

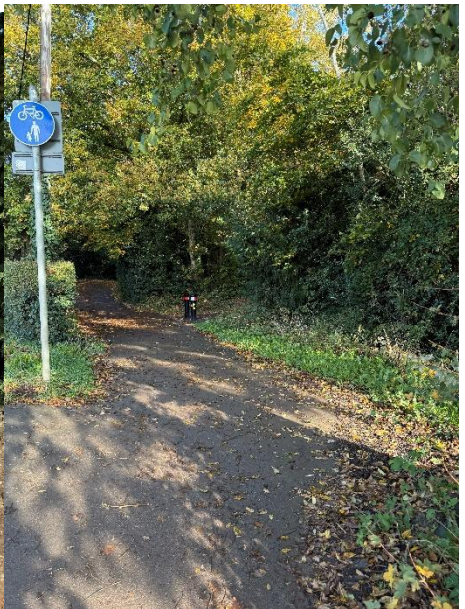
Route 1



Route 2



Route 3



Route 4



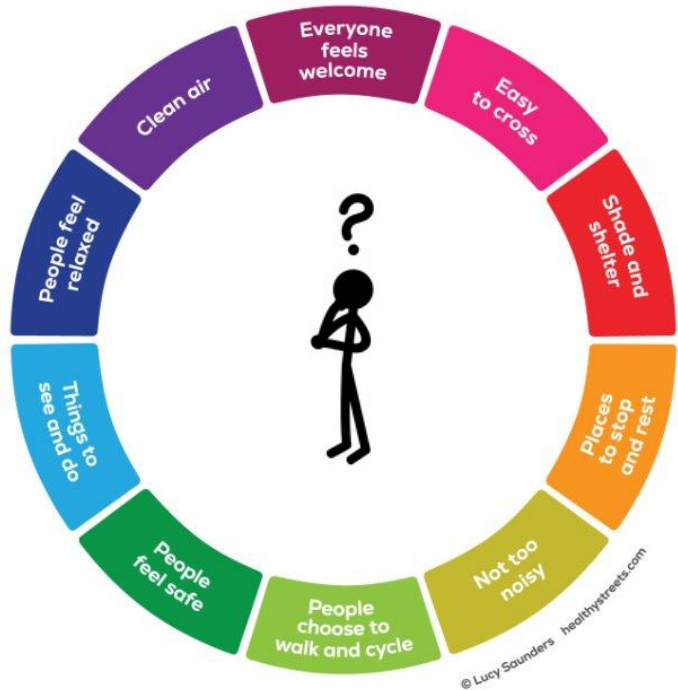
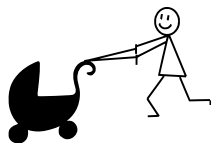
Route 5



Appendix C
Healthy Streets Assessment

S278 Healthy Streets Checklist

Project:	Land South of Maddoxford Lane	HDP Reference:	
Developer:	Bloor Homes	MasterGov Ref:	
Developer’s Design Consultant:	Ardent Consulting Engineers	HDP Officer:	
HCC Project No.	R.J or C.J		



ROUTE 1	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
Missing or incorrect tactile paving	N	N/A						
Missing dropped kerb	N	N/A						
Dropped kerb that can be moved to desire-line	N	N/A						
Opportunity to narrow side road entrance and/or tighten priority junction corner radii	Y	N/A						
Assess whether appropriate to have raised/side road treatment in accordance with TG2 and 10	Y	N/A						
Opportunity to narrow/raise cross-over	N	N/A						
Redundant dropped kerb to remove	N	N/A						
Crossing point (away from junction) that could be raised table. <i>Not appropriate on P1 salt route or primary street.</i>	Y	N/A						
Opportunity to reduce the gradient of existing crossing points that have overly steep gradients	N	N/A						
Missing section of footway	Y	Y						
Opportunity to increase the clear level width for walking on the footway to at least 2m wide	Y	N/A						
Opportunity to increase the clear level width for cycling to be in accordance with LTN1/20	Y	N/A						
Signage that could be removed, resized, consolidated, de-illuminated	N	N/A						
Signage that could be repositioned	Y	N/A						
Bollard /guard railing that could be removed. <i>To be assessed by Road Safety Auditor</i>	Y	N/A						

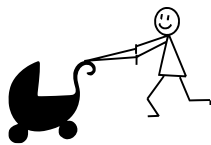
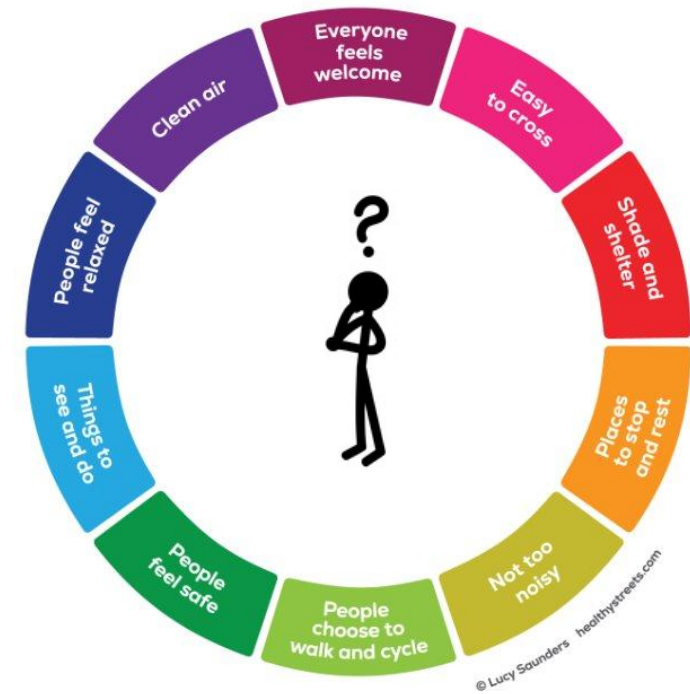
ROUTE 1	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
<i>familiar with "Healthy Streets" to confirm not required for safety.</i>								
Bollard /guard railing that could be replaced with a Sheffield stand, seat or planter	Y	N/A						
Inset parking/loading bay that could be raised	N	N/A						
Redundant access/crossover that can be reinstated. Consultation with HDP required.	N	N/A						
Opportunity to add seat (ideally maximum of 100m between seating)	Y	N/A						
Opportunity to add tree	Y	N/A						
Opportunity to add cycle stand (ideally maximum of 100m between cycle stands)	Y	N/A						
Opportunity to widen footway	Y	N/A						
Phone box that could be removed	N	N/A						
Opportunity to improve accessibility to a bus stop	N	N/A						
Opportunity to add a shelter/seat at a bus stop	Y	N/A						
Road markings that could be removed	Y	N/A						
Could any speed cushions be replaced with a raised table to facilitate crossing (provided there is adequate visibility)	N	N/A						
Footway/cycleway that could be levelled or footway defects that could be addressed	N	N/A						
Parking/loading bays that could be removed or reconfigured	N	N/A						
Opportunity to add buildouts to slow traffic, widen footways, accommodate growth of mature trees	Y	N/A						
Gully cleaning/drainage improvements	N	N/A						
Temporary clutter to be removed e.g. a-boards/fly tipped rubbish	Y	N/A						
Broken street light to be repaired	N	N/A						
Opportunity to incorporate a controlled crossing facility to any appropriate arms (subject to need/traffic flow – Refer to TG10 and TG4-2)	N	N/A						

Additional actions or comments

Check list prepared as part of WCHAR route assessment rather than S278 agreement – as such most points in the checklist do not fall within the developer's scope as they are off-site.

S278 Healthy Streets Checklist

Project:	Land South of Maddoxford Lane	HDP Reference:	
Developer:	Bloor Homes	MasterGov Ref:	
Developer’s Design Consultant:	Ardent Consulting Engineers	HDP Officer:	
HCC Project No.	R.J or C.J		



ROUTE 2	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
Missing or incorrect tactile paving	N	N/A						
Missing dropped kerb	N	N/A						
Dropped kerb that can be moved to desire-line	Y	N/A						
Opportunity to narrow side road entrance and/or tighten priority junction corner radii	Y	N/A						
Assess whether appropriate to have raised/side road treatment in accordance with TG2 and 10	Y	N/A						
Opportunity to narrow/raise cross-over	Y	N/A						
Redundant dropped kerb to remove	N	N/A						
Crossing point (away from junction) that could be raised table. <i>Not appropriate on P1 salt route or primary street.</i>	Y	N/A						
Opportunity to reduce the gradient of existing crossing points that have overly steep gradients	N	N/A						
Missing section of footway	N	N/A						
Opportunity to increase the clear level width for walking on the footway to at least 2m wide	N	N/A						
Opportunity to increase the clear level width for cycling to be in accordance with LTN1/20	N	N/A						
Signage that could be removed, resized, consolidated, de-illuminated	N	N/A						
Signage that could be repositioned	N	N/A						
Bollard /guard railing that could be removed. <i>To be assessed by Road Safety Auditor</i>	N	N/A						

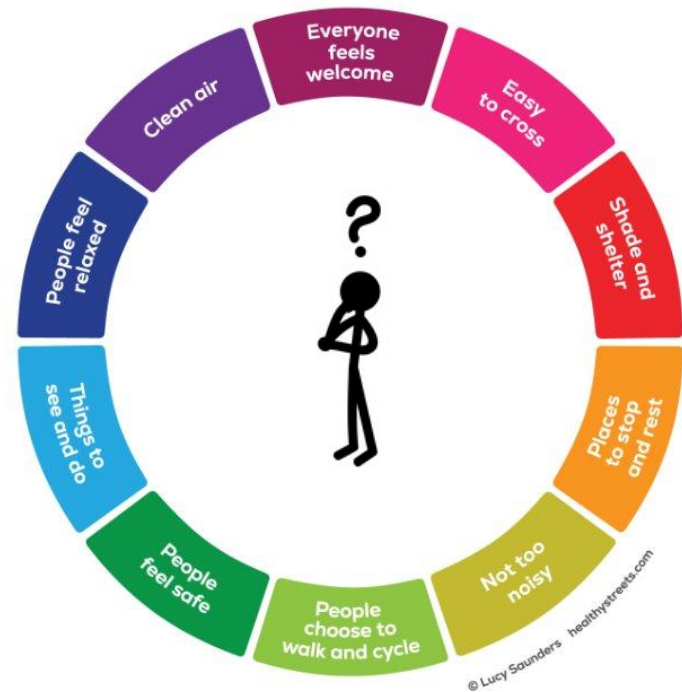
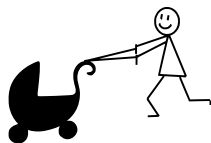
ROUTE 2	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
<i>familiar with "Healthy Streets" to confirm not required for safety.</i>								
Bollard /guard railing that could be replaced with a Sheffield stand, seat or planter	N	N/A						
Inset parking/loading bay that could be raised	N	N/A						
Redundant access/crossover that can be reinstated. Consultation with HDP required.	N	N/A						
Opportunity to add seat (ideally maximum of 100m between seating)	Y	N/A						
Opportunity to add tree	Y	N/A						
Opportunity to add cycle stand (ideally maximum of 100m between cycle stands)	Y	N/A						
Opportunity to widen footway	N	N/A						
Phone box that could be removed	N	N/A						
Opportunity to improve accessibility to a bus stop	N	N/A						
Opportunity to add a shelter/seat at a bus stop	N	N/A						
Road markings that could be removed	N	N/A						
Could any speed cushions be replaced with a raised table to facilitate crossing (provided there is adequate visibility)	N	N/A						
Footway/cycleway that could be levelled or footway defects that could be addressed	N	N/A						
Parking/loading bays that could be removed or reconfigured	N	N/A						
Opportunity to add buildouts to slow traffic, widen footways, accommodate growth of mature trees	Y	N/A						
Gully cleaning/drainage improvements	N	N/A						
Temporary clutter to be removed e.g. a-boards/fly tipped rubbish	N	N/A						
Broken street light to be repaired	N	N/A						
Opportunity to incorporate a controlled crossing facility to any appropriate arms (subject to need/traffic flow – Refer to TG10 and TG4-2)	N	N/A						

Additional actions or comments

Check list prepared as part of WCHAR route assessment rather than S278 agreement – as such most points in the checklist do not fall within the developer's scope as they are off-site.

