Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.0.1820

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Filename: Site Access.j10
Path: T:\Projects\15000 Series\15098ITB Land East of Albion Road, Marden\Tech\Junction Assessments\2024 Appeal
Report generation date: 05/09/2024 09:20:37

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2029 + Development					
Stream B-AC	0.1	7.64	0.09	0.0	7.37	0.04
Stream C-AB	0.0	5.13	0.01	0.0	5.14	0.02

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	
Location	
Site number	
Date	01/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	Relationship type	Relationship
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15			
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15			
D3	2029 Baseline	AM	ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2029 Baseline	PM	ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	Development	AM	ONE HOUR	07:45	09:15	15			
D6	Development	PM	ONE HOUR	16:45	18:15	15			
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2029 AM		1.0479
G2	2022-2029 PM		1.0542

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2029 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Albion Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.39	A

Arms

Arms

Arm	Name	Description	Arm type
A	Albion Road N		Major
B	Site Access		Minor
C	Albion Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Albion Road S	5.23			200.0	✓	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 - Site Access	One lane	3.00	101	65

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	543	0.102	0.258	0.163	0.369
B-C	665	0.105	0.266	-	-
C-B	690	0.276	0.276	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Albion Road N		ONE HOUR	✓	111	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Albion Road S		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Albion Road N	B - Site Access	C - Albion Road S
From	A - Albion Road N	0	14	97
	B - Site Access	34	0	9
	C - Albion Road S	87	4	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Albion Road N	B - Site Access	C - Albion Road S
From	A - Albion Road N	0	0	4
	B - Site Access	0	0	0
	C - Albion Road S	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.64	0.1	A	39	59
C-AB	0.01	5.13	0.0	A	4	6
C-A					79	119
A-B					13	19
A-C					89	134

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	533	0.061	32	0.0	0.1	7.183	A
C-AB	3	0.83	706	0.005	3	0.0	0.0	5.123	A
C-A	65	16			65				
A-B	11	3			11				
A-C	73	18			73				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	527	0.073	39	0.1	0.1	7.372	A
C-AB	4	1	709	0.006	4	0.0	0.0	5.102	A
C-A	78	19			78				
A-B	13	3			13				
A-C	88	22			88				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	518	0.091	47	0.1	0.1	7.641	A
C-AB	5	1	714	0.007	5	0.0	0.0	5.075	A
C-A	95	24			95				
A-B	15	4			15				
A-C	107	27			107				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	518	0.091	47	0.1	0.1	7.641	A
C-AB	5	1	714	0.007	5	0.0	0.0	5.080	A
C-A	95	24			95				
A-B	15	4			15				
A-C	107	27			107				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	527	0.073	39	0.1	0.1	7.375	A
C-AB	4	1	709	0.006	4	0.0	0.0	5.110	A
C-A	78	19			78				
A-B	13	3			13				
A-C	88	22			88				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	533	0.061	32	0.1	0.1	7.194	A
C-AB	3	0.83	706	0.005	3	0.0	0.0	5.128	A
C-A	65	16			65				
A-B	11	3			11				
A-C	73	18			73				

2029 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Albion Road S - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

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	Relationship type	Relationship
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Albion Road N		ONE HOUR	✓	143	100.000
B - Site Access		ONE HOUR	✓	19	100.000
C - Albion Road S		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Albion Road N	B - Site Access	C - Albion Road S
From	A - Albion Road N	0	34	109
	B - Site Access	15	0	4
	C - Albion Road S	104	10	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Albion Road N	B - Site Access	C - Albion Road S
From	A - Albion Road N	0	0	1
	B - Site Access	0	0	0
	C - Albion Road S	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	7.37	0.0	A	17	26
C-AB	0.02	5.14	0.0	A	11	16
C-A					94	141
A-B					31	47
A-C					100	149

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	527	0.027	14	0.0	0.0	7.020	A
C-AB	8	2	709	0.012	8	0.0	0.0	5.139	A
C-A	78	19			78				
A-B	26	6			26				
A-C	82	20			82				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	519	0.033	17	0.0	0.0	7.165	A
C-AB	10	3	713	0.015	10	0.0	0.0	5.122	A
C-A	92	23			92				
A-B	31	8			31				
A-C	98	24			98				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	509	0.041	21	0.0	0.0	7.371	A
C-AB	13	3	719	0.018	13	0.0	0.0	5.101	A
C-A	113	28			113				
A-B	37	9			37				
A-C	120	30			120				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	509	0.041	21	0.0	0.0	7.371	A
C-AB	13	3	719	0.018	13	0.0	0.0	5.105	A
C-A	113	28			113				
A-B	37	9			37				
A-C	120	30			120				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	519	0.033	17	0.0	0.0	7.169	A
C-AB	10	3	713	0.015	10	0.0	0.0	5.127	A
C-A	92	23			92				
A-B	31	8			31				
A-C	98	24			98				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	527	0.027	14	0.0	0.0	7.023	A
C-AB	8	2	709	0.012	8	0.0	0.0	5.144	A
C-A	78	19			78				
A-B	26	6			26				
A-C	82	20			82				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Howland Rd_Albion Rd_Sutton Forge.j10
Path: T:\Projects\15000 Series\15098ITB Land East of Albion Road, Marden\Tech\Junction Assessments\2024 Appeal
Report generation date: 05/09/2024 09:50:04

