue	89	284	538	0.165	89	0.2	8.587	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	382	34	1256	0.304	381	0.5	4.301	A
2 - Colham Green South	370	84	788	0.469	369	0.9	8.740	A
3 - Violet Avenue	109	347	499	0.218	108	0.3	9.865	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	382	34	1256	0.304	382	0.5	4.305	A
2 - Colham Green South	370	84	788	0.469	370	0.9	8.786	A
3 - Violet Avenue	109	348	499	0.218	109	0.3	9.898	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	312	28	1261	0.247	312	0.3	3.966	A
2 - Colham Green South	302	69	798	0.378	303	0.6	7.446	A
3 - Violet Avenue	89	285	537	0.165	89	0.2	8.627	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	261	24	1265	0.206	261	0.3	3.750	A
2 - Colham Green South	253	58	805	0.314	253	0.5	6.679	A
3 - Violet Avenue	74	238	565	0.131	74	0.2	7.868	A

2026 Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.43	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D9	2026 Scenario 2	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	325	100.000
2 - Colham Green South		✓	379	100.000
3 - Violet Avenue		✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	216	108
	2 - Colham Green South	298	2	79
	3 - Violet Avenue	90	71	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.29	4.43	0.4	A
2 - Colham Green South	0.54	10.58	1.2	B
3 - Violet Avenue	0.35	11.47	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	244	55	1237	0.198	243	0.3	3.810	A
2 - Colham Green South	285	82	789	0.361	283	0.6	7.246	A
3 - Violet Avenue	121	224	574	0.211	120	0.3	8.372	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	292	66	1227	0.238	292	0.3	4.050	A
2 - Colham Green South	341	98	779	0.437	340	0.8	8.368	A
3 - Violet Avenue	145	269	547	0.265	144	0.4	9.458	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	358	81	1214	0.295	357	0.4	4.421	A
2 - Colham Green South	417	120	765	0.545	415	1.2	10.478	B
3 - Violet Avenue	177	329	510	0.348	177	0.6	11.397	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	358	81	1213	0.295	358	0.4	4.426	A
2 - Colham Green South	417	121	765	0.545	417	1.2	10.576	B
3 - Violet Avenue	177	330	509	0.348	177	0.6	11.470	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	292	66	1227	0.238	292	0.3	4.058	A
2 - Colham Green South	341	99	779	0.437	342	0.8	8.466	A
3 - Violet Avenue	145	271	546	0.265	146	0.4	9.540	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	244	56	1236	0.198	245	0.3	3.820	A
2 - Colham Green South	285	83	789	0.361	286	0.6	7.339	A
3 - Violet Avenue	121	227	573	0.212	122	0.3	8.456	A

2026 Scenario 2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	6.99	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D10	2026 Scenario 2	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	346	100.000
2 - Colham Green South		✓	336	100.000
3 - Violet Avenue		✓	99	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	269	75
	2 - Colham Green South	314	0	22
	3 - Violet Avenue	68	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.30	4.30	0.5	A
2 - Colham Green South	0.47	8.77	0.9	A
3 - Violet Avenue	0.22	10.36	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	23	1266	0.206	259	0.3	3.737	A
2 - Colham Green South	253	58	805	0.314	251	0.5	6.602	A
3 - Violet Avenue	74	236	567	0.131	74	0.2	8.182	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	311	28	1261	0.246	311	0.3	3.958	A
2 - Colham Green South	302	69	797	0.378	301	0.6	7.379	A
3 - Violet Avenue	89	283	538	0.165	88	0.2	8.986	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	381	34	1256	0.303	380	0.5	4.298	A
2 - Colham Green South	370	85	788	0.469	368	0.9	8.723	A
3 - Violet Avenue	109	347	499	0.218	108	0.3	10.323	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	381	34	1256	0.303	381	0.5	4.301	A
2 - Colham Green South	370	85	788	0.469	370	0.9	8.769	A
3 - Violet Avenue	109	348	499	0.218	109	0.3	10.357	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	311	28	1261	0.247	311	0.3	3.963	A
2 - Colham Green South	302	69	797	0.378	303	0.6	7.430	A
3 - Violet Avenue	89	285	537	0.165	89	0.2	9.026	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	24	1265	0.206	261	0.3	3.746	A
2 - Colham Green South	253	58	804	0.314	253	0.5	6.664	A
3 - Violet Avenue	74	238	565	0.131	74	0.2	8.236	A