S278 Healthy Streets Checklist

Project:	Land South of Maddoxford Lane	HDP Reference:	
Developer:	Bloor Homes	MasterGov Ref:	
Developer’s Design Consultant:	Ardent Consulting Engineers	HDP Officer:	
HCC Project No.	R.J or C.J		



ROUTE 3	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
Missing or incorrect tactile paving	N	N/A						
Missing dropped kerb	N	N/A						
Dropped kerb that can be moved to desire-line	Y	N/A						
Opportunity to narrow side road entrance and/or tighten priority junction corner radii	Y	N/A						
Assess whether appropriate to have raised/side road treatment in accordance with TG2 and 10	Y	N/A						
Opportunity to narrow/raise cross-over	Y	N/A						
Redundant dropped kerb to remove	N	N/A						
Crossing point (away from junction) that could be raised table. <i>Not appropriate on P1 salt route or primary street.</i>	Y	N/A						
Opportunity to reduce the gradient of existing crossing points that have overly steep gradients	N	N/A						
Missing section of footway	N	N/A						
Opportunity to increase the clear level width for walking on the footway to at least 2m wide	N	N/A						
Opportunity to increase the clear level width for cycling to be in accordance with LTN1/20	N	N/A						
Signage that could be removed, resized, consolidated, de-illuminated	N	N/A						
Signage that could be repositioned	N	N/A						
Bollard /guard railing that could be removed. <i>To be assessed by Road Safety Auditor</i>	N	N/A						

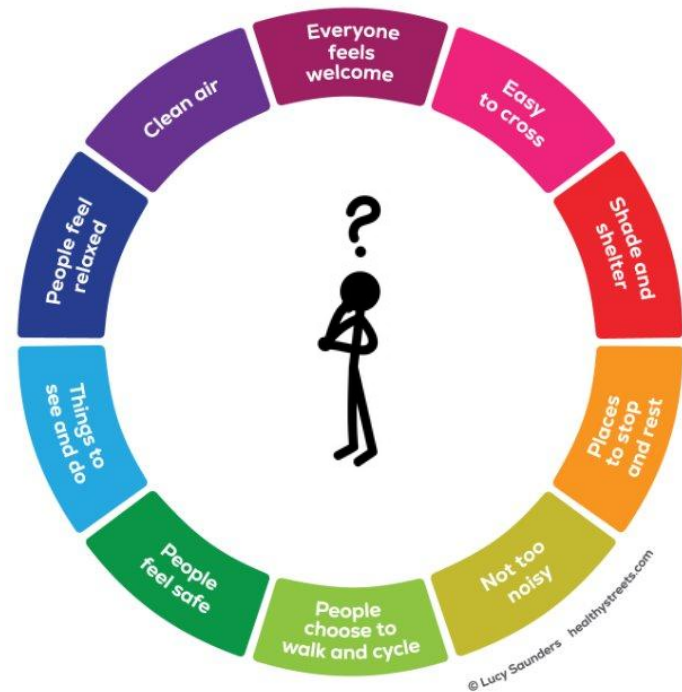
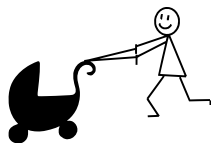
ROUTE 3	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
<i>familiar with "Healthy Streets" to confirm not required for safety.</i>								
Bollard /guard railing that could be replaced with a Sheffield stand, seat or planter	N	N/A						
Inset parking/loading bay that could be raised	N	N/A						
Redundant access/crossover that can be reinstated. Consultation with HDP required.	N	N/A						
Opportunity to add seat (ideally maximum of 100m between seating)	Y	N/A						
Opportunity to add tree	Y	N/A						
Opportunity to add cycle stand (ideally maximum of 100m between cycle stands)	Y	N/A						
Opportunity to widen footway	N	N/A						
Phone box that could be removed	N	N/A						
Opportunity to improve accessibility to a bus stop	N	N/A						
Opportunity to add a shelter/seat at a bus stop	N	N/A						
Road markings that could be removed	N	N/A						
Could any speed cushions be replaced with a raised table to facilitate crossing (provided there is adequate visibility)	N	N/A						
Footway/cycleway that could be levelled or footway defects that could be addressed	N	N/A						
Parking/loading bays that could be removed or reconfigured	N	N/A						
Opportunity to add buildouts to slow traffic, widen footways, accommodate growth of mature trees	Y	N/A						
Gully cleaning/drainage improvements	N	N/A						
Temporary clutter to be removed e.g. a-boards/fly tipped rubbish	N	N/A						
Broken street light to be repaired	N	N/A						
Opportunity to incorporate a controlled crossing facility to any appropriate arms (subject to need/traffic flow – Refer to TG10 and TG4-2)	N	N/A						

Additional actions or comments

Check list prepared as part of WCHAR route assessment rather than S278 agreement – as such most points in the checklist do not fall within the developer's scope as they are off-site.

S278 Healthy Streets Checklist

Project:	Land South of Maddoxford Lane	HDP Reference:	
Developer:	Bloor Homes	MasterGov Ref:	
Developer’s Design Consultant:	Ardent Consulting Engineers	HDP Officer:	
HCC Project No.	R.J or C.J		



ROUTE 4	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
Missing or incorrect tactile paving	Y	N/A						
Missing dropped kerb	Y	N/A						
Dropped kerb that can be moved to desire-line	N	N/A						
Opportunity to narrow side road entrance and/or tighten priority junction corner radii	Y	N/A						
Assess whether appropriate to have raised/side road treatment in accordance with TG2 and 10	Y	N/A						
Opportunity to narrow/raise cross-over	N	N/A						
Redundant dropped kerb to remove	N	N/A						
Crossing point (away from junction) that could be raised table. <i>Not appropriate on P1 salt route or primary street.</i>	N	N/A						
Opportunity to reduce the gradient of existing crossing points that have overly steep gradients	N	N/A						
Missing section of footway	Y	N/A						
Opportunity to increase the clear level width for walking on the footway to at least 2m wide	N	N/A						
Opportunity to increase the clear level width for cycling to be in accordance with LTN1/20	N	N/A						
Signage that could be removed, resized, consolidated, de-illuminated	N	N/A						
Signage that could be repositioned	N	N/A						
Bollard /guard railing that could be removed. <i>To be assessed by Road Safety Auditor</i>	N	N/A						

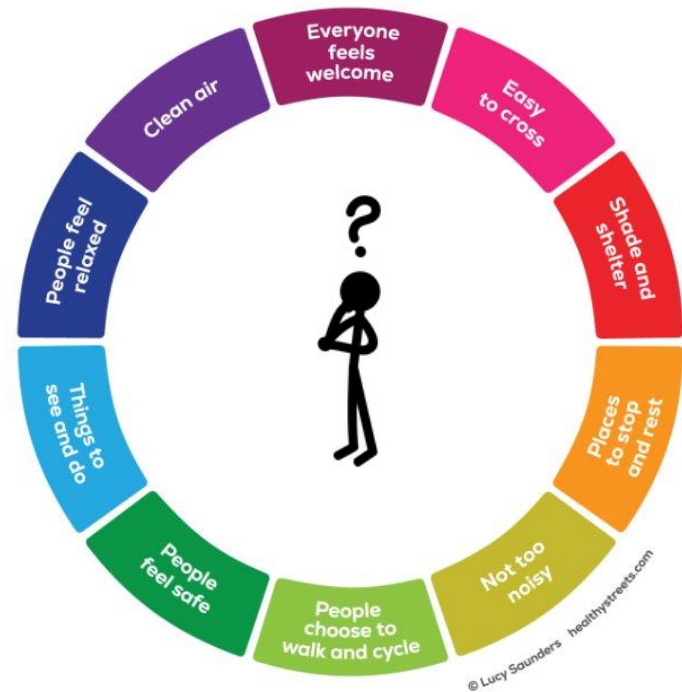
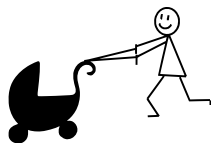
ROUTE 4	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
<i>familiar with "Healthy Streets" to confirm not required for safety.</i>								
Bollard /guard railing that could be replaced with a Sheffield stand, seat or planter	N	N/A						
Inset parking/loading bay that could be raised	N	N/A						
Redundant access/crossover that can be reinstated. Consultation with HDP required.	N	N/A						
Opportunity to add seat (ideally maximum of 100m between seating)	N	N/A						
Opportunity to add tree	N	N/A						
Opportunity to add cycle stand (ideally maximum of 100m between cycle stands)	N	N/A						
Opportunity to widen footway	N	N/A						
Phone box that could be removed	N	N/A						
Opportunity to improve accessibility to a bus stop	N	N/A						
Opportunity to add a shelter/seat at a bus stop	N	N/A						
Road markings that could be removed	N	N/A						
Could any speed cushions be replaced with a raised table to facilitate crossing (provided there is adequate visibility)	N	N/A						
Footway/cycleway that could be levelled or footway defects that could be addressed	N	N/A						
Parking/loading bays that could be removed or reconfigured	N	N/A						
Opportunity to add buildouts to slow traffic, widen footways, accommodate growth of mature trees	N	N/A						
Gully cleaning/drainage improvements	N	N/A						
Temporary clutter to be removed e.g. a-boards/fly tipped rubbish	N	N/A						
Broken street light to be repaired	N	N/A						
Opportunity to incorporate a controlled crossing facility to any appropriate arms (subject to need/traffic flow – Refer to TG10 and TG4-2)	N	N/A						

Additional actions or comments

Check list prepared as part of WCHAR route assessment rather than S278 agreement – as such most points in the checklist do not fall within the developer's scope as they are off-site.

S278 Healthy Streets Checklist

Project:	Land South of Maddoxford Lane	HDP Reference:	
Developer:	Bloor Homes	MasterGov Ref:	
Developer’s Design Consultant:	Ardent Consulting Engineers	HDP Officer:	
HCC Project No.	R.J or C.J		



ROUTE 5	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
Missing or incorrect tactile paving	Y	N/A						
Missing dropped kerb	Y	N/A						
Dropped kerb that can be moved to desire-line	N	N/A						
Opportunity to narrow side road entrance and/or tighten priority junction corner radii	Y	N/A						
Assess whether appropriate to have raised/side road treatment in accordance with TG2 and 10	Y	N/A						
Opportunity to narrow/raise cross-over	N	N/A						
Redundant dropped kerb to remove	N	N/A						
Crossing point (away from junction) that could be raised table. <i>Not appropriate on P1 salt route or primary street.</i>	N	N/A						
Opportunity to reduce the gradient of existing crossing points that have overly steep gradients	N	N/A						
Missing section of footway	N	N/A						
Opportunity to increase the clear level width for walking on the footway to at least 2m wide	N	N/A						
Opportunity to increase the clear level width for cycling to be in accordance with LTN1/20	N	N/A						
Signage that could be removed, resized, consolidated, de-illuminated	N	N/A						
Signage that could be repositioned	N	N/A						
Bollard /guard railing that could be removed. <i>To be assessed by Road Safety Auditor</i>	N	N/A						

ROUTE 5	Pre-Planning / Planning			Detailed Design			Substantial Completion	
	Is there ?	Incl. in design?	If not included in design, provide reasoning	Is there ?	Incl. in design?	If not included in design, provide reasoning	Incl. in design?	If not completed, provide reasoning
<i>familiar with "Healthy Streets" to confirm not required for safety.</i>								
Bollard /guard railing that could be replaced with a Sheffield stand, seat or planter	N	N/A						
Inset parking/loading bay that could be raised	N	N/A						
Redundant access/crossover that can be reinstated. Consultation with HDP required.	N	N/A						
Opportunity to add seat (ideally maximum of 100m between seating)	Y	N/A						
Opportunity to add tree	Y	N/A						
Opportunity to add cycle stand (ideally maximum of 100m between cycle stands)	Y	N/A						
Opportunity to widen footway	N	N/A						
Phone box that could be removed	N	N/A						
Opportunity to improve accessibility to a bus stop	N	N/A						
Opportunity to add a shelter/seat at a bus stop	N	N/A						
Road markings that could be removed	N	N/A						
Could any speed cushions be replaced with a raised table to facilitate crossing (provided there is adequate visibility)	N	N/A						
Footway/cycleway that could be levelled or footway defects that could be addressed	N	N/A						
Parking/loading bays that could be removed or reconfigured	N	N/A						
Opportunity to add buildouts to slow traffic, widen footways, accommodate growth of mature trees	N	N/A						
Gully cleaning/drainage improvements	Y	N/A						
Temporary clutter to be removed e.g. a-boards/fly tipped rubbish	N	N/A						
Broken street light to be repaired	N	N/A						
Opportunity to incorporate a controlled crossing facility to any appropriate arms (subject to need/traffic flow – Refer to TG10 and TG4-2)	N	N/A						

Additional actions or comments

Check list prepared as part of WCHAR route assessment rather than S278 agreement – as such most points in the checklist do not fall within the developer's scope as they are off-site.