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2022 Observed					
1 - High St / Howland Rd / Albion Rd - Stream B-AC	0.3	6.53	0.21	0.2	6.23	0.19
1 - High St / Howland Rd / Albion Rd - Stream C-AB	0.3	7.73	0.24	0.6	7.72	0.34
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream B-ACD	0.0	6.32	0.02	0.0	6.37	0.02
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream A-BCD	0.0	5.50	0.00	0.0	5.33	0.01
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream C-ABD	0.0	5.65	0.01	0.0	5.73	0.01
3 - Howland Rd / Albion Rd Link - Stream B-AC	0.0	7.75	0.01	0.0	7.73	0.01
3 - Howland Rd / Albion Rd Link - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2029 Baseline					
1 - High St / Howland Rd / Albion Rd - Stream B-AC	0.3	6.64	0.22	0.3	6.32	0.21
1 - High St / Howland Rd / Albion Rd - Stream C-AB	0.4	7.85	0.25	0.7	7.91	0.36
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream B-ACD	0.0	6.34	0.03	0.0	6.39	0.02
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream A-BCD	0.0	5.48	0.00	0.0	5.31	0.01
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream C-ABD	0.0	5.63	0.01	0.0	5.71	0.01
3 - Howland Rd / Albion Rd Link - Stream B-AC	0.0	7.80	0.01	0.0	7.78	0.01
3 - Howland Rd / Albion Rd Link - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
	2029 + Development					
1 - High St / Howland Rd / Albion Rd - Stream B-AC	0.4	7.08	0.28	0.3	6.50	0.23
1 - High St / Howland Rd / Albion Rd - Stream C-AB	0.4	8.11	0.27	0.9	8.90	0.43
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream B-ACD	0.0	6.37	0.03	0.0	6.49	0.02
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream A-BCD	0.0	5.47	0.00	0.0	5.19	0.01
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
2 - Albion Rd / Sutton Forge / Howland Rd Link - Stream C-ABD	0.0	5.50	0.01	0.0	5.69	0.01
3 - Howland Rd / Albion Rd Link - Stream B-AC	0.0	7.80	0.01	0.0	7.78	0.01
3 - Howland Rd / Albion Rd Link - Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

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	High St / Howland Rd / Albion Rd / Sutton Forge
Location	Marden, Kent
Site number	
Date	05/07/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2029 AM		1.0479
G2	2022-2029 PM		1.0542

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

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	Relationship type	Relationship
D8	2029 + Development	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D4+D6

2029 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix	3 - Howland Rd / Albion Rd Link	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High St / Howland Rd / Albion Rd	T-Junction	Two-way	Two-way	Two-way			5.47	A
2	Albion Rd / Sutton Forge / Howland Rd Link	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.35	A
3	Howland Rd / Albion Rd Link	T-Junction	Two-way	Two-way	Two-way			0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - High St / Howland Rd / Albion Rd	A	Howland Rd (S)		Major
	B	Albion Rd		Minor
	C	High St (N)		Major
2 - Albion Rd / Sutton Forge / Howland Rd Link	A	Albion Rd (N)		Major
	B	Howland Rd Link		Minor
	C	Albion Rd (S)		Major
	D	Sutton Forge		Minor
3 - Howland Rd / Albion Rd Link	A	Howland Rd (S)		Major
	B	Albion Rd Link		Minor
	C	Howland Rd (N)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - High St / Howland Rd / Albion Rd	C - High St (N)	7.14			56.3	✓	0.00
2 - Albion Rd / Sutton Forge / Howland Rd Link	A - Albion Rd (N)	8.70			85.0	✓	0.00
	C - Albion Rd (S)	7.20			34.0	✓	0.00
3 - Howland Rd / Albion Rd Link	C - Howland Rd (N)	6.02			94.8	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - High St / Howland Rd / Albion Rd	B - Albion Rd	One lane	5.00	73	10
2 - Albion Rd / Sutton Forge / Howland Rd Link	B - Howland Rd Link	One lane	2.71	18	12
	D - Sutton Forge	One lane	4.58	27	19
3 - Howland Rd / Albion Rd Link	B - Albion Rd Link	One lane	3.60	14	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - High St / Howland Rd / Albion Rd	B-A	607	0.105	0.266	0.167	0.380
	B-C	757	0.110	0.279	-	-
	C-B	607	0.223	0.223	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
2 - Albion Rd / Sutton Forge / Howland Rd Link	A-D	623	-	-	-	0.213	0.213	0.213	-	0.213	-	-
	B-AD	475	0.082	0.207	-	-	-	0.130	0.296	0.130	0.082	0.207
	B-C	613	0.089	0.225	-	-	-	-	-	-	0.089	0.225
	C-B	594	0.218	0.218	-	-	-	-	-	-	0.218	0.218
	D-A	736	-	-	-	0.252	0.100	0.252	-	0.100	-	-
	D-BC	574	0.147	0.147	0.333	0.233	0.092	0.233	-	0.092	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Howland Rd / Albion Rd Link	B-A	521	0.095	0.240	0.151	0.342
	B-C	674	0.103	0.261	-	-
	C-B	629	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - High St / Howland Rd / Albion Rd	A - Howland Rd (S)		ONE HOUR	✓	81	100.000
	B - Albion Rd		ONE HOUR	✓	149	100.000
	C - High St (N)		ONE HOUR	✓	375	100.000
2 - Albion Rd / Sutton Forge / Howland Rd Link	A - Albion Rd (N)		ONE HOUR	✓	202	100.000
	B - Howland Rd Link		ONE HOUR	✓	8	100.000
	C - Albion Rd (S)		ONE HOUR	✓	158	100.000
	D - Sutton Forge		ONE HOUR	✓	1	100.000
3 - Howland Rd / Albion Rd Link	A - Howland Rd (S)		ONE HOUR	✓	90	100.000
	B - Albion Rd Link		ONE HOUR	✓	6	100.000
	C - Howland Rd (N)		ONE HOUR	✓	173	100.000