2031 Scenario 1 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.87	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D11	2031 Scenario 1 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	336	100.000
2 - Colham Green South		✓	395	100.000
3 - Violet Avenue		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	224	112
	2 - Colham Green South	311	2	82
	3 - Violet Avenue	93	73	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.51	0.5	A
2 - Colham Green South	0.57	11.25	1.3	B
3 - Violet Avenue	0.37	12.04	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	253	57	1235	0.205	252	0.3	3.850	A
2 - Colham Green South	298	85	788	0.378	295	0.6	7.449	A
3 - Violet Avenue	126	234	568	0.221	125	0.3	8.568	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	302	68	1225	0.247	302	0.3	4.106	A
2 - Colham Green South	355	102	777	0.457	354	0.8	8.702	A
3 - Violet Avenue	150	281	539	0.279	150	0.4	9.768	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	370	84	1211	0.306	370	0.5	4.503	A
2 - Colham Green South	435	125	763	0.571	433	1.3	11.125	B
3 - Violet Avenue	184	344	501	0.367	183	0.6	11.946	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	370	84	1211	0.306	370	0.5	4.509	A
2 - Colham Green South	435	125	763	0.571	435	1.3	11.250	B
3 - Violet Avenue	184	345	500	0.368	184	0.6	12.039	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	302	69	1224	0.247	303	0.3	4.115	A
2 - Colham Green South	355	102	777	0.457	357	0.9	8.822	A
3 - Violet Avenue	150	283	538	0.279	151	0.4	9.862	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	253	58	1234	0.205	254	0.3	3.863	A
2 - Colham Green South	298	86	787	0.378	299	0.6	7.561	A
3 - Violet Avenue	126	237	566	0.222	126	0.3	8.665	A

2031 Scenario 1 FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.20	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D12	2031 Scenario 1 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	358	100.000
2 - Colham Green South		✓	347	100.000
3 - Violet Avenue		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	279	77
	2 - Colham Green South	325	0	23
	3 - Violet Avenue	70	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.38	0.5	A
2 - Colham Green South	0.49	9.08	1.0	A
3 - Violet Avenue	0.23	10.67	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	270	24	1265	0.213	269	0.3	3.774	A
2 - Colham Green South	262	60	803	0.325	260	0.5	6.718	A
3 - Violet Avenue	77	244	562	0.137	76	0.2	8.313	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	322	29	1260	0.256	322	0.4	4.008	A
2 - Colham Green South	312	71	796	0.392	312	0.6	7.558	A
3 - Violet Avenue	92	293	532	0.173	92	0.2	9.176	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	394	36	1255	0.314	394	0.5	4.371	A
2 - Colham Green South	382	87	786	0.487	381	0.9	9.032	A
3 - Violet Avenue	113	359	492	0.229	112	0.3	10.633	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	394	36	1254	0.314	394	0.5	4.375	A
2 - Colham Green South	382	88	786	0.487	382	1.0	9.085	A
3 - Violet Avenue	113	360	491	0.230	113	0.3	10.673	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	322	29	1260	0.256	323	0.4	4.016	A
2 - Colham Green South	312	72	796	0.392	313	0.7	7.619	A
3 - Violet Avenue	92	295	531	0.174	93	0.2	9.224	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	270	24	1265	0.213	270	0.3	3.784	A
2 - Colham Green South	262	60	803	0.326	262	0.5	6.788	A
3 - Violet Avenue	77	247	560	0.138	77	0.2	8.371	A

2031 Scenario 2 FBY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.77	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D13	2031 Scenario 2 FBY	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	336	100.000
2 - Colham Green South		✓	391	100.000
3 - Violet Avenue		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	223	112
	2 - Colham Green South	307	2	82
	3 - Violet Avenue	93	73	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.50	0.5	A
2 - Colham Green South	0.56	11.08	1.3	B
3 - Violet Avenue	0.37	11.92	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	253	57	1235	0.205	252	0.3	3.848	A
2 - Colham Green South	294	85	788	0.373	292	0.6	7.399	A
3 - Violet Avenue	126	231	570	0.221	125	0.3	8.529	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	302	68	1225	0.246	301	0.3	4.102	A
2 - Colham Green South	351	102	777	0.452	350	0.8	8.619	A
3 - Violet Avenue	150	277	542	0.277	150	0.4	9.705	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	369	84	1211	0.305	369	0.5	4.498	A
2 - Colham Green South	430	125	763	0.564	428	1.3	10.961	B
3 - Violet Avenue	184	339	504	0.365	183	0.6	11.835	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	369	84	1211	0.305	369	0.5	4.503	A
2 - Colham Green South	430	125	763	0.564	430	1.3	11.077	B
3 - Violet Avenue	184	340	503	0.365	184	0.6	11.922	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	302	69	1224	0.246	302	0.3	4.112	A
2 - Colham Green South	351	102	777	0.452	353	0.9	8.733	A
3 - Violet Avenue	150	279	541	0.278	151	0.4	9.798	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	253	58	1234	0.205	253	0.3	3.862	A
2 - Colham Green South	294	86	787	0.374	295	0.6	7.503	A
3 - Violet Avenue	126	233	569	0.221	126	0.3	8.621	A