Appendix J
Census Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 21 March 2025]

population
units
date
usual residence

All usual residents aged 16 and over in employment the week before the census
Persons
2011
E02004721 : Eastleigh 010 (2011 super output area - middle layer)



area of workplace : 2011 local authority: district / unitary	Driving a car or van	% of all Car Trips
Wiltshire		
E02004712 : Eastleigh 001	12	0.4%
E02004713 : Eastleigh 002	22	0.7%
E02004714 : Eastleigh 003	114	3.4%
E02004715 : Eastleigh 004	51	1.5%
E02004716 : Eastleigh 005	7	0.2%
E02004717 : Eastleigh 006	114	3.4%
E02004718 : Eastleigh 007	103	3.0%
E02004719 : Eastleigh 008	33	1.0%
E02004720 : Eastleigh 009	83	2.5%
E02004721 : Eastleigh 010	99	2.9%
E02004722 : Eastleigh 011	241	7.1%
E02004723 : Eastleigh 012	65	1.9%
E02004724 : Eastleigh 013	24	0.7%
E02004725 : Eastleigh 014	6	0.2%
E02004726 : Eastleigh 015	74	2.2%
Southampton	861	25.4%
Winchester	524	15.5%
Fareham	250	7.4%
Portsmouth	157	4.6%
Test Valley	127	3.8%
New Forest	116	3.4%
Basingstoke and Deane	67	2.0%
Havant	39	1.2%
East Hampshire	33	1.0%
Gosport	31	0.9%
Hart	17	0.5%
Chichester	13	0.4%
Wiltshire	12	0.4%
West Berkshire	11	0.3%
Bournemouth	11	0.3%
Rushmoor	10	0.3%
Wokingham	10	0.3%
East Dorset	10	0.3%
Poole	9	0.3%
Bracknell Forest	8	0.2%
Westminster, City of London	7	0.2%
Christchurch	7	0.2%
Guildford	6	0.2%
Total	3,384	100%

1	2	3	4	5	6	7	8	TOTAL
Maddoxford Lane (W) - A334 (E) via Botley Bypass	Maddoxford Lane (E) - Botley Road (N)	Maddoxford Lane (W) - Kings Copse Ave (S) via Woodhouse Lane	Maddoxford Lane (W) - A334 (W) via Woodhouse Lane	Maddoxford Lane (W) - M27 (N) via A334 (W)	Maddoxford Lane (W) - M27 (S) via Kings Copse Ave (S)	Maddoxford Lane (W) - B3354 (N)	Maddoxford Lane (E) - Netherhill Lane (N)	ALL
				40%		60%		100%
				40%		60%		100%
				60%		40%		100%
				40%		60%		100%
						100%		100%
				60%		40%		100%
						100%		100%
				60%			40%	100%
						100%		100%
		50%	50%					100%
			80%			20%		100%
			70%			30%		100%
		100%						100%
		100%						100%
		100%						100%
		30%	50%	20%				100%
				30%		30%	40%	100%
100%					50%			100%
50%								100%
				80%		20%		100%
				100%				100%
				70%		30%		100%
60%					40%			100%
30%	40%				20%	10%		100%
50%					50%			100%
	70%					30%		100%
100%								100%
				50%		50%		100%
						100%		100%
				100%				100%
				100%				100%
	50%					50%		100%
	60%					40%		100%
				100%				100%
40%	60%							100%

1	2	3	4	5	6	7	8	TOTAL
Maddoxford Lane (W) - A334 (E) via Botley Bypass	Maddoxford Lane (E) - Botley Road (N)	Maddoxford Lane (W) - Kings Copse Ave (S) via Woodhouse Lane	Maddoxford Lane (W) - A334 (W) via Woodhouse Lane	Maddoxford Lane (W) - M27 (N) via A334 (W)	Maddoxford Lane (W) - M27 (S) via Kings Copse Ave (S)	Maddoxford Lane (W) - B3354 (N)	Maddoxford Lane (E) - Netherhill Lane (N)	ALL
0	0	0	0	5	0	7	0	12
0	0	0	0	9	0	13	0	22
0	0	0	0	68	0	46	0	114
0	0	0	0	20	0	31	0	51
0	0	0	0	0	0	7	0	7
0	0	0	0	68	0	46	0	114
0	0	0	0	0	0	103	0	103
0	0	0	0	20	0	0	13	33
0	0	0	0	0	0	83	0	83
0	0	50	50	0	0	0	0	99
0	0	0	193	0	0	48	0	241
0	0	0	46	0	0	20	0	65
0	0	24	0	0	0	0	0	24
0	0	6	0	0	0	0	0	6
0	0	74	0	0	0	0	0	74
0	0	258	431	172	0	0	0	861
0	0	0	0	157	0	157	210	524
250	0	0	0	0	0	0	0	250
79	0	0	0	0	79	0	0	157
0	0	0	0	102	0	25	0	127
0	0	0	0	116	0	0	0	116
0	0	0	0	47	0	20	0	67
23	0	0	0	0	16	0	0	39
10	13	0	0	0	7	3	0	33
16	0	0	0	0	16	0	0	31
0	12	0	0	0	0	5	0	17
13	0	0	0	0	0	0	0	13
0	0	0	0	6	0	6	0	12
0	0	0	0	0	0	11	0	11
0	0	0	0	11	0	0	0	11
0	10	0	0	0	0	0	0	10
0	0	0	0	0	0	10	0	10
0	0	0	0	10	0	0	0	10
0	0	0	0	9	0	0	0	9
0	4	0	0	0	0	4	0	8
0	4	0	0	0	0	3	0	7
0	0	0	0	7	0	0	0	7
2	4	0	0	0	0	0	0	6
393	47	412	718	828	116	648	223	3384
12%	1%	12%	21%	24%	3%	19%	7%	100%

Note 1: For Routes 1, 3, 4, 5 and 6 it has been assumed that 25% of traffic will route south to Woodhouse Lane via Oatlands Road and 75% of traffic will route via the Maddoxford Lane/B3354 Winchester Road junction.

PERCENTAGE DISTRIBUTION

Appendix K
Junctions Capacity Assessment Output Reports

Junction 1 - Maddoxford Lane / Site Access

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.0.1.1519										
© Copyright TRL Software Limited, 2021										
For sales and distribution information, program advice and maintenance, contact TRL Software:										
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com										
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: J1 - Site Access.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\PICADY\J1 - Site Access Junction

Report generation date: 10/12/2025 18:21:12

- »Proposed Site Access - 2030 + Com + Dev, AM
- »Proposed Site Access - 2030 + Com + Dev, PM
- »Proposed Site Access - 2036 + Com + Dev, AM
- »Proposed Site Access - 2036 + Com + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	Proposed Site Access - 2030 + Com + Dev									
Stream B-C	D7	0.2	6.42	0.16	1.89	D8	0.1	5.93	0.07	2.06
Stream B-A		0.0	8.57	0.02			0.0	8.97	0.01	
Stream C-AB		0.1	5.36	0.07			0.3	6.58	0.18	
	Proposed Site Access - 2036 + Com + Dev									
Stream B-C	D13	0.2	6.44	0.16	1.85	D14	0.1	5.95	0.07	2.02
Stream B-A		0.0	8.63	0.02			0.0	9.03	0.01	
Stream C-AB		0.1	5.34	0.07			0.3	6.57	0.18	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J1 - Site Access
Location	Boorley Green
Site number	
Date	05/08/2025
Version	
Status	Proposed
Identifier	J1
Client	Bloor Homes
Jobnumber	2501890
Enumerator	ARDENTCE\Transportation
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
D7	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Proposed Site Access - 2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Arms

Arms

Arm	Name	Description	Arm type
A	Maddoxford Lane (E)		Major
B	Site Access		Minor
C	Maddoxford Lane (W)		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 - Maddoxford Lane (W)	6.28			122.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	6.48	3.80	3.32	2.95	✓	1.00	23	41

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	517	0.096	0.242	0.152	0.345
B-C	716	0.105	0.267	-	-
C-B	645	0.247	0.247	-	-

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
D7	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	142	100.000
B - Site Access		ONE HOUR	✓	105	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	0	3	139
	B - Site Access	8	0	97
	C - Maddoxford Lane (W)	186	33	0

Proportions

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	0.00	0.02	0.98
	B - Site Access	0.08	0.00	0.92
	C - Maddoxford Lane (W)	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	0	0	9
	B - Site Access	0	0	0
	C - Maddoxford Lane (W)	7	0	0

Average PCU Per Veh

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	1.000	1.000	1.090
	B - Site Access	1.000	1.000	1.000
	C - Maddoxford Lane (W)	1.070	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Maddoxford Lane (E)	107	116
	B - Site Access	79	79
	C - Maddoxford Lane (W)	165	175
08:00-08:15	A - Maddoxford Lane (E)	128	139
	B - Site Access	94	94
	C - Maddoxford Lane (W)	197	209
08:15-08:30	A - Maddoxford Lane (E)	156	170
	B - Site Access	116	116
	C - Maddoxford Lane (W)	241	255
08:30-08:45	A - Maddoxford Lane (E)	156	170
	B - Site Access	116	116
	C - Maddoxford Lane (W)	241	255
08:45-09:00	A - Maddoxford Lane (E)	128	139
	B - Site Access	94	94
	C - Maddoxford Lane (W)	197	209
09:00-09:15	A - Maddoxford Lane (E)	107	116
	B - Site Access	79	79
	C - Maddoxford Lane (W)	165	175

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-C	0.16	6.42	0.2	A	89	134
B-A	0.02	8.57	0.0	A	7	11
C-AB	0.07	5.36	0.1	A	40	60
C-A					161	241
A-B					3	4
A-C					128	191

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-C	73	18	683	0.107	73	0.0	0.1	5.899	A
B-A	6	2	458	0.013	6	0.0	0.0	7.969	A
C-AB	31	8	705	0.044	31	0.0	0.1	5.341	A
C-A	134	33			134				
A-B	2	0.56			2				
A-C	105	26			105				

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-C	87	22	676	0.129	87	0.1	0.1	6.109	A
B-A	7	2	446	0.016	7	0.0	0.0	8.209	A
C-AB	39	10	717	0.054	39	0.1	0.1	5.302	A
C-A	158	40			158				
A-B	3	0.67			3				
A-C	125	31			125				

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-C	107	27	667	0.160	107	0.1	0.2	6.418	A
B-A	9	2	429	0.021	9	0.0	0.0	8.565	A
C-AB	50	13	734	0.069	50	0.1	0.1	5.258	A
C-A	191	48			191				
A-B	3	0.83			3				
A-C	153	38			153				

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-C	107	27	667	0.160	107	0.2	0.2	6.421	A
B-A	9	2	429	0.021	9	0.0	0.0	8.566	A
C-AB	51	13	734	0.069	51	0.1	0.1	5.270	A
C-A	191	48			191				
A-B	3	0.83			3				
A-C	153	38			153				

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-C	87	22	676	0.129	87	0.2	0.1	6.113	A
B-A	7	2	446	0.016	7	0.0	0.0	8.212	A
C-AB	39	10	717	0.054	39	0.1	0.1	5.324	A
C-A	158	40			158				
A-B	3	0.67			3				
A-C	125	31			125				

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-C	73	18	683	0.107	73	0.1	0.1	5.907	A
B-A	6	2	458	0.013	6	0.0	0.0	7.974	A
C-AB	31	8	705	0.044	31	0.1	0.1	5.356	A
C-A	134	33			134				
A-B	2	0.56			2				
A-C	105	26			105				

Proposed Site Access - 2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		2.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.06	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
D8	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	214	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	208	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	8	206
	B - Site Access	3	0	40
	C - Maddoxford Lane (W)	118	90	0

Proportions

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0.00	0.04	0.96
	B - Site Access	0.07	0.00	0.93
	C - Maddoxford Lane (W)	0.57	0.43	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	0	3
	B - Site Access	0	0	0
	C - Maddoxford Lane (W)	4	0	0