Origin-Destination Data

1 - High St / Howland Rd / Albion Rd

Demand (Veh/hr)

		To		
		A - Howland Rd (S)	B - Albion Rd	C - High St (N)
From	A - Howland Rd (S)	0	0	81
	B - Albion Rd	0	0	149
	C - High St (N)	173	202	0

2 - Albion Rd / Sutton Forge / Howland Rd Link

Demand (Veh/hr)

		To			
		A - Albion Rd (N)	B - Howland Rd Link	C - Albion Rd (S)	D - Sutton Forge
From	A - Albion Rd (N)	0	0	197	4
	B - Howland Rd Link	0	0	8	0
	C - Albion Rd (S)	149	6	0	3
	D - Sutton Forge	1	0	0	0

3 - Howland Rd / Albion Rd Link

Demand (Veh/hr)

		To		
		A - Howland Rd (S)	B - Albion Rd Link	C - Howland Rd (N)
From	A - Howland Rd (S)	0	8	81
	B - Albion Rd Link	6	0	0
	C - Howland Rd (N)	173	0	0

Vehicle Mix

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

1 - High St / Howland Rd / Albion Rd

Heavy Vehicle %

		To		
		A - Howland Rd (S)	B - Albion Rd	C - High St (N)
From	A - Howland Rd (S)	0	0	3
	B - Albion Rd	0	0	2
	C - High St (N)	1	1	0

2 - Albion Rd / Sutton Forge / Howland Rd Link

Heavy Vehicle %

		To			
		A - Albion Rd (N)	B - Howland Rd Link	C - Albion Rd (S)	D - Sutton Forge
From	A - Albion Rd (N)	0	0	1	0
	B - Howland Rd Link	0	0	0	0
	C - Albion Rd (S)	2	0	0	0
	D - Sutton Forge	0	0	0	0

3 - Howland Rd / Albion Rd Link

Heavy Vehicle %

		To		
		A - Howland Rd (S)	B - Albion Rd Link	C - Howland Rd (N)
From	A - Howland Rd (S)	0	0	0
	B - Albion Rd Link	0	0	0
	C - Howland Rd (N)	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - High St / Howland Rd / Albion Rd	B-AC	0.23	6.50	0.3	A	137	205
	C-AB	0.43	8.90	0.9	A	242	364
	C-A					101	152
	A-B					0	0
	A-C					74	112
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	0.02	6.49	0.0	A	8	12
	A-BCD	0.01	5.19	0.0	A	5	8
	A-B					0	0
	A-C					180	270
	D-ABC	0.00	0.00	0.0	A	0	0
	C-ABD	0.01	5.69	0.0	A	7	11
	C-D					3	4
	C-A					135	203
3 - Howland Rd / Albion Rd Link	B-AC	0.01	7.78	0.0	A	6	9
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					159	238
	A-B					8	12
	A-C					74	112

Main Results for each time segment

16:15 - 16:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	112	28	726	0.154	111	0.0	0.2	5.853	A
	C-AB	188	47	675	0.279	186	0.0	0.4	7.350	A
	C-A	94	23			94				
	A-B	0	0			0				
	A-C	61	15			61				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	6	2	579	0.011	6	0.0	0.0	6.281	A
	A-BCD	4	1	697	0.006	4	0.0	0.0	5.193	A
	A-B	0	0			0				
	A-C	148	37			148				
	D-ABC	0	0	602	0.000	0	0.0	0.0	0.000	A
	C-ABD	6	1	639	0.009	6	0.0	0.0	5.683	A
	C-D	2	0.59			2				
	C-A	111	28			111				
3 - Howland Rd / Albion Rd Link	B-AC	5	1	486	0.010	5	0.0	0.0	7.482	A
	C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
	C-A	130	33			130				
	A-B	6	2			6				
	A-C	61	15			61				

16:30 - 16:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	134	33	723	0.185	134	0.2	0.2	6.111	A
	C-AB	234	59	690	0.340	234	0.4	0.6	7.901	A
	C-A	102	26			102				
	A-B	0	0			0				
	A-C	73	18			73				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	8	2	573	0.013	8	0.0	0.0	6.368	A
	A-BCD	5	1	712	0.007	5	0.0	0.0	5.091	A
	A-B	0	0			0				
	A-C	176	44			176				
	D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
	C-ABD	7	2	648	0.011	7	0.0	0.0	5.611	A
	C-D	3	0.70			3				
	C-A	132	33			132				
3 - Howland Rd / Albion Rd Link	B-AC	6	1	479	0.012	6	0.0	0.0	7.603	A
	C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
	C-A	155	39			155				
	A-B	8	2			8				
	A-C	73	18			73				

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	164	41	718	0.228	164	0.2	0.3	6.491	A
	C-AB	304	76	710	0.428	303	0.6	0.9	8.849	A
	C-A	108	27			108				
	A-B	0	0			0				
	A-C	89	22			89				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	9	2	564	0.016	9	0.0	0.0	6.491	A
	A-BCD	7	2	733	0.009	7	0.0	0.0	4.956	A
	A-B	0	0			0				
	A-C	215	54			215				
	D-ABC	0	0	582	0.000	0	0.0	0.0	0.000	A
	C-ABD	9	2	662	0.014	9	0.0	0.0	5.516	A
	C-D	3	0.86			3				
	C-A	162	40			162				
3 - Howland Rd / Albion Rd Link	B-AC	7	2	470	0.015	7	0.0	0.0	7.778	A
	C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
	C-A	190	48			190				
	A-B	9	2			9				
	A-C	89	22			89				