2031 Scenario 2 FBY, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.20	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D14	2031 Scenario 2 FBY	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	357	100.000
2 - Colham Green South		✓	347	100.000
3 - Violet Avenue		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	277	77
	2 - Colham Green South	325	0	23
	3 - Violet Avenue	70	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.37	0.5	A
2 - Colham Green South	0.49	9.08	1.0	A
3 - Violet Avenue	0.23	10.67	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	269	24	1265	0.212	268	0.3	3.771	A
2 - Colham Green South	261	60	803	0.325	260	0.5	6.715	A
3 - Violet Avenue	77	244	562	0.137	76	0.2	8.312	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	321	29	1260	0.255	321	0.4	4.003	A
2 - Colham Green South	312	71	796	0.392	312	0.6	7.556	A
3 - Violet Avenue	92	293	532	0.173	92	0.2	9.175	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	393	36	1255	0.313	393	0.5	4.364	A
2 - Colham Green South	382	87	786	0.486	381	0.9	9.029	A
3 - Violet Avenue	113	359	492	0.229	112	0.3	10.632	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	393	36	1254	0.313	393	0.5	4.368	A
2 - Colham Green South	382	87	786	0.486	382	1.0	9.082	A
3 - Violet Avenue	113	360	492	0.230	113	0.3	10.671	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	321	29	1260	0.255	321	0.4	4.010	A
2 - Colham Green South	312	72	796	0.392	313	0.7	7.618	A
3 - Violet Avenue	92	295	531	0.173	93	0.2	9.224	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	269	24	1265	0.213	269	0.3	3.783	A
2 - Colham Green South	261	60	803	0.325	262	0.5	6.787	A
3 - Violet Avenue	77	247	560	0.138	77	0.2	8.369	A

2031 Scenario 1 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D15	2031 Scenario 1 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	345	100.000
2 - Colham Green South		✓	398	100.000
3 - Violet Avenue		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	232	113
	2 - Colham Green South	314	2	82
	3 - Violet Avenue	93	73	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.56	0.5	A
2 - Colham Green South	0.57	11.35	1.4	B
3 - Violet Avenue	0.37	12.11	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	57	1235	0.210	259	0.3	3.873	A
2 - Colham Green South	299	85	787	0.380	297	0.6	7.480	A
3 - Violet Avenue	126	236	567	0.222	125	0.3	8.593	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	310	68	1225	0.253	310	0.4	4.137	A
2 - Colham Green South	358	102	777	0.460	357	0.9	8.753	A
3 - Violet Avenue	150	283	538	0.279	150	0.4	9.805	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	380	84	1211	0.314	379	0.5	4.549	A
2 - Colham Green South	438	125	762	0.574	436	1.3	11.224	B
3 - Violet Avenue	184	347	500	0.369	183	0.6	12.016	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	380	84	1211	0.314	380	0.5	4.557	A
2 - Colham Green South	438	125	762	0.575	438	1.4	11.354	B
3 - Violet Avenue	184	348	499	0.369	184	0.6	12.110	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	310	69	1224	0.253	311	0.4	4.147	A
2 - Colham Green South	358	103	777	0.460	359	0.9	8.876	A
3 - Violet Avenue	150	286	537	0.280	151	0.4	9.902	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	260	58	1234	0.210	260	0.3	3.886	A
2 - Colham Green South	299	86	787	0.380	300	0.6	7.593	A
3 - Violet Avenue	126	239	565	0.223	126	0.3	8.691	A

2031 Scenario 1 + Resi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.28	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D16	2031 Scenario 1 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	362	100.000
2 - Colham Green South		✓	352	100.000
3 - Violet Avenue		✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	282	78
	2 - Colham Green South	330	0	23
	3 - Violet Avenue	70	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.32	4.39	0.5	A
2 - Colham Green South	0.49	9.21	1.0	A
3 - Violet Avenue	0.23	10.78	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	272	24	1265	0.215	271	0.3	3.784	A
2 - Colham Green South	265	60	803	0.330	263	0.5	6.766	A
3 - Violet Avenue	77	248	560	0.138	77	0.2	8.356	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	325	29	1260	0.258	325	0.4	4.022	A
2 - Colham Green South	317	72	796	0.398	316	0.7	7.630	A
3 - Violet Avenue	92	298	529	0.174	92	0.2	9.239	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	398	36	1255	0.318	398	0.5	4.391	A
2 - Colham Green South	388	88	786	0.494	387	1.0	9.156	A
3 - Violet Avenue	113	364	489	0.231	113	0.3	10.736	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	398	36	1254	0.318	398	0.5	4.395	A
2 - Colham Green South	388	88	786	0.494	388	1.0	9.214	A
3 - Violet Avenue	113	365	488	0.232	113	0.3	10.777	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	325	29	1260	0.258	326	0.4	4.030	A
2 - Colham Green South	317	72	796	0.398	318	0.7	7.693	A
3 - Violet Avenue	92	299	528	0.175	93	0.2	9.287	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	272	24	1265	0.215	273	0.3	3.796	A
2 - Colham Green South	265	60	803	0.330	266	0.5	6.837	A
3 - Violet Avenue	77	251	558	0.139	78	0.2	8.416	A