Average PCU Per Veh

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	1.000	1.000	1.030
	B - Site Access	1.000	1.000	1.000
	C - Maddoxford Lane (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Maddoxford Lane (E)	161	166
	B - Site Access	32	32
	C - Maddoxford Lane (W)	157	160
17:00-17:15	A - Maddoxford Lane (E)	192	198
	B - Site Access	39	39
	C - Maddoxford Lane (W)	187	191
17:15-17:30	A - Maddoxford Lane (E)	236	242
	B - Site Access	47	47
	C - Maddoxford Lane (W)	229	234
17:30-17:45	A - Maddoxford Lane (E)	236	242
	B - Site Access	47	47
	C - Maddoxford Lane (W)	229	234
17:45-18:00	A - Maddoxford Lane (E)	192	198
	B - Site Access	39	39
	C - Maddoxford Lane (W)	187	191
18:00-18:15	A - Maddoxford Lane (E)	161	166
	B - Site Access	32	32
	C - Maddoxford Lane (W)	157	160

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-C	0.07	5.93	0.1	A	37	55
B-A	0.01	8.97	0.0	A	3	4
C-AB	0.18	6.58	0.3	A	99	149
C-A					92	137
A-B					7	11
A-C					189	284

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-C	30	8	672	0.045	30	0.0	0.0	5.608	A
B-A	2	0.56	441	0.005	2	0.0	0.0	8.211	A
C-AB	78	20	662	0.118	78	0.0	0.2	6.161	A
C-A	78	20			78				
A-B	6	2			6				
A-C	155	39			155				

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-C	36	9	663	0.054	36	0.0	0.1	5.740	A
B-A	3	0.67	426	0.006	3	0.0	0.0	8.513	A
C-AB	96	24	665	0.145	96	0.2	0.2	6.322	A
C-A	91	23			91				
A-B	7	2			7				
A-C	185	46			185				

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-C	44	11	651	0.068	44	0.1	0.1	5.928	A
B-A	3	0.83	405	0.008	3	0.0	0.0	8.964	A
C-AB	123	31	671	0.183	123	0.2	0.3	6.565	A
C-A	106	26			106				
A-B	9	2			9				
A-C	227	57			227				

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-C	44	11	651	0.068	44	0.1	0.1	5.928	A
B-A	3	0.83	405	0.008	3	0.0	0.0	8.966	A
C-AB	123	31	671	0.183	123	0.3	0.3	6.577	A
C-A	106	26			106				
A-B	9	2			9				
A-C	227	57			227				

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-C	36	9	663	0.054	36	0.1	0.1	5.743	A
B-A	3	0.67	425	0.006	3	0.0	0.0	8.516	A
C-AB	96	24	665	0.145	97	0.3	0.2	6.340	A
C-A	91	23			91				
A-B	7	2			7				
A-C	185	46			185				

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-C	30	8	672	0.045	30	0.1	0.0	5.611	A
B-A	2	0.56	440	0.005	2	0.0	0.0	8.216	A
C-AB	78	20	662	0.118	79	0.2	0.2	6.181	A
C-A	78	20			78				
AB	6	2			6				
AC	155	39			155				

Proposed Site Access - 2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		1.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.85	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
D13	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	147	100.000
B - Site Access		ONE HOUR	✓	105	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	3	144
	B - Site Access	8	0	97
	C - Maddoxford Lane (W)	193	33	0

Proportions

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0.00	0.02	0.98
	B - Site Access	0.08	0.00	0.92
	C - Maddoxford Lane (W)	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	0	10
	B - Site Access	0	0	0
	C - Maddoxford Lane (W)	7	0	0

Average PCU Per Veh

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	1.000	1.000	1.100
	B - Site Access	1.000	1.000	1.000
	C - Maddoxford Lane (W)	1.070	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Maddoxford Lane (E)	111	122
	B - Site Access	79	79
	C - Maddoxford Lane (W)	170	180
08:00-08:15	A - Maddoxford Lane (E)	132	145
	B - Site Access	94	94
	C - Maddoxford Lane (W)	203	215
08:15-08:30	A - Maddoxford Lane (E)	162	178
	B - Site Access	116	116
	C - Maddoxford Lane (W)	249	264
08:30-08:45	A - Maddoxford Lane (E)	162	178
	B - Site Access	116	116
	C - Maddoxford Lane (W)	249	264
08:45-09:00	A - Maddoxford Lane (E)	132	145
	B - Site Access	94	94
	C - Maddoxford Lane (W)	203	215
09:00-09:15	A - Maddoxford Lane (E)	111	122
	B - Site Access	79	79
	C - Maddoxford Lane (W)	170	180

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-C	0.16	6.44	0.2	A	89	134
B-A	0.02	8.63	0.0	A	7	11
C-AB	0.07	5.34	0.1	A	41	61
C-A					167	250
A-B					3	4
A-C					132	198

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-C	73	18	681	0.107	73	0.0	0.1	5.913	A
B-A	6	2	456	0.013	6	0.0	0.0	8.006	A
C-AB	31	8	707	0.044	31	0.0	0.1	5.326	A
C-A	139	35			139				
A-B	2	0.56			2				
A-C	108	27			108				

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-C	87	22	675	0.129	87	0.1	0.1	6.124	A
B-A	7	2	443	0.016	7	0.0	0.0	8.256	A
C-AB	39	10	720	0.054	39	0.1	0.1	5.287	A
C-A	164	41			164				
A-B	3	0.67			3				
A-C	129	32			129				

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-C	107	27	665	0.161	107	0.1	0.2	6.441	A
B-A	9	2	426	0.021	9	0.0	0.0	8.629	A
C-AB	51	13	737	0.069	51	0.1	0.1	5.238	A
C-A	198	49			198				
A-B	3	0.83			3				
A-C	159	40			159				

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-C	107	27	665	0.161	107	0.2	0.2	6.444	A
B-A	9	2	426	0.021	9	0.0	0.0	8.629	A
C-AB	51	13	737	0.069	51	0.1	0.1	5.250	A
C-A	198	49			198				
A-B	3	0.83			3				
A-C	159	40			159				

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-C	87	22	675	0.129	87	0.2	0.1	6.133	A
B-A	7	2	443	0.016	7	0.0	0.0	8.258	A
C-AB	39	10	719	0.054	39	0.1	0.1	5.306	A
C-A	164	41			164				
A-B	3	0.67			3				
A-C	129	32			129				

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-C	73	18	681	0.107	73	0.1	0.1	5.919	A
B-A	6	2	455	0.013	6	0.0	0.0	8.012	A
C-AB	31	8	707	0.044	31	0.1	0.1	5.339	A
C-A	139	35			139				
A-B	2	0.56			2				
A-C	108	27			108				

Proposed Site Access - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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		2.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.02	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
D14	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	222	100.000
B - Site Access		ONE HOUR	✓	43	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	8	214
	B - Site Access	3	0	40
	C - Maddoxford Lane (W)	123	90	0

Proportions

	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0.00	0.04	0.96
	B - Site Access	0.07	0.00	0.93
	C - Maddoxford Lane (W)	0.58	0.42	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	0	3
	B - Site Access	0	0	0
	C - Maddoxford Lane (W)	4	0	0

Average PCU Per Veh

From	To			
		A - Maddoxford Lane (E)	B - Site Access	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	1.000	1.000	1.030
	B - Site Access	1.000	1.000	1.000
	C - Maddoxford Lane (W)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Maddoxford Lane (E)	167	172
	B - Site Access	32	32
	C - Maddoxford Lane (W)	160	164
17:00-17:15	A - Maddoxford Lane (E)	200	205
	B - Site Access	39	39
	C - Maddoxford Lane (W)	191	196
17:15-17:30	A - Maddoxford Lane (E)	244	251
	B - Site Access	47	47
	C - Maddoxford Lane (W)	235	240
17:30-17:45	A - Maddoxford Lane (E)	244	251
	B - Site Access	47	47
	C - Maddoxford Lane (W)	235	240
17:45-18:00	A - Maddoxford Lane (E)	200	205
	B - Site Access	39	39
	C - Maddoxford Lane (W)	191	196
18:00-18:15	A - Maddoxford Lane (E)	167	172
	B - Site Access	32	32
	C - Maddoxford Lane (W)	160	164

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-C	0.07	5.95	0.1	A	37	55
B-A	0.01	9.03	0.0	A	3	4
C-AB	0.18	6.57	0.3	A	100	150
C-A					95	143
A-B					7	11
A-C					196	295

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-C	30	8	670	0.045	30	0.0	0.0	5.623	A
B-A	2	0.56	439	0.005	2	0.0	0.0	8.251	A
C-AB	79	20	663	0.119	78	0.0	0.2	6.156	A
C-A	82	20			82				
A-B	6	2			6				
A-C	161	40			161				

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-C	36	9	661	0.054	36	0.0	0.1	5.758	A
B-A	3	0.67	423	0.006	3	0.0	0.0	8.563	A
C-AB	97	24	667	0.146	97	0.2	0.2	6.317	A
C-A	94	24			94				
A-B	7	2			7				
A-C	192	48			192				

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-C	44	11	649	0.068	44	0.1	0.1	5.952	A
B-A	3	0.83	402	0.008	3	0.0	0.0	9.033	A
C-AB	124	31	672	0.185	124	0.2	0.3	6.561	A
C-A	110	28			110				
A-B	9	2			9				
A-C	236	59			236				

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-C	44	11	649	0.068	44	0.1	0.1	5.952	A
B-A	3	0.83	402	0.008	3	0.0	0.0	9.035	A
C-AB	124	31	673	0.185	124	0.3	0.3	6.570	A
C-A	110	28			110				
A-B	9	2			9				
A-C	236	59			236				

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-C	36	9	661	0.054	36	0.1	0.1	5.759	A
B-A	3	0.67	423	0.006	3	0.0	0.0	8.567	A
C-AB	97	24	667	0.146	97	0.3	0.2	6.335	A
C-A	94	24			94				
A-B	7	2			7				
A-C	192	48			192				

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-C	30	8	670	0.045	30	0.1	0.0	5.628	A
B-A	2	0.56	438	0.005	2	0.0	0.0	8.256	A
C-AB	79	20	663	0.119	79	0.2	0.2	6.176	A
C-A	81	20			81				
AB	6	2			6				
AC	161	40			161				

Junction 2 - Maddoxford Lane / Wallace Avenue

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J2 - Maddoxford Lane - Wallace Avenue.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\PICADY\J2 - Maddoxford Lane - Wallace Avenue

Report generation date: 10/12/2025 18:28:23

-
- »Existing Junction - 2030 Future Year, AM
 - »Existing Junction - 2030 Future Year, PM
 - »Existing Junction - 2030 + Com, AM
 - »Existing Junction - 2030 + Com, PM
 - »Existing Junction - 2030 + Com + Dev, AM
 - »Existing Junction - 2030 + Com + Dev, PM
 - »Existing Junction - 2036 Future Year, AM
 - »Existing Junction - 2036 Future Year, PM
 - »Existing Junction - 2036 + Com, AM
 - »Existing Junction - 2036 + Com, PM
 - »Existing Junction - 2036 + Com + Dev, AM
 - »Existing Junction - 2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future Year							
Stream B-C	0.2	8.14	0.20	6.64	0.4	8.46	0.27	5.49
Stream B-A	0.5	12.61	0.32		0.4	11.44	0.28	
Stream C-AB	0.8	9.62	0.40		0.2	7.56	0.18	
	Existing Junction - 2030 + Com							
Stream B-C	0.2	8.30	0.20	6.76	0.4	8.52	0.27	5.49
Stream B-A	0.5	12.89	0.34		0.4	11.52	0.29	
Stream C-AB	0.8	9.64	0.41		0.2	7.57	0.18	
	Existing Junction - 2030 + Com + Dev							
Stream B-C	0.3	9.38	0.22	6.93	0.5	11.59	0.34	7.79
Stream B-A	0.7	14.84	0.42		1.0	15.83	0.50	
Stream C-AB	0.8	10.34	0.42		0.2	7.74	0.19	
	Existing Junction - 2036 Future Year							
Stream B-C	0.3	8.35	0.21	6.86	0.4	8.70	0.28	5.62
Stream B-A	0.5	13.11	0.34		0.4	11.78	0.30	
Stream C-AB	0.8	9.89	0.42		0.3	7.65	0.19	
	Existing Junction - 2036 + Com							
Stream B-C	0.3	8.52	0.21	6.99	0.4	8.76	0.29	5.64
Stream B-A	0.5	13.42	0.35		0.4	11.86	0.30	
Stream C-AB	0.8	9.91	0.42		0.3	7.66	0.19	
	Existing Junction - 2036 + Com + Dev							
Stream B-C	0.3	9.70	0.23	7.24	0.5	12.14	0.36	8.12
Stream B-A	0.8	15.60	0.44		1.0	16.64	0.52	
Stream C-AB	0.9	10.66	0.44		0.3	7.84	0.20	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J2 - Maddoxford Lane/Wallace Avenue
Location	Boorley Green
Site number	
Date	05/08/2025
Version	
Status	(new file)
Identifier	J2
Client	Bloor Homes
Jobnumber	2501890
Enumerator	ARDENTCE\Transportation
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
D1	2025 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Existing Junction - 2030 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		6.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	Maddoxford Lane (E)		Major
B	Maddoxford Lane (W)		Minor
C	Wallace Avenue		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 - Wallace Avenue	5.89			51.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Maddoxford Lane (W)	One lane plus flare	9.71	6.66	4.87	4.18	3.74		1.00	83	22