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	164	41	718	0.228	164	0.3	0.3	6.496	A
	C-AB	304	76	710	0.429	304	0.9	0.9	8.898	A
	C-A	108	27			108				
	A-B	0	0			0				
	A-C	89	22			89				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	9	2	564	0.016	9	0.0	0.0	6.491	A
	A-BCD	7	2	733	0.009	7	0.0	0.0	4.957	A
	A-B	0	0			0				
	A-C	215	54			215				
	D-ABC	0	0	582	0.000	0	0.0	0.0	0.000	A
	C-ABD	9	2	662	0.014	9	0.0	0.0	5.518	A
	C-D	3	0.86			3				
	C-A	162	40			162				
3 - Howland Rd / Albion Rd Link	B-AC	7	2	470	0.015	7	0.0	0.0	7.778	A
	C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
	C-A	190	48			190				
	A-B	9	2			9				
	A-C	89	22			89				

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	134	33	723	0.185	134	0.3	0.2	6.118	A
	C-AB	235	59	690	0.340	236	0.9	0.6	7.964	A
	C-A	102	25			102				
	A-B	0	0			0				
	A-C	73	18			73				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	8	2	573	0.013	8	0.0	0.0	6.371	A
	A-BCD	5	1	712	0.007	5	0.0	0.0	5.093	A
	A-B	0	0			0				
	A-C	176	44			176				
	D-ABC	0	0	594	0.000	0	0.0	0.0	0.000	A
	C-ABD	7	2	648	0.011	7	0.0	0.0	5.616	A
	C-D	3	0.70			3				
	C-A	132	33			132				
3 - Howland Rd / Albion Rd Link	B-AC	6	1	479	0.012	6	0.0	0.0	7.603	A
	C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
	C-A	155	39			155				
	A-B	8	2			8				
	A-C	73	18			73				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - High St / Howland Rd / Albion Rd	B-AC	112	28	726	0.154	112	0.2	0.2	5.869	A
	C-AB	189	47	675	0.279	189	0.6	0.5	7.424	A
	C-A	93	23			93				
	A-B	0	0			0				
	A-C	61	15			61				
2 - Albion Rd / Sutton Forge / Howland Rd Link	B-ACD	6	2	579	0.011	6	0.0	0.0	6.284	A
	A-BCD	4	1	697	0.006	4	0.0	0.0	5.194	A
	A-B	0	0			0				
	A-C	148	37			148				
	D-ABC	0	0	602	0.000	0	0.0	0.0	0.000	A
	C-ABD	6	1	639	0.009	6	0.0	0.0	5.687	A
	C-D	2	0.59			2				
	C-A	111	28			111				
3 - Howland Rd / Albion Rd Link	B-AC	5	1	486	0.010	5	0.0	0.0	7.482	A
	C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
	C-A	130	33			130				
	A-B	6	2			6				
	A-C	61	15			61				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: High Street-Maidstone Road.j10
Path: T:\Projects\15000 Series\15098ITB Land East of Albion Road, Marden\Tech\Junction Assessments\2024 Appeal
Report generation date: 05/09/2024 09:55:50

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2022 Observed					
Stream B-AC	0.6	13.15	0.36	0.5	12.05	0.33
Stream C-AB	0.1	5.15	0.08	0.2	5.69	0.10
	2029 Baseline					
Stream B-AC	0.6	13.74	0.38	0.5	12.67	0.36
Stream C-AB	0.1	5.13	0.08	0.2	5.71	0.10
	2029 + Development					
Stream B-AC	0.7	14.25	0.40	0.6	13.26	0.39
Stream C-AB	0.2	5.14	0.11	0.2	5.77	0.12

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	
Location	
Site number	
Date	17/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	Relationship type	Relationship
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2
D5	Development Flows	AM	ONE HOUR	07:45	09:15	15			
D6	Development Flows	PM	ONE HOUR	16:45	18:15	15			
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2029 AM		1.0479
G2	2022-2029 PM		1.0542

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2022 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street W		Major
B	Maidstone Road		Minor
C	High Street E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street E	7.30			182.8	✓	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 - Maidstone Road	One lane	3.44	30	59

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	539	0.093	0.234	0.147	0.335
B-C	690	0.100	0.252	-	-
C-B	680	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	226	100.000
B - Maidstone Road		ONE HOUR	✓	142	100.000
C - High Street E		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	68	158
	B - Maidstone Road	106	0	36
	C - High Street E	242	36	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	7	3
	B - Maidstone Road	10	0	11
	C - High Street E	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	13.15	0.6	B	130	195
C-AB	0.08	5.15	0.1	A	47	71
C-A					208	311
A-B					62	94
A-C					145	217

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	458	0.233	106	0.0	0.3	10.178	B
C-AB	36	9	736	0.049	36	0.0	0.1	5.142	A
C-A	173	43			173				
A-B	51	13			51				
A-C	119	30			119				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	446	0.286	127	0.3	0.4	11.266	B
C-AB	46	11	751	0.061	46	0.1	0.1	5.101	A
C-A	204	51			204				
A-B	61	15			61				
A-C	142	36			142				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	430	0.364	156	0.4	0.6	13.086	B
C-AB	61	15	774	0.078	60	0.1	0.1	5.051	A
C-A	245	61			245				
A-B	75	19			75				
A-C	174	43			174				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	430	0.364	156	0.6	0.6	13.149	B
C-AB	61	15	774	0.078	61	0.1	0.1	5.050	A
C-A	245	61			245				
A-B	75	19			75				
A-C	174	43			174				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	446	0.286	128	0.6	0.4	11.340	B
C-AB	46	11	752	0.061	46	0.1	0.1	5.102	A
C-A	204	51			204				
A-B	61	15			61				
A-C	142	36			142				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	458	0.233	107	0.4	0.3	10.272	B
C-AB	36	9	736	0.049	36	0.1	0.1	5.146	A
C-A	173	43			173				
A-B	51	13			51				
A-C	119	30			119				