2031 Scenario 2 + Resi, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	8.82	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D17	2031 Scenario 2 + Resi	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	344	100.000
2 - Colham Green South		✓	394	100.000
3 - Violet Avenue		✓	167	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	231	113
	2 - Colham Green South	310	2	82
	3 - Violet Avenue	93	73	1

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	3	10
	2 - Colham Green South	2	0	4
	3 - Violet Avenue	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.31	4.55	0.5	A
2 - Colham Green South	0.57	11.20	1.3	B
3 - Violet Avenue	0.37	12.01	0.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	259	57	1235	0.210	258	0.3	3.871	A
2 - Colham Green South	296	85	787	0.377	294	0.6	7.437	A
3 - Violet Avenue	126	233	569	0.221	125	0.3	8.557	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	309	68	1225	0.252	309	0.4	4.134	A
2 - Colham Green South	354	102	777	0.456	353	0.8	8.679	A
3 - Violet Avenue	150	280	540	0.278	150	0.4	9.751	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	379	84	1211	0.313	378	0.5	4.544	A
2 - Colham Green South	434	125	762	0.569	432	1.3	11.077	B
3 - Violet Avenue	184	342	502	0.367	183	0.6	11.918	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	379	84	1211	0.313	379	0.5	4.551	A
2 - Colham Green South	434	125	762	0.569	433	1.3	11.201	B
3 - Violet Avenue	184	344	501	0.367	184	0.6	12.007	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	309	69	1224	0.253	310	0.4	4.142	A
2 - Colham Green South	354	102	777	0.456	356	0.9	8.799	A
3 - Violet Avenue	150	282	539	0.279	151	0.4	9.844	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	259	58	1234	0.210	259	0.3	3.885	A
2 - Colham Green South	296	86	787	0.377	297	0.6	7.545	A
3 - Violet Avenue	126	236	567	0.222	126	0.3	8.654	A

2031 Scenario 2 + Resi, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Colham Green Road / Violet Avenue	Mini-roundabout		1, 2, 3	7.27	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D18	2031 Scenario 2 + Resi	PM	ONE HOUR	16:45	18:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Colham Green North		✓	361	100.000
2 - Colham Green South		✓	352	100.000
3 - Violet Avenue		✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	2	281	77
	2 - Colham Green South	329	0	23
	3 - Violet Avenue	70	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Colham Green North	2 - Colham Green South	3 - Violet Avenue
From	1 - Colham Green North	0	2	15
	2 - Colham Green South	2	0	0
	3 - Violet Avenue	19	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Colham Green North	0.32	4.39	0.5	A
2 - Colham Green South	0.49	9.19	1.0	A
3 - Violet Avenue	0.23	10.76	0.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	271	24	1265	0.215	270	0.3	3.781	A
2 - Colham Green South	265	60	803	0.330	263	0.5	6.759	A
3 - Violet Avenue	77	247	560	0.138	77	0.2	8.350	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	324	29	1260	0.257	324	0.4	4.017	A
2 - Colham Green South	316	71	796	0.397	315	0.7	7.619	A
3 - Violet Avenue	92	297	530	0.174	92	0.2	9.231	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	397	36	1255	0.316	397	0.5	4.384	A
2 - Colham Green South	387	88	786	0.493	386	1.0	9.137	A
3 - Violet Avenue	113	363	489	0.231	113	0.3	10.722	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	397	36	1254	0.316	397	0.5	4.388	A
2 - Colham Green South	387	88	786	0.493	387	1.0	9.194	A
3 - Violet Avenue	113	365	489	0.231	113	0.3	10.763	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	324	29	1260	0.257	325	0.4	4.023	A
2 - Colham Green South	316	72	796	0.397	317	0.7	7.681	A
3 - Violet Avenue	92	299	529	0.175	93	0.2	9.280	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Colham Green North	271	24	1265	0.215	272	0.3	3.790	A
2 - Colham Green South	265	60	803	0.330	265	0.5	6.827	A
3 - Violet Avenue	77	250	558	0.138	78	0.2	8.408	A