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	556	0.099	0.250	0.157	0.357
B-C	656	0.104	0.262	-	-
C-B	603	0.235	0.235	-	-

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
D3	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	165	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	220	100.000
C - Wallace Avenue		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
	From			
	A - Maddoxford Lane (E)	0	101	64
	B - Maddoxford Lane (W)	121	0	99
	C - Wallace Avenue	99	191	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
	From			
	A - Maddoxford Lane (E)	0	2	6
	B - Maddoxford Lane (W)	2	0	1
	C - Wallace Avenue	0	1	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-C	0.20	8.14	0.2	A	91	136
B-A	0.32	12.61	0.5	B	111	167
C-AB	0.40	9.62	0.8	A	206	310
C-A					60	90
A-B					93	139
A-C					59	88

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-C	75	19	593	0.126	74	0.0	0.1	6.930	A
B-A	91	23	461	0.198	90	0.0	0.2	9.683	A
C-AB	163	41	619	0.264	162	0.0	0.4	7.861	A
C-A	55	14			55				
A-B	76	19			76				
A-C	48	12			48				

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-C	89	22	577	0.154	89	0.1	0.2	7.370	A
B-A	109	27	443	0.245	108	0.2	0.3	10.737	B
C-AB	201	50	623	0.322	200	0.4	0.5	8.508	A
C-A	60	15			60				
A-B	91	23			91				
A-C	58	14			58				

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-C	109	27	552	0.198	109	0.2	0.2	8.122	A
B-A	133	33	419	0.318	133	0.3	0.5	12.553	B
C-AB	255	64	629	0.405	254	0.5	0.8	9.579	A
C-A	65	16			65				
A-B	111	28			111				
A-C	70	18			70				

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-C	109	27	551	0.198	109	0.2	0.2	8.139	A
B-A	133	33	419	0.318	133	0.5	0.5	12.612	B
C-AB	255	64	630	0.405	255	0.8	0.8	9.624	A
C-A	64	16			64				
A-B	111	28			111				
A-C	70	18			70				

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-C	89	22	576	0.154	89	0.2	0.2	7.394	A
B-A	109	27	443	0.246	109	0.5	0.3	10.804	B
C-AB	201	50	623	0.322	202	0.8	0.5	8.562	A
C-A	60	15			60				
A-B	91	23			91				
A-C	58	14			58				

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-C	75	19	592	0.126	75	0.2	0.1	6.963	A
B-A	91	23	460	0.198	91	0.3	0.2	9.765	A
C-AB	164	41	619	0.265	164	0.5	0.4	7.934	A
C-A	55	14			55				
A-B	76	19			76				
A-C	48	12			48				

Existing Junction - 2030 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		5.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.49	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
D4	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	202	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	256	100.000
C - Wallace Avenue		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	116	86
	B - Maddoxford Lane (W)	113	0	143
	C - Wallace Avenue	42	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	1
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.27	8.46	0.4	A	131	197
B-A	0.28	11.44	0.4	B	104	156
C-AB	0.18	7.56	0.2	A	88	131
C-A					33	49
A-B					106	160
A-C					79	118

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-C	108	27	622	0.173	107	0.0	0.2	6.980	A
B-A	85	21	470	0.181	84	0.0	0.2	9.316	A
C-AB	71	18	589	0.120	70	0.0	0.1	6.929	A
C-A	28	7			28				
A-B	87	22			87				
A-C	65	16			65				

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-C	129	32	606	0.212	128	0.2	0.3	7.526	A
B-A	102	25	458	0.222	101	0.2	0.3	10.097	B
C-AB	86	21	587	0.146	85	0.1	0.2	7.180	A
C-A	32	8			32				
A-B	104	26			104				
A-C	77	19			77				

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-C	157	39	583	0.270	157	0.3	0.4	8.443	A
B-A	124	31	439	0.283	124	0.3	0.4	11.405	B
C-AB	106	27	583	0.183	106	0.2	0.2	7.548	A
C-A	38	9			38				
A-B	128	32			128				
A-C	95	24			95				

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-C	157	39	583	0.270	157	0.4	0.4	8.464	A
B-A	124	31	439	0.283	124	0.4	0.4	11.441	B
C-AB	107	27	583	0.183	107	0.2	0.2	7.556	A
C-A	38	9			38				
A-B	128	32			128				
A-C	95	24			95				

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-C	129	32	606	0.212	129	0.4	0.3	7.552	A
B-A	102	25	457	0.222	102	0.4	0.3	10.140	B
C-AB	86	21	587	0.146	86	0.2	0.2	7.190	A
C-A	32	8			32				
A-B	104	26			104				
A-C	77	19			77				

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-C	108	27	621	0.173	108	0.3	0.2	7.022	A
B-A	85	21	470	0.181	85	0.3	0.2	9.373	A
C-AB	71	18	589	0.120	71	0.2	0.1	6.947	A
C-A	28	7			28				
A-B	87	22			87				
A-C	65	16			65				

Existing Junction - 2030 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		6.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.76	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
D5	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	167	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	227	100.000
C - Wallace Avenue		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	103	64
	B - Maddoxford Lane (W)	128	0	99
	C - Wallace Avenue	99	191	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	2	6
	B - Maddoxford Lane (W)	2	0	1
	C - Wallace Avenue	0	1	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-C	0.20	8.30	0.2	A	91	136
B-A	0.34	12.89	0.5	B	117	176
C-AB	0.41	9.64	0.8	A	206	310
C-A					60	90
A-B					95	142
A-C					59	88

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-C	75	19	587	0.127	74	0.0	0.1	7.005	A
B-A	96	24	463	0.208	95	0.0	0.3	9.764	A
C-AB	164	41	618	0.264	162	0.0	0.4	7.867	A
C-A	55	14			55				
A-B	78	19			78				
A-C	48	12			48				

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-C	89	22	571	0.156	89	0.1	0.2	7.469	A
B-A	115	29	445	0.258	115	0.3	0.3	10.879	B
C-AB	201	50	623	0.322	200	0.4	0.5	8.516	A
C-A	60	15			60				
A-B	93	23			93				
A-C	58	14			58				

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-C	109	27	544	0.201	109	0.2	0.2	8.275	A
B-A	141	35	420	0.335	140	0.3	0.5	12.825	B
C-AB	255	64	629	0.405	254	0.5	0.8	9.593	A
C-A	65	16			65				
A-B	113	28			113				
A-C	70	18			70				

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-C	109	27	543	0.201	109	0.2	0.2	8.296	A
B-A	141	35	420	0.335	141	0.5	0.5	12.891	B
C-AB	255	64	629	0.405	255	0.8	0.8	9.636	A
C-A	64	16			64				
A-B	113	28			113				
A-C	70	18			70				

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-C	89	22	570	0.156	89	0.2	0.2	7.495	A
B-A	115	29	445	0.259	116	0.5	0.4	10.954	B
C-AB	201	50	623	0.322	202	0.8	0.5	8.569	A
C-A	60	15			60				
A-B	93	23			93				
A-C	58	14			58				

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-C	75	19	586	0.127	75	0.2	0.1	7.037	A
B-A	96	24	462	0.208	97	0.4	0.3	9.852	A
C-AB	164	41	619	0.265	164	0.5	0.4	7.941	A
C-A	55	14			55				
A-B	78	19			78				
A-C	48	12			48				

Existing Junction - 2030 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		5.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.49	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
D6	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	207	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	258	100.000
C - Wallace Avenue		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	121	86
	B - Maddoxford Lane (W)	115	0	143
	C - Wallace Avenue	42	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	1
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.27	8.52	0.4	A	131	197
B-A	0.29	11.52	0.4	B	106	158
C-AB	0.18	7.57	0.2	A	88	131
C-A					33	49
A-B					111	167
A-C					79	118

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-C	108	27	620	0.174	107	0.0	0.2	7.008	A
B-A	87	22	470	0.184	86	0.0	0.2	9.342	A
C-AB	71	18	588	0.120	70	0.0	0.1	6.941	A
C-A	28	7			28				
A-B	91	23			91				
A-C	65	16			65				

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-C	129	32	604	0.213	128	0.2	0.3	7.563	A
B-A	103	26	458	0.226	103	0.2	0.3	10.142	B
C-AB	86	21	586	0.146	85	0.1	0.2	7.195	A
C-A	32	8			32				
A-B	109	27			109				
A-C	77	19			77				

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-C	157	39	580	0.271	157	0.3	0.4	8.500	A
B-A	127	32	439	0.288	126	0.3	0.4	11.485	B
C-AB	107	27	582	0.183	106	0.2	0.2	7.569	A
C-A	38	9			38				
A-B	133	33			133				
A-C	95	24			95				

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-C	157	39	580	0.272	157	0.4	0.4	8.522	A
B-A	127	32	439	0.288	127	0.4	0.4	11.521	B
C-AB	107	27	582	0.183	107	0.2	0.2	7.573	A
C-A	38	9			38				
A-B	133	33			133				
A-C	95	24			95				

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-C	129	32	604	0.213	129	0.4	0.3	7.592	A
B-A	103	26	458	0.226	104	0.4	0.3	10.186	B
C-AB	86	21	586	0.146	86	0.2	0.2	7.205	A
C-A	32	8			32				
A-B	109	27			109				
A-C	77	19			77				

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-C	108	27	619	0.174	108	0.3	0.2	7.047	A
B-A	87	22	470	0.184	87	0.3	0.2	9.404	A
C-AB	71	18	588	0.120	71	0.2	0.1	6.962	A
C-A	28	7			28				
A-B	91	23			91				
A-C	65	16			65				

Existing Junction - 2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		6.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.93	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
D7	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	264	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	260	100.000
C - Wallace Avenue		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	200	64
	B - Maddoxford Lane (W)	161	0	99
	C - Wallace Avenue	99	191	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	1	6
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	1	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-C	0.22	9.38	0.3	A	91	136
B-A	0.42	14.84	0.7	B	148	222
C-AB	0.42	10.34	0.8	B	208	312
C-A					58	88
A-B					184	275
A-C					59	88

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-C	75	19	557	0.134	74	0.0	0.2	7.440	A
B-A	121	30	469	0.259	120	0.0	0.3	10.283	B
C-AB	164	41	602	0.273	162	0.0	0.4	8.168	A
C-A	54	14			54				
A-B	151	38			151				
A-C	48	12			48				

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-C	89	22	534	0.167	89	0.2	0.2	8.084	A
B-A	145	36	449	0.323	144	0.3	0.5	11.810	B
C-AB	202	50	603	0.334	201	0.4	0.6	8.944	A
C-A	59	15			59				
A-B	180	45			180				
A-C	58	14			58				

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-C	109	27	494	0.221	109	0.2	0.3	9.336	A
B-A	177	44	420	0.422	176	0.5	0.7	14.713	B
C-AB	257	64	606	0.424	256	0.6	0.8	10.284	B
C-A	62	16			62				
A-B	220	55			220				
A-C	70	18			70				

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-C	109	27	493	0.221	109	0.3	0.3	9.377	A
B-A	177	44	420	0.422	177	0.7	0.7	14.844	B
C-AB	257	64	606	0.424	257	0.8	0.8	10.343	B
C-A	62	16			62				
A-B	220	55			220				
A-C	70	18			70				

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-C	89	22	533	0.167	89	0.3	0.2	8.128	A
B-A	145	36	448	0.323	146	0.7	0.5	11.943	B
C-AB	202	50	604	0.334	203	0.8	0.6	9.012	A
C-A	59	15			59				
A-B	180	45			180				
A-C	58	14			58				

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-C	75	19	556	0.134	75	0.2	0.2	7.485	A
B-A	121	30	468	0.259	122	0.5	0.4	10.415	B
C-AB	164	41	602	0.273	165	0.6	0.4	8.249	A
C-A	54	13			54				
A-B	151	38			151				
A-C	48	12			48				