2022 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

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	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	390	100.000
B - Maidstone Road		ONE HOUR	✓	135	100.000
C - High Street E		ONE HOUR	✓	228	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	101	289
	B - Maidstone Road	82	0	53
	C - High Street E	185	43	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	3	0
	B - Maidstone Road	5	0	2
	C - High Street E	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	12.05	0.5	B	124	186
C-AB	0.10	5.69	0.2	A	53	79
C-A					156	235
A-B					93	139
A-C					265	398

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	486	0.209	101	0.0	0.3	9.321	A
C-AB	41	10	687	0.059	40	0.0	0.1	5.569	A
C-A	131	33			131				
A-B	76	19			76				
A-C	218	54			218				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	470	0.258	121	0.3	0.3	10.317	B
C-AB	51	13	692	0.074	51	0.1	0.1	5.615	A
C-A	154	38			154				
A-B	91	23			91				
A-C	260	65			260				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	447	0.332	148	0.3	0.5	12.004	B
C-AB	67	17	700	0.096	67	0.1	0.2	5.687	A
C-A	184	46			184				
A-B	111	28			111				
A-C	318	80			318				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	447	0.332	149	0.5	0.5	12.050	B
C-AB	67	17	700	0.096	67	0.2	0.2	5.690	A
C-A	184	46			184				
A-B	111	28			111				
A-C	318	80			318				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	121	30	470	0.258	122	0.5	0.4	10.372	B
C-AB	51	13	692	0.074	51	0.2	0.1	5.619	A
C-A	154	38			154				
A-B	91	23			91				
A-C	260	65			260				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	102	25	486	0.209	102	0.4	0.3	9.392	A
C-AB	41	10	687	0.059	41	0.1	0.1	5.576	A
C-A	131	33			131				
A-B	76	19			76				
A-C	218	54			218				

2029 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

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	Relationship type	Relationship
D3	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	237	100.000
B - Maidstone Road		ONE HOUR	✓	149	100.000
C - High Street E		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	71	166
	B - Maidstone Road	111	0	38
	C - High Street E	254	38	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	7	3
	B - Maidstone Road	10	0	11
	C - High Street E	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	13.74	0.6	B	137	205
C-AB	0.08	5.13	0.1	A	51	76
C-A					217	325
A-B					65	98
A-C					152	228

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	455	0.246	111	0.0	0.3	10.410	B
C-AB	38	10	740	0.052	38	0.0	0.1	5.130	A
C-A	181	45			181				
A-B	54	13			54				
A-C	125	31			125				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	33	443	0.302	133	0.3	0.4	11.611	B
C-AB	49	12	756	0.064	49	0.1	0.1	5.089	A
C-A	213	53			213				
A-B	64	16			64				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	426	0.385	163	0.4	0.6	13.664	B
C-AB	65	16	780	0.083	65	0.1	0.1	5.039	A
C-A	256	64			256				
A-B	78	20			78				
A-C	182	46			182				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	426	0.385	164	0.6	0.6	13.738	B
C-AB	65	16	780	0.083	65	0.1	0.1	5.038	A
C-A	256	64			256				
A-B	78	20			78				
A-C	182	46			182				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	33	443	0.302	134	0.6	0.4	11.699	B
C-AB	49	12	756	0.064	49	0.1	0.1	5.092	A
C-A	213	53			213				
A-B	64	16			64				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	455	0.246	112	0.4	0.3	10.518	B
C-AB	38	10	740	0.052	39	0.1	0.1	5.134	A
C-A	181	45			181				
A-B	54	13			54				
A-C	125	31			125				

2029 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		2.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.77	A

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	Relationship type	Relationship
D4	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	411	100.000
B - Maidstone Road		ONE HOUR	✓	142	100.000
C - High Street E		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	106	305
	B - Maidstone Road	86	0	56
	C - High Street E	195	45	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	3	0
	B - Maidstone Road	5	0	2
	C - High Street E	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.36	12.67	0.5	B	131	196
C-AB	0.10	5.71	0.2	A	57	85
C-A					164	246
A-B					98	147
A-C					280	419

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	481	0.223	106	0.0	0.3	9.564	A
C-AB	43	11	688	0.063	43	0.0	0.1	5.578	A
C-A	138	34			138				
A-B	80	20			80				
A-C	229	57			229				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	464	0.276	128	0.3	0.4	10.679	B
C-AB	55	14	694	0.079	55	0.1	0.1	5.631	A
C-A	161	40			161				
A-B	96	24			96				
A-C	274	68			274				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	441	0.356	156	0.4	0.5	12.615	B
C-AB	72	18	703	0.103	72	0.1	0.2	5.711	A
C-A	193	48			193				
A-B	117	29			117				
A-C	335	84			335				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	441	0.356	157	0.5	0.5	12.673	B
C-AB	72	18	703	0.103	72	0.2	0.2	5.714	A
C-A	193	48			193				
A-B	117	29			117				
A-C	335	84			335				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	464	0.276	129	0.5	0.4	10.745	B
C-AB	55	14	694	0.079	55	0.2	0.1	5.638	A
C-A	161	40			161				
A-B	96	24			96				
A-C	274	68			274				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	481	0.223	108	0.4	0.3	9.643	A
C-AB	43	11	688	0.063	44	0.1	0.1	5.588	A
C-A	137	34			137				
A-B	80	20			80				
A-C	229	57			229				