Existing Junction - 2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		7.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.79	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
D8	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	247	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	348	100.000
C - Wallace Avenue		ONE HOUR	✓	131	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	161	86
	B - Maddoxford Lane (W)	205	0	143
	C - Wallace Avenue	42	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	1
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.34	11.59	0.5	B	131	197
B-A	0.50	15.83	1.0	C	188	282
C-AB	0.19	7.74	0.2	A	88	132
C-A					32	49
A-B					148	222
A-C					79	118

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-C	108	27	548	0.196	107	0.0	0.2	8.132	A
B-A	154	39	494	0.312	153	0.0	0.4	10.475	B
C-AB	71	18	581	0.122	70	0.0	0.1	7.036	A
C-A	28	7			28				
A-B	121	30			121				
A-C	65	16			65				

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-C	129	32	519	0.248	128	0.2	0.3	9.202	A
B-A	184	46	479	0.385	184	0.4	0.6	12.174	B
C-AB	86	21	577	0.148	85	0.1	0.2	7.317	A
C-A	32	8			32				
A-B	145	36			145				
A-C	77	19			77				

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-C	157	39	469	0.335	157	0.3	0.5	11.488	B
B-A	226	56	453	0.498	224	0.6	1.0	15.630	C
C-AB	107	27	572	0.187	106	0.2	0.2	7.735	A
C-A	38	9			38				
A-B	177	44			177				
A-C	95	24			95				

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-C	157	39	468	0.336	157	0.5	0.5	11.591	B
B-A	226	56	453	0.498	226	1.0	1.0	15.832	C
C-AB	107	27	572	0.187	107	0.2	0.2	7.743	A
C-A	38	9			38				
A-B	177	44			177				
A-C	95	24			95				

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-C	129	32	517	0.248	129	0.5	0.3	9.290	A
B-A	184	46	478	0.385	186	1.0	0.6	12.357	B
C-AB	86	21	577	0.148	86	0.2	0.2	7.331	A
C-A	32	8			32				
A-B	145	36			145				
A-C	77	19			77				

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-C	108	27	547	0.197	108	0.3	0.2	8.213	A
B-A	154	39	494	0.312	155	0.6	0.5	10.638	B
C-AB	71	18	581	0.122	71	0.2	0.1	7.055	A
C-A	28	7			28				
A-B	121	30			121				
A-C	65	16			65				

Existing Junction - 2036 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		6.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.86	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
D9	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	172	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	229	100.000
C - Wallace Avenue		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	105	67
	B - Maddoxford Lane (W)	126	0	103
	C - Wallace Avenue	103	198	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	2	6
	B - Maddoxford Lane (W)	2	0	1
	C - Wallace Avenue	0	1	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-C	0.21	8.35	0.3	A	95	142
B-A	0.34	13.11	0.5	B	116	173
C-AB	0.42	9.89	0.8	A	215	323
C-A					61	91
A-B					96	145
A-C					61	92

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-C	78	19	590	0.131	77	0.0	0.2	7.013	A
B-A	95	24	458	0.207	94	0.0	0.3	9.869	A
C-AB	170	43	619	0.275	169	0.0	0.4	7.964	A
C-A	56	14			56				
A-B	79	20			79				
A-C	50	13			50				

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-C	93	23	573	0.162	92	0.2	0.2	7.491	A
B-A	113	28	439	0.258	113	0.3	0.3	11.021	B
C-AB	209	52	624	0.335	209	0.4	0.6	8.663	A
C-A	61	15			61				
A-B	94	24			94				
A-C	60	15			60				

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-C	113	28	545	0.208	113	0.2	0.3	8.328	A
B-A	139	35	413	0.336	138	0.3	0.5	13.043	B
C-AB	266	67	631	0.422	265	0.6	0.8	9.842	A
C-A	65	16			65				
A-B	116	29			116				
A-C	74	18			74				

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-C	113	28	544	0.208	113	0.3	0.3	8.350	A
B-A	139	35	413	0.336	139	0.5	0.5	13.114	B
C-AB	266	67	631	0.422	266	0.8	0.8	9.894	A
C-A	65	16			65				
A-B	116	29			116				
A-C	74	18			74				

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-C	93	23	572	0.162	93	0.3	0.2	7.515	A
B-A	113	28	439	0.258	114	0.5	0.4	11.096	B
C-AB	209	52	624	0.335	210	0.8	0.6	8.724	A
C-A	61	15			61				
A-B	94	24			94				
A-C	60	15			60				

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-C	78	19	589	0.132	78	0.2	0.2	7.045	A
B-A	95	24	457	0.208	95	0.4	0.3	9.962	A
C-AB	171	43	620	0.275	171	0.6	0.4	8.044	A
C-A	56	14			56				
A-B	79	20			79				
A-C	50	13			50				

Existing Junction - 2036 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		5.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	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
D10	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	210	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	266	100.000
C - Wallace Avenue		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	121	89
	B - Maddoxford Lane (W)	117	0	149
	C - Wallace Avenue	44	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	1
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.28	8.70	0.4	A	137	205
B-A	0.30	11.78	0.4	B	107	161
C-AB	0.19	7.65	0.3	A	92	138
C-A					34	51
A-B					111	167
A-C					82	123

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-C	112	28	619	0.181	111	0.0	0.2	7.075	A
B-A	88	22	467	0.189	87	0.0	0.2	9.454	A
C-AB	74	19	589	0.126	74	0.0	0.2	6.979	A
C-A	29	7			29				
A-B	91	23			91				
A-C	67	17			67				

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-C	134	33	603	0.222	134	0.2	0.3	7.665	A
B-A	105	26	454	0.232	105	0.2	0.3	10.301	B
C-AB	90	22	586	0.153	90	0.2	0.2	7.246	A
C-A	33	8			33				
A-B	109	27			109				
A-C	80	20			80				

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-C	164	41	578	0.284	164	0.3	0.4	8.676	A
B-A	129	32	434	0.297	128	0.3	0.4	11.725	B
C-AB	112	28	583	0.192	111	0.2	0.3	7.642	A
C-A	39	10			39				
A-B	133	33			133				
A-C	98	24			98				

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-C	164	41	578	0.284	164	0.4	0.4	8.702	A
B-A	129	32	434	0.297	129	0.4	0.4	11.784	B
C-AB	112	28	583	0.192	112	0.3	0.3	7.648	A
C-A	39	10			39				
A-B	133	33			133				
A-C	98	24			98				

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-C	134	33	603	0.222	134	0.4	0.3	7.696	A
B-A	105	26	454	0.232	106	0.4	0.3	10.348	B
C-AB	90	22	586	0.153	90	0.3	0.2	7.257	A
C-A	33	8			33				
A-B	109	27			109				
A-C	80	20			80				

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-C	112	28	619	0.181	112	0.3	0.2	7.116	A
B-A	88	22	467	0.189	88	0.3	0.2	9.520	A
C-AB	74	19	589	0.126	74	0.2	0.2	6.998	A
C-A	29	7			29				
A-B	91	23			91				
A-C	67	17			67				

Existing Junction - 2036 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		6.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.99	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
D11	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	174	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	236	100.000
C - Wallace Avenue		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	107	67
	B - Maddoxford Lane (W)	133	0	103
	C - Wallace Avenue	103	198	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	2	6
	B - Maddoxford Lane (W)	2	0	1
	C - Wallace Avenue	0	1	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-C	0.21	8.52	0.3	A	95	142
B-A	0.35	13.42	0.5	B	122	183
C-AB	0.42	9.91	0.8	A	215	323
C-A					61	91
A-B					98	147
A-C					61	92

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-C	78	19	584	0.133	77	0.0	0.2	7.086	A
B-A	100	25	460	0.218	99	0.0	0.3	9.957	A
C-AB	170	43	619	0.275	169	0.0	0.4	7.970	A
C-A	56	14			56				
A-B	81	20			81				
A-C	50	13			50				

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-C	93	23	566	0.163	92	0.2	0.2	7.594	A
B-A	120	30	441	0.271	119	0.3	0.4	11.178	B
C-AB	209	52	624	0.336	209	0.4	0.6	8.672	A
C-A	61	15			61				
A-B	96	24			96				
A-C	60	15			60				

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-C	113	28	537	0.211	113	0.2	0.3	8.493	A
B-A	146	37	415	0.353	146	0.4	0.5	13.341	B
C-AB	266	67	630	0.422	265	0.6	0.8	9.857	A
C-A	65	16			65				
A-B	118	29			118				
A-C	74	18			74				

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-C	113	28	536	0.212	113	0.3	0.3	8.519	A
B-A	146	37	415	0.353	146	0.5	0.5	13.423	B
C-AB	266	67	630	0.423	266	0.8	0.8	9.907	A
C-A	65	16			65				
A-B	118	29			118				
A-C	74	18			74				

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-C	93	23	566	0.164	93	0.3	0.2	7.620	A
B-A	120	30	441	0.271	120	0.5	0.4	11.261	B
C-AB	210	52	624	0.336	211	0.8	0.6	8.735	A
C-A	61	15			61				
A-B	96	24			96				
A-C	60	15			60				

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-C	78	19	583	0.133	78	0.2	0.2	7.122	A
B-A	100	25	459	0.218	101	0.4	0.3	10.055	B
C-AB	171	43	619	0.276	171	0.6	0.4	8.049	A
C-A	56	14			56				
A-B	81	20			81				
A-C	50	13			50				

Existing Junction - 2036 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		5.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.64	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
D12	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	215	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	268	100.000
C - Wallace Avenue		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	126	89
	B - Maddoxford Lane (W)	119	0	149
	C - Wallace Avenue	44	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	0
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.29	8.76	0.4	A	137	205
B-A	0.30	11.86	0.4	B	109	164
C-AB	0.19	7.66	0.3	A	92	138
C-A					34	51
A-B					116	173
A-C					82	123

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-C	112	28	618	0.182	111	0.0	0.2	7.100	A
B-A	90	22	468	0.192	89	0.0	0.2	9.480	A
C-AB	74	19	588	0.126	74	0.0	0.2	6.989	A
C-A	29	7			29				
A-B	95	24			95				
A-C	67	17			67				

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-C	134	33	601	0.223	134	0.2	0.3	7.699	A
B-A	107	27	454	0.235	107	0.2	0.3	10.342	B
C-AB	90	22	585	0.153	90	0.2	0.2	7.258	A
C-A	33	8			33				
A-B	113	28			113				
A-C	80	20			80				

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-C	164	41	576	0.285	164	0.3	0.4	8.729	A
B-A	131	33	435	0.301	131	0.3	0.4	11.819	B
C-AB	112	28	582	0.192	112	0.2	0.3	7.659	A
C-A	39	10			39				
A-B	139	35			139				
A-C	98	24			98				

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-C	164	41	575	0.285	164	0.4	0.4	8.757	A
B-A	131	33	435	0.302	131	0.4	0.4	11.859	B
C-AB	112	28	582	0.192	112	0.3	0.3	7.663	A
C-A	39	10			39				
A-B	139	35			139				
A-C	98	24			98				

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-C	134	33	600	0.223	134	0.4	0.3	7.731	A
B-A	107	27	454	0.235	107	0.4	0.3	10.393	B
C-AB	90	22	585	0.153	90	0.3	0.2	7.272	A
C-A	33	8			33				
A-B	113	28			113				
A-C	80	20			80				

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-C	112	28	617	0.182	112	0.3	0.2	7.144	A
B-A	90	22	467	0.192	90	0.3	0.2	9.545	A
C-AB	74	19	588	0.126	74	0.2	0.2	7.008	A
C-A	29	7			29				
A-B	95	24			95				
A-C	67	17			67				

Existing Junction - 2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		7.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.24	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
D13	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	271	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	269	100.000
C - Wallace Avenue		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	204	67
	B - Maddoxford Lane (W)	166	0	103
	C - Wallace Avenue	103	198	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	1	6
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	1	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-C	0.23	9.70	0.3	A	95	142
B-A	0.44	15.60	0.8	C	152	228
C-AB	0.44	10.66	0.9	B	217	325
C-A					59	89
A-B					187	281
A-C					61	92

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-C	78	19	554	0.140	77	0.0	0.2	7.533	A
B-A	125	31	465	0.269	124	0.0	0.4	10.509	B
C-AB	171	43	603	0.284	169	0.0	0.4	8.277	A
C-A	56	14			56				
A-B	154	38			154				
A-C	50	13			50				

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-C	93	23	529	0.175	92	0.2	0.2	8.237	A
B-A	149	37	444	0.336	149	0.4	0.5	12.177	B
C-AB	210	53	605	0.348	210	0.4	0.6	9.118	A
C-A	60	15			60				
A-B	183	46			183				
A-C	60	15			60				

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-C	113	28	486	0.233	113	0.2	0.3	9.648	A
B-A	183	46	414	0.442	182	0.5	0.8	15.433	C
C-AB	269	67	607	0.442	267	0.6	0.9	10.590	B
C-A	63	16			63				
A-B	225	56			225				
A-C	74	18			74				

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-C	113	28	484	0.234	113	0.3	0.3	9.700	A
B-A	183	46	413	0.442	183	0.8	0.8	15.602	C
C-AB	269	67	607	0.443	269	0.9	0.9	10.660	B
C-A	63	16			63				
A-B	225	56			225				
A-C	74	18			74				

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-C	93	23	528	0.175	93	0.3	0.2	8.286	A
B-A	149	37	443	0.337	150	0.8	0.5	12.331	B
C-AB	211	53	605	0.348	212	0.9	0.6	9.196	A
C-A	60	15			60				
A-B	183	46			183				
A-C	60	15			60				

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-C	78	19	553	0.140	78	0.2	0.2	7.585	A
B-A	125	31	464	0.269	126	0.5	0.4	10.656	B
C-AB	171	43	603	0.284	172	0.6	0.4	8.368	A
C-A	55	14			55				
A-B	154	38			154				
A-C	50	13			50				

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Wallace Avenue - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Wallace Avenue	T-Junction	Two-way	Two-way	Two-way		8.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.12	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
D14	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	255	100.000
B - Maddoxford Lane (W)		ONE HOUR	✓	358	100.000
C - Wallace Avenue		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	166	89
	B - Maddoxford Lane (W)	209	0	149
	C - Wallace Avenue	44	93	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Maddoxford Lane (W)	C - Wallace Avenue
From	A - Maddoxford Lane (E)	0	0	1
	B - Maddoxford Lane (W)	1	0	1
	C - Wallace Avenue	0	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-C	0.36	12.14	0.5	B	137	205
B-A	0.52	16.64	1.0	C	192	288
C-AB	0.20	7.84	0.3	A	92	138
C-A					34	51
A-B					152	228
A-C					82	123

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-C	112	28	546	0.205	111	0.0	0.3	8.258	A
B-A	157	39	491	0.321	155	0.0	0.5	10.683	B
C-AB	74	19	581	0.128	74	0.0	0.2	7.088	A
C-A	29	7			29				
A-B	125	31			125				
A-C	67	17			67				

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-C	134	33	515	0.260	134	0.3	0.3	9.424	A
B-A	188	47	474	0.397	187	0.5	0.6	12.524	B
C-AB	90	22	577	0.156	90	0.2	0.2	7.386	A
C-A	33	8			33				
A-B	149	37			149				
A-C	80	20			80				

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-C	164	41	462	0.355	163	0.3	0.5	12.015	B
B-A	230	58	447	0.515	229	0.6	1.0	16.396	C
C-AB	112	28	571	0.196	112	0.2	0.3	7.830	A
C-A	39	10			39				
A-B	183	46			183				
A-C	98	24			98				

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-C	164	41	460	0.356	164	0.5	0.5	12.144	B
B-A	230	58	446	0.516	230	1.0	1.0	16.642	C
C-AB	112	28	571	0.196	112	0.3	0.3	7.840	A
C-A	39	10			39				
A-B	183	46			183				
A-C	98	24			98				

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-C	134	33	513	0.261	135	0.5	0.4	9.531	A
B-A	188	47	473	0.397	189	1.0	0.7	12.736	B
C-AB	90	22	577	0.156	90	0.3	0.2	7.401	A
C-A	33	8			33				
A-B	149	37			149				
A-C	80	20			80				

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-C	112	28	544	0.206	113	0.4	0.3	8.348	A
B-A	157	39	490	0.321	158	0.7	0.5	10.864	B
C-AB	74	19	581	0.128	74	0.2	0.2	7.107	A
C-A	29	7			29				
A-B	125	31			125				
A-C	67	17			67				

Junction 3 - Maddoxford Lane / Oatlands Road

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J3 - Maddoxford Lane - Oatlands Road.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\PICADY\J3 - Maddoxford Lane - Oatlands

Report generation date: 10/12/2025 18:37:39

-
- »Existing Junction - 2030 Future Year, AM
 - »Existing Junction - 2030 Future Year, PM
 - »Existing Junction - 2030 + Com, AM
 - »Existing Junction - 2030 + Com, PM
 - »Existing Junction - 2030 + Com + Dev, AM
 - »Existing Junction - 2030 + Com + Dev, PM
 - »Existing Junction - 2036 Future Year, AM
 - »Existing Junction - 2036 Future Year, PM
 - »Existing Junction - 2036 + Com , AM
 - »Existing Junction - 2036 + Com , PM
 - »Existing Junction - 2036 + Com + Dev, AM
 - »Existing Junction - 2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future Year							
Stream B-AC	0.4	10.86	0.29	2.98	0.5	11.61	0.34	4.30
Stream C-AB	0.0	5.40	0.01		0.0	5.23	0.00	
	Existing Junction - 2030 + Com							
Stream B-AC	0.4	10.91	0.29	2.94	0.5	11.67	0.34	4.25
Stream C-AB	0.0	5.36	0.01		0.0	5.23	0.00	
	Existing Junction - 2030 + Com + Dev							
Stream B-AC	0.5	12.20	0.33	2.71	0.7	13.47	0.40	4.17
Stream C-AB	0.0	5.42	0.01		0.0	5.03	0.00	
	Existing Junction - 2036 Future Year							
Stream B-AC	0.4	11.12	0.30	3.06	0.6	11.93	0.36	4.42
Stream C-AB	0.0	5.41	0.02		0.0	5.23	0.00	
	Existing Junction - 2036 + Com							
Stream B-AC	0.4	11.18	0.30	3.02	0.6	11.99	0.36	4.38
Stream C-AB	0.0	5.38	0.02		0.0	5.23	0.00	
	Existing Junction - 2036 + Com + Dev							
Stream B-AC	0.5	12.53	0.34	2.81	0.7	13.90	0.42	4.34
Stream C-AB	0.0	5.44	0.02		0.0	5.03	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J3 - Maddoxford Lane/Oatlands Road
Location	Boorley Green
Site number	
Date	05/08/2025
Version	
Status	(new file)
Identifier	J3
Client	Bloor Homes
Jobnumber	2501890
Enumerator	ARDENTCE\Transportation
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
D1	2025 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Existing Junction - 2030 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.98	A

Arms

Arms

Arm	Name	Description	Arm type
A	Maddoxford Lane (E)		Major
B	Oatlands Road		Minor
C	Maddoxford Lane (W)		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 - Maddoxford Lane (W)	5.64			199.0	✓	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 - Oatlands Road	One lane	3.49	22	24

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	521	0.096	0.242	0.152	0.346
B-C	671	0.105	0.266	-	-
C-B	689	0.271	0.271	-	-

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
D3	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	246	100.000
B - Oatlands Road		ONE HOUR	✓	123	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	0	178	68
	B - Oatlands Road	120	0	3
	C - Maddoxford Lane (W)	85	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	From			
	A - Maddoxford Lane (E)	0	1	0
	B - Oatlands Road	0	0	33
	C - Maddoxford Lane (W)	2	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	0.29	10.86	0.4	B	113	169
C-AB	0.01	5.40	0.0	A	7	11
C-A					77	116
A-B					163	245
A-C					62	94

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	93	23	484	0.191	92	0.0	0.2	9.149	A
C-AB	6	1	679	0.009	6	0.0	0.0	5.343	A
C-A	63	16			63				
A-B	134	34			134				
A-C	51	13			51				

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	111	28	477	0.232	110	0.2	0.3	9.816	A
C-AB	7	2	678	0.010	7	0.0	0.0	5.364	A
C-A	76	19			76				
A-B	160	40			160				
A-C	61	15			61				

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	135	34	467	0.290	135	0.3	0.4	10.831	B
C-AB	9	2	676	0.013	9	0.0	0.0	5.393	A
C-A	92	23			92				
A-B	196	49			196				
A-C	75	19			75				

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	135	34	467	0.290	135	0.4	0.4	10.859	B
C-AB	9	2	676	0.013	9	0.0	0.0	5.397	A
C-A	92	23			92				
A-B	196	49			196				
A-C	75	19			75				

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	111	28	477	0.232	111	0.4	0.3	9.853	A
C-AB	7	2	678	0.010	7	0.0	0.0	5.367	A
C-A	76	19			76				
A-B	160	40			160				
A-C	61	15			61				

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	93	23	484	0.191	93	0.3	0.2	9.213	A
C-AB	6	1	679	0.009	6	0.0	0.0	5.347	A
C-A	63	16			63				
A-B	134	34			134				
A-C	51	13			51				

Existing Junction - 2030 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.30	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
D4	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	173	100.000
B - Oatlands Road		ONE HOUR	✓	147	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	88	85
	B - Oatlands Road	145	0	2
	C - Maddoxford Lane (W)	78	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	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	0.34	11.61	0.5	B	135	202
C-AB	0.00	5.23	0.0	A	2	3
C-A					71	107
A-B					81	121
A-C					78	117

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	111	28	486	0.228	110	0.0	0.3	9.525	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.224	A
C-A	59	15			59				
A-B	66	17			66				
A-C	64	16			64				

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	132	33	480	0.275	132	0.3	0.4	10.321	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.222	A
C-A	70	17			70				
A-B	79	20			79				
A-C	76	19			76				

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	162	40	472	0.343	161	0.4	0.5	11.571	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.218	A
C-A	86	21			86				
A-B	97	24			97				
A-C	94	23			94				

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	162	40	472	0.343	162	0.5	0.5	11.609	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.220	A
C-A	86	21			86				
A-B	97	24			97				
A-C	94	23			94				

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	132	33	480	0.275	133	0.5	0.4	10.373	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.225	A
C-A	70	17			70				
A-B	79	20			79				
A-C	76	19			76				

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	111	28	486	0.228	111	0.4	0.3	9.601	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.226	A
C-A	59	15			59				
A-B	66	17			66				
A-C	64	16			64				

Existing Junction - 2030 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	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
D5	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	248	100.000
B - Oatlands Road		ONE HOUR	✓	123	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	178	70
	B - Oatlands Road	120	0	3
	C - Maddoxford Lane (W)	92	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	1	0
	B - Oatlands Road	0	0	33
	C - Maddoxford Lane (W)	2	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	0.29	10.91	0.4	B	113	169
C-AB	0.01	5.36	0.0	A	7	11
C-A					83	125
A-B					163	245
A-C					64	96

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	93	23	483	0.192	92	0.0	0.2	9.183	A
C-AB	6	1	682	0.009	6	0.0	0.0	5.320	A
C-A	69	17			69				
A-B	134	34			134				
A-C	53	13			53				

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	111	28	475	0.233	110	0.2	0.3	9.853	A
C-AB	7	2	682	0.011	7	0.0	0.0	5.336	A
C-A	82	20			82				
A-B	160	40			160				
A-C	63	16			63				

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	135	34	465	0.291	135	0.3	0.4	10.887	B
C-AB	9	2	681	0.013	9	0.0	0.0	5.358	A
C-A	100	25			100				
A-B	196	49			196				
A-C	77	19			77				

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	135	34	465	0.291	135	0.4	0.4	10.915	B
C-AB	9	2	681	0.013	9	0.0	0.0	5.360	A
C-A	100	25			100				
A-B	196	49			196				
A-C	77	19			77				

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	111	28	475	0.233	111	0.4	0.3	9.889	A
C-AB	7	2	682	0.011	7	0.0	0.0	5.341	A
C-A	82	20			82				
A-B	160	40			160				
A-C	63	16			63				

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	93	23	483	0.192	93	0.3	0.2	9.239	A
C-AB	6	1	682	0.009	6	0.0	0.0	5.322	A
C-A	69	17			69				
A-B	134	34			134				
A-C	53	13			53				

Existing Junction - 2030 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.25	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
D6	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	178	100.000
B - Oatlands Road		ONE HOUR	✓	147	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	82	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	88	90
	B - Oatlands Road	145	0	2
	C - Maddoxford Lane (W)	80	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	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	0.34	11.67	0.5	B	135	202
C-AB	0.00	5.23	0.0	A	2	3
C-A					73	110
A-B					81	121
A-C					83	124

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	111	28	485	0.228	110	0.0	0.3	9.554	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.224	A
C-A	60	15			60				
A-B	66	17			66				
A-C	68	17			68				

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	132	33	479	0.276	132	0.3	0.4	10.361	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.222	A
C-A	72	18			72				
A-B	79	20			79				
A-C	81	20			81				