2029 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		3.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.71	A

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	Relationship type	Relationship
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	246	100.000
B - Maidstone Road		ONE HOUR	✓	154	100.000
C - High Street E		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	71	175
	B - Maidstone Road	111	0	43
	C - High Street E	276	50	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	7	3
	B - Maidstone Road	10	0	10
	C - High Street E	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	14.25	0.7	B	141	212
C-AB	0.11	5.14	0.2	A	69	103
C-A					230	345
A-B					65	98
A-C					160	240

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	454	0.255	114	0.0	0.3	10.559	B
C-AB	52	13	753	0.069	51	0.0	0.1	5.129	A
C-A	193	48			193				
A-B	54	13			54				
A-C	131	33			131				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	441	0.314	138	0.3	0.4	11.873	B
C-AB	66	17	771	0.086	66	0.1	0.1	5.104	A
C-A	226	57			226				
A-B	64	16			64				
A-C	157	39			157				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	422	0.401	169	0.4	0.7	14.165	B
C-AB	89	22	797	0.111	88	0.1	0.2	5.081	A
C-A	270	67			270				
A-B	78	20			78				
A-C	192	48			192				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	422	0.401	169	0.7	0.7	14.254	B
C-AB	89	22	798	0.111	89	0.2	0.2	5.084	A
C-A	269	67			269				
A-B	78	20			78				
A-C	192	48			192				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	440	0.314	139	0.7	0.5	11.973	B
C-AB	66	17	771	0.086	66	0.2	0.1	5.108	A
C-A	226	57			226				
A-B	64	16			64				
A-C	157	39			157				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	454	0.255	116	0.5	0.3	10.674	B
C-AB	52	13	753	0.069	52	0.1	0.1	5.139	A
C-A	193	48			193				
A-B	54	13			54				
A-C	131	33			131				

2029 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street/Maidstone Road	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

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	Relationship type	Relationship
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		ONE HOUR	✓	433	100.000
B - Maidstone Road		ONE HOUR	✓	154	100.000
C - High Street E		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	106	327
	B - Maidstone Road	86	0	68
	C - High Street E	205	50	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - High Street W	B - Maidstone Road	C - High Street E
From	A - High Street W	0	3	0
	B - Maidstone Road	5	0	2
	C - High Street E	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	13.26	0.6	B	142	212
C-AB	0.12	5.77	0.2	A	64	96
C-A					170	255
A-B					98	147
A-C					300	450

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	484	0.240	115	0.0	0.3	9.712	A
C-AB	49	12	691	0.071	48	0.0	0.1	5.604	A
C-A	143	36			143				
A-B	80	20			80				
A-C	246	61			246				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	466	0.297	138	0.3	0.4	10.958	B
C-AB	62	15	697	0.088	62	0.1	0.1	5.670	A
C-A	168	42			168				
A-B	96	24			96				
A-C	294	73			294				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	441	0.385	169	0.4	0.6	13.183	B
C-AB	82	20	706	0.116	81	0.1	0.2	5.765	A
C-A	199	50			199				
A-B	117	29			117				
A-C	360	90			360				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	441	0.385	170	0.6	0.6	13.258	B
C-AB	82	20	706	0.116	82	0.2	0.2	5.769	A
C-A	199	50			199				
A-B	117	29			117				
A-C	360	90			360				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	139	35	466	0.298	139	0.6	0.4	11.039	B
C-AB	62	15	697	0.089	62	0.2	0.1	5.674	A
C-A	168	42			168				
A-B	96	24			96				
A-C	294	73			294				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	484	0.240	117	0.4	0.3	9.802	A
C-AB	49	12	691	0.071	49	0.1	0.1	5.613	A
C-A	143	36			143				
A-B	80	20			80				
A-C	246	61			246				

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Pattenden Lane-Church Green.j10
Path: T:\Projects\15000 Series\15098ITB Land East of Albion Road, Marden\Tech\Junction Assessments\2024 Appeal
Report generation date: 05/09/2024 10:06:49

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2022 Observed					
Stream B-AC	0.6	11.74	0.38	1.4	15.51	0.58
Stream C-AB	0.8	8.41	0.40	0.5	7.56	0.29
	2029 Baseline					
Stream B-AC	0.7	12.34	0.40	1.6	17.18	0.62
Stream C-AB	0.9	8.72	0.42	0.6	7.74	0.31
	2029 + Development					
Stream B-AC	0.7	12.67	0.41	1.8	18.55	0.65
Stream C-AB	1.1	9.16	0.46	0.6	7.89	0.33

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	
Location	
Site number	
Date	17/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

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	Relationship type	Relationship
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1
D4	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2
D5	Development Flows	AM	ONE HOUR	07:45	09:15	15			
D6	Development Flows	PM	ONE HOUR	16:45	18:15	15			
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2029 AM		1.0479
G2	2022-2028 PM		1.0542

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2022 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		5.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.15	A

Arms

Arms

Arm	Name	Description	Arm type
A	West End		Major
B	Pattenden Lane		Minor
C	Church Green		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Church Green	7.05			126.0	✓	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 - Pattenden Lane	One lane	3.78	84	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.096	0.243	0.153	0.347
B-C	684	0.100	0.253	-	-
C-B	647	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	238	100.000
B - Pattenden Lane		ONE HOUR	✓	169	100.000
C - Church Green		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	83	155
	B - Pattenden Lane	71	0	98
	C - Church Green	195	180	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	1	3
	B - Pattenden Lane	1	0	4
	C - Church Green	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.38	11.74	0.6	B	155	233
C-AB	0.40	8.41	0.8	A	225	337
C-A					119	179
A-B					76	114
A-C					142	213

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	531	0.240	126	0.0	0.3	8.859	A
C-AB	172	43	686	0.251	171	0.0	0.4	6.966	A
C-A	110	27			110				
A-B	62	16			62				
A-C	117	29			117				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	152	38	515	0.295	152	0.3	0.4	9.886	A
C-AB	217	54	698	0.310	216	0.4	0.6	7.470	A
C-A	121	30			121				
A-B	75	19			75				
A-C	139	35			139				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	493	0.377	185	0.4	0.6	11.676	B
C-AB	284	71	713	0.398	283	0.6	0.8	8.355	A
C-A	129	32			129				
A-B	91	23			91				
A-C	171	43			171				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	493	0.378	186	0.6	0.6	11.736	B
C-AB	285	71	714	0.399	285	0.8	0.8	8.415	A
C-A	128	32			128				
A-B	91	23			91				
A-C	171	43			171				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	152	38	515	0.295	153	0.6	0.4	9.955	A
C-AB	217	54	698	0.311	218	0.8	0.6	7.547	A
C-A	120	30			120				
A-B	75	19			75				
A-C	139	35			139				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	127	32	531	0.240	128	0.4	0.3	8.941	A
C-AB	173	43	687	0.252	173	0.6	0.4	7.038	A
C-A	109	27			109				
A-B	62	16			62				
A-C	117	29			117				

2022 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		7.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.04	A

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	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	246	100.000
B - Pattenden Lane		ONE HOUR	✓	296	100.000
C - Church Green		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	72	174
	B - Pattenden Lane	71	0	225
	C - Church Green	152	133	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	1	3
	B - Pattenden Lane	1	0	0
	C - Church Green	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	15.51	1.4	C	272	407
C-AB	0.29	7.56	0.5	A	156	234
C-A					106	158
A-B					66	99
A-C					160	239

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	587	0.380	220	0.0	0.6	9.766	A
C-AB	121	30	655	0.185	120	0.0	0.3	6.724	A
C-A	93	23			93				
A-B	54	14			54				
A-C	131	33			131				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	266	67	575	0.463	265	0.6	0.8	11.594	B
C-AB	151	38	662	0.228	151	0.3	0.4	7.038	A
C-A	105	26			105				
A-B	65	16			65				
A-C	156	39			156				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	326	81	558	0.584	324	0.8	1.4	15.256	C
C-AB	195	49	672	0.291	195	0.4	0.5	7.542	A
C-A	118	30			118				
A-B	79	20			79				
A-C	192	48			192				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	326	81	558	0.584	326	1.4	1.4	15.508	C
C-AB	195	49	672	0.291	195	0.5	0.5	7.557	A
C-A	118	30			118				
A-B	79	20			79				
A-C	192	48			192				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	266	67	575	0.463	268	1.4	0.9	11.824	B
C-AB	151	38	662	0.228	152	0.5	0.4	7.062	A
C-A	105	26			105				
A-B	65	16			65				
A-C	156	39			156				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	223	56	587	0.380	224	0.9	0.6	9.956	A
C-AB	122	30	655	0.186	122	0.4	0.3	6.760	A
C-A	93	23			93				
A-B	54	14			54				
A-C	131	33			131				

2029 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

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	Relationship type	Relationship
D3	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*G1

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	249	100.000
B - Pattenden Lane		ONE HOUR	✓	177	100.000
C - Church Green		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	87	162
	B - Pattenden Lane	74	0	103
	C - Church Green	204	189	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	1	3
	B - Pattenden Lane	1	0	4
	C - Church Green	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	12.34	0.7	B	163	244
C-AB	0.42	8.72	0.9	A	239	359
C-A					122	182
A-B					80	120
A-C					149	224

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	527	0.253	132	0.0	0.3	9.074	A
C-AB	183	46	689	0.265	181	0.0	0.4	7.070	A
C-A	113	28			113				
A-B	65	16			65				
A-C	122	31			122				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	511	0.312	159	0.3	0.4	10.219	B
C-AB	230	58	701	0.329	230	0.4	0.6	7.631	A
C-A	123	31			123				
A-B	78	20			78				
A-C	146	37			146				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	487	0.400	194	0.4	0.7	12.258	B
C-AB	303	76	718	0.423	302	0.6	0.9	8.652	A
C-A	129	32			129				
A-B	96	24			96				
A-C	179	45			179				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	195	49	487	0.401	195	0.7	0.7	12.337	B
C-AB	304	76	718	0.423	304	0.9	0.9	8.722	A
C-A	129	32			129				
A-B	96	24			96				
A-C	179	45			179				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	510	0.312	160	0.7	0.5	10.302	B
C-AB	231	58	701	0.329	232	0.9	0.6	7.722	A
C-A	122	31			122				
A-B	78	20			78				
A-C	146	37			146				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	527	0.253	134	0.5	0.3	9.168	A
C-AB	183	46	690	0.266	184	0.6	0.5	7.151	A
C-A	112	28			112				
A-B	65	16			65				
A-C	122	31			122				

2029 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		7.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.68	A

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	Relationship type	Relationship
D4	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*G2

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	259	100.000
B - Pattenden Lane		ONE HOUR	✓	312	100.000
C - Church Green		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	76	183
	B - Pattenden Lane	75	0	237
	C - Church Green	160	140	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - West End	B - Pattenden Lane	C - Church Green
	A - West End	0	1	3
	B - Pattenden Lane	1	0	0
	C - Church Green	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.62	17.18	1.6	C	286	430
C-AB	0.31	7.74	0.6	A	167	250
C-A					109	163
A-B					70	104
A-C					168	252

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	583	0.403	232	0.0	0.7	10.178	B
C-AB	129	32	657	0.197	128	0.0	0.3	6.798	A
C-A	97	24			97				
A-B	57	14			57				
A-C	138	35			138				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	281	70	571	0.492	279	0.7	0.9	12.313	B
C-AB	161	40	665	0.243	161	0.3	0.4	7.149	A
C-A	109	27			109				
A-B	68	17			68				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	553	0.622	341	0.9	1.6	16.810	C
C-AB	209	52	675	0.310	209	0.4	0.6	7.719	A
C-A	121	30			121				
A-B	84	21			84				
A-C	202	50			202				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	553	0.622	343	1.6	1.6	17.182	C
C-AB	210	52	676	0.310	210	0.6	0.6	7.739	A
C-A	121	30			121				
A-B	84	21			84				
A-C	202	50			202				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	281	70	570	0.492	283	1.6	1.0	12.628	B
C-AB	161	40	665	0.243	162	0.6	0.4	7.176	A
C-A	109	27			109				
A-B	68	17			68				
A-C	165	41			165				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	235	59	583	0.403	236	1.0	0.7	10.410	B
C-AB	130	32	657	0.197	130	0.4	0.3	6.836	A
C-A	97	24			97				
A-B	57	14			57				
A-C	138	35			138				

2029 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

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	Relationship type	Relationship
D7	2029 + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	252	100.000
B - Pattenden Lane		ONE HOUR	✓	182	100.000
C - Church Green		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	87	165
	B - Pattenden Lane	74	0	108
	C - Church Green	213	202	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - West End	B - Pattenden Lane	C - Church Green
	A - West End	0	1	3
	B - Pattenden Lane	1	0	4
	C - Church Green	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.67	0.7	B	167	251
C-AB	0.46	9.16	1.1	A	259	389
C-A					122	183
A-B					80	120
A-C					152	228

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	527	0.260	136	0.0	0.3	9.174	A
C-AB	198	49	694	0.285	196	0.0	0.5	7.208	A
C-A	115	29			115				
A-B	65	16			65				
A-C	125	31			125				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	509	0.321	163	0.3	0.5	10.385	B
C-AB	249	62	707	0.353	249	0.5	0.7	7.855	A
C-A	124	31			124				
A-B	78	20			78				
A-C	149	37			149				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	485	0.414	200	0.5	0.7	12.582	B
C-AB	330	82	725	0.455	328	0.7	1.1	9.070	A
C-A	127	32			127				
A-B	96	24			96				
A-C	182	46			182				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	200	50	485	0.414	200	0.7	0.7	12.669	B
C-AB	330	83	725	0.455	330	1.1	1.1	9.156	A
C-A	127	32			127				
A-B	96	24			96				
A-C	182	46			182				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	164	41	509	0.322	165	0.7	0.5	10.481	B
C-AB	250	62	707	0.353	251	1.1	0.7	7.962	A
C-A	123	31			123				
A-B	78	20			78				
A-C	149	37			149				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	526	0.260	138	0.5	0.4	9.275	A
C-AB	198	50	694	0.285	199	0.7	0.5	7.299	A
C-A	114	29			114				
A-B	65	16			65				
A-C	125	31			125				

2029 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Pattenden Lane/Church Green/West End	T-Junction	Two-way	Two-way	Two-way		8.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.25	A

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	Relationship type	Relationship
D8	2029 + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - West End		ONE HOUR	✓	268	100.000
B - Pattenden Lane		ONE HOUR	✓	325	100.000
C - Church Green		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	76	192
	B - Pattenden Lane	75	0	250
	C - Church Green	164	146	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - West End	B - Pattenden Lane	C - Church Green
From	A - West End	0	1	3
	B - Pattenden Lane	1	0	0
	C - Church Green	3	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	18.55	1.8	C	298	447
C-AB	0.33	7.89	0.6	A	175	263
C-A					110	165
A-B					70	104
A-C					177	265

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	583	0.420	242	0.0	0.7	10.468	B
C-AB	136	34	658	0.206	134	0.0	0.3	6.860	A
C-A	98	25			98				
A-B	57	14			57				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	570	0.513	291	0.7	1.0	12.846	B
C-AB	169	42	666	0.254	169	0.3	0.4	7.240	A
C-A	110	27			110				
A-B	68	17			68				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	551	0.649	355	1.0	1.8	18.058	C
C-AB	220	55	677	0.325	219	0.4	0.6	7.867	A
C-A	122	30			122				
A-B	84	21			84				
A-C	212	53			212				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	551	0.649	358	1.8	1.8	18.554	C
C-AB	220	55	677	0.325	220	0.6	0.6	7.889	A
C-A	122	30			122				
A-B	84	21			84				
A-C	212	53			212				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	292	73	570	0.513	295	1.8	1.1	13.240	B
C-AB	169	42	666	0.254	170	0.6	0.4	7.268	A
C-A	110	27			110				
A-B	68	17			68				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	61	583	0.420	246	1.1	0.7	10.735	B
C-AB	136	34	659	0.206	136	0.4	0.3	6.903	A
C-A	98	24			98				
A-B	57	14			57				
A-C	145	36			145				