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	162	40	470	0.344	161	0.4	0.5	11.631	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.218	A
C-A	88	22			88				
A-B	97	24			97				
A-C	99	25			99				

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	162	40	470	0.344	162	0.5	0.5	11.672	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.222	A
C-A	88	22			88				
A-B	97	24			97				
A-C	99	25			99				

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	132	33	479	0.276	133	0.5	0.4	10.416	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.227	A
C-A	72	18			72				
A-B	79	20			79				
A-C	81	20			81				

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	111	28	485	0.228	111	0.4	0.3	9.630	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.228	A
C-A	60	15			60				
A-B	66	17			66				
A-C	68	17			68				

Existing Junction - 2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	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
D7	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	344	100.000
B - Oatlands Road		ONE HOUR	✓	130	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Maddoxford Lane (E) B - Oatlands Road C - Maddoxford Lane (W)
A - Maddoxford Lane (E)	0 197 147
B - Oatlands Road	127 0 3
C - Maddoxford Lane (W)	119 7 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Maddoxford Lane (E) B - Oatlands Road C - Maddoxford Lane (W)
A - Maddoxford Lane (E)	0 1 0
B - Oatlands Road	0 0 33
C - Maddoxford Lane (W)	2 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	0.33	12.20	0.5	B	119	179
C-AB	0.01	5.42	0.0	A	8	12
C-A					108	162
A-B					181	271
A-C					135	202

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	98	24	464	0.211	97	0.0	0.3	9.769	A
C-AB	6	2	677	0.009	6	0.0	0.0	5.367	A
C-A	89	22			89				
A-B	148	37			148				
A-C	111	28			111				

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	117	29	453	0.258	117	0.3	0.3	10.679	B
C-AB	7	2	675	0.011	7	0.0	0.0	5.390	A
C-A	106	26			106				
A-B	177	44			177				
A-C	132	33			132				

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	143	36	438	0.327	143	0.3	0.5	12.153	B
C-AB	10	2	673	0.014	10	0.0	0.0	5.420	A
C-A	129	32			129				
A-B	217	54			217				
A-C	162	40			162				

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	143	36	438	0.327	143	0.5	0.5	12.196	B
C-AB	10	2	673	0.014	10	0.0	0.0	5.424	A
C-A	129	32			129				
A-B	217	54			217				
A-C	162	40			162				

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	117	29	453	0.258	117	0.5	0.4	10.733	B
C-AB	7	2	675	0.011	8	0.0	0.0	5.393	A
C-A	106	26			106				
A-B	177	44			177				
A-C	132	33			132				

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	98	24	464	0.211	98	0.4	0.3	9.841	A
C-AB	6	2	677	0.009	6	0.0	0.0	5.371	A
C-A	89	22			89				
A-B	148	37			148				
A-C	111	28			111				

Existing Junction - 2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.17	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
D8	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	218	100.000
B - Oatlands Road		ONE HOUR	✓	165	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	96	122
	B - Oatlands Road	163	0	2
	C - Maddoxford Lane (W)	152	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	2	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	0.40	13.47	0.7	B	151	227
C-AB	0.00	5.03	0.0	A	2	3
C-A					139	209
A-B					88	132
A-C					112	168

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	124	31	470	0.264	123	0.0	0.4	10.316	B
C-AB	2	0.45	717	0.003	2	0.0	0.0	5.030	A
C-A	114	29			114				
A-B	72	18			72				
A-C	92	23			92				

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	148	37	461	0.322	148	0.4	0.5	11.467	B
C-AB	2	0.55	723	0.003	2	0.0	0.0	4.989	A
C-A	136	34			136				
A-B	86	22			86				
A-C	110	27			110				

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	182	45	449	0.405	181	0.5	0.7	13.398	B
C-AB	3	0.71	732	0.004	3	0.0	0.0	4.933	A
C-A	167	42			167				
A-B	106	26			106				
A-C	134	34			134				

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	182	45	449	0.405	182	0.7	0.7	13.474	B
C-AB	3	0.71	732	0.004	3	0.0	0.0	4.935	A
C-A	167	42			167				
A-B	106	26			106				
A-C	134	34			134				

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	148	37	461	0.322	149	0.7	0.5	11.557	B
C-AB	2	0.55	723	0.003	2	0.0	0.0	4.993	A
C-A	136	34			136				
A-B	86	22			86				
A-C	110	27			110				

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	124	31	470	0.264	125	0.5	0.4	10.428	B
C-AB	2	0.45	717	0.003	2	0.0	0.0	5.034	A
C-A	114	29			114				
A-B	72	18			72				
A-C	92	23			92				

Existing Junction - 2036 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	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
D9	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	256	100.000
B - Oatlands Road		ONE HOUR	✓	128	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	185	71
	B - Oatlands Road	125	0	3
	C - Maddoxford Lane (W)	88	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	1	0
	B - Oatlands Road	0	0	33
	C - Maddoxford Lane (W)	2	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	0.30	11.12	0.4	B	117	176
C-AB	0.02	5.41	0.0	A	8	13
C-A					80	120
A-B					170	255
A-C					65	98

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	96	24	482	0.200	95	0.0	0.2	9.282	A
C-AB	7	2	679	0.010	7	0.0	0.0	5.354	A
C-A	66	16			66				
A-B	139	35			139				
A-C	53	13			53				

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	115	29	475	0.242	115	0.2	0.3	9.991	A
C-AB	8	2	677	0.012	8	0.0	0.0	5.378	A
C-A	78	20			78				
A-B	166	42			166				
A-C	64	16			64				

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	141	35	465	0.303	140	0.3	0.4	11.094	B
C-AB	10	3	675	0.015	10	0.0	0.0	5.410	A
C-A	95	24			95				
A-B	204	51			204				
A-C	78	20			78				

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	141	35	464	0.303	141	0.4	0.4	11.125	B
C-AB	10	3	675	0.015	10	0.0	0.0	5.411	A
C-A	95	24			95				
A-B	204	51			204				
A-C	78	20			78				

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	115	29	475	0.242	115	0.4	0.3	10.031	B
C-AB	8	2	677	0.012	8	0.0	0.0	5.380	A
C-A	78	20			78				
A-B	166	42			166				
A-C	64	16			64				

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	96	24	482	0.200	97	0.3	0.3	9.344	A
C-AB	7	2	679	0.010	7	0.0	0.0	5.356	A
C-A	66	16			66				
A-B	139	35			139				
A-C	53	13			53				

Existing Junction - 2036 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.42	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
D10	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	180	100.000
B - Oatlands Road		ONE HOUR	✓	153	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	83	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	92	88
	B - Oatlands Road	151	0	2
	C - Maddoxford Lane (W)	81	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	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	0.36	11.93	0.6	B	140	211
C-AB	0.00	5.23	0.0	A	2	3
C-A					74	111
A-B					84	127
A-C					81	121

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	115	29	485	0.237	114	0.0	0.3	9.669	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.224	A
C-A	61	15			61				
A-B	69	17			69				
A-C	66	17			66				

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	138	34	479	0.287	137	0.3	0.4	10.526	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.221	A
C-A	73	18			73				
A-B	83	21			83				
A-C	79	20			79				

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	168	42	470	0.358	168	0.4	0.5	11.886	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.217	A
C-A	89	22			89				
A-B	101	25			101				
A-C	97	24			97				

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	168	42	470	0.358	168	0.5	0.6	11.932	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.219	A
C-A	89	22			89				
A-B	101	25			101				
A-C	97	24			97				

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	138	34	479	0.287	138	0.6	0.4	10.587	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.226	A
C-A	73	18			73				
A-B	83	21			83				
A-C	79	20			79				

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	115	29	485	0.237	116	0.4	0.3	9.752	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.225	A
C-A	61	15			61				
A-B	69	17			69				
A-C	66	17			66				

Existing Junction - 2036 + Com , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	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
D11	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	258	100.000
B - Oatlands Road		ONE HOUR	✓	128	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	103	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	185	73
	B - Oatlands Road	125	0	3
	C - Maddoxford Lane (W)	95	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	1	0
	B - Oatlands Road	0	0	33
	C - Maddoxford Lane (W)	2	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	0.30	11.18	0.4	B	117	176
C-AB	0.02	5.38	0.0	A	8	13
C-A					86	129
A-B					170	255
A-C					67	100

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	96	24	481	0.200	95	0.0	0.2	9.310	A
C-AB	7	2	682	0.010	7	0.0	0.0	5.331	A
C-A	71	18			71				
A-B	139	35			139				
A-C	55	14			55				

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	115	29	473	0.243	115	0.2	0.3	10.029	B
C-AB	8	2	681	0.012	8	0.0	0.0	5.349	A
C-A	84	21			84				
A-B	166	42			166				
A-C	66	16			66				

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	141	35	463	0.305	140	0.3	0.4	11.153	B
C-AB	10	3	680	0.015	10	0.0	0.0	5.375	A
C-A	103	26			103				
A-B	204	51			204				
A-C	80	20			80				

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	141	35	463	0.305	141	0.4	0.4	11.184	B
C-AB	10	3	680	0.015	10	0.0	0.0	5.376	A
C-A	103	26			103				
A-B	204	51			204				
A-C	80	20			80				

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	115	29	473	0.243	116	0.4	0.3	10.070	B
C-AB	8	2	681	0.012	8	0.0	0.0	5.352	A
C-A	84	21			84				
A-B	166	42			166				
A-C	66	16			66				

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	96	24	481	0.200	97	0.3	0.3	9.370	A
C-AB	7	2	682	0.010	7	0.0	0.0	5.335	A
C-A	71	18			71				
A-B	139	35			139				
A-C	55	14			55				

Existing Junction - 2036 + Com , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	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
D12	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	185	100.000
B - Oatlands Road		ONE HOUR	✓	153	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	85	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	92	93
	B - Oatlands Road	151	0	2
	C - Maddoxford Lane (W)	83	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
From	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	2	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	0.36	11.99	0.6	B	140	211
C-AB	0.00	5.23	0.0	A	2	3
C-A					76	114
A-B					84	127
A-C					85	128

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	115	29	484	0.238	114	0.0	0.3	9.697	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.223	A
C-A	62	16			62				
A-B	69	17			69				
A-C	70	18			70				

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	138	34	478	0.288	137	0.3	0.4	10.565	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.220	A
C-A	74	19			74				
A-B	83	21			83				
A-C	84	21			84				

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	168	42	469	0.360	168	0.4	0.6	11.946	B
C-AB	3	0.63	692	0.004	3	0.0	0.0	5.216	A
C-A	91	23			91				
A-B	101	25			101				
A-C	102	26			102				

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	168	42	469	0.360	168	0.6	0.6	11.993	B
C-AB	3	0.63	693	0.004	3	0.0	0.0	5.217	A
C-A	91	23			91				
A-B	101	25			101				
A-C	102	26			102				

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	138	34	478	0.288	138	0.6	0.4	10.626	B
C-AB	2	0.50	691	0.003	2	0.0	0.0	5.224	A
C-A	74	19			74				
A-B	83	21			83				
A-C	84	21			84				

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	115	29	484	0.238	116	0.4	0.3	9.782	A
C-AB	2	0.41	691	0.002	2	0.0	0.0	5.226	A
C-A	62	16			62				
A-B	69	17			69				
A-C	70	18			70				

Existing Junction - 2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		2.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.81	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
D13	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	354	100.000
B - Oatlands Road		ONE HOUR	✓	135	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	204	150
	B - Oatlands Road	132	0	3
	C - Maddoxford Lane (W)	122	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	1	0
	B - Oatlands Road	0	0	33
	C - Maddoxford Lane (W)	2	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	0.34	12.53	0.5	B	124	186
C-AB	0.02	5.44	0.0	A	9	13
C-A					110	166
A-B					187	281
A-C					138	206

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	102	25	463	0.220	101	0.0	0.3	9.912	A
C-AB	7	2	676	0.010	7	0.0	0.0	5.378	A
C-A	91	23			91				
A-B	154	38			154				
A-C	113	28			113				

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	121	30	451	0.269	121	0.3	0.4	10.886	B
C-AB	9	2	675	0.013	9	0.0	0.0	5.403	A
C-A	108	27			108				
A-B	183	46			183				
A-C	135	34			135				

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	149	37	436	0.341	148	0.4	0.5	12.484	B
C-AB	11	3	673	0.016	11	0.0	0.0	5.437	A
C-A	132	33			132				
A-B	225	56			225				
A-C	165	41			165				

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	149	37	436	0.341	149	0.5	0.5	12.534	B
C-AB	11	3	673	0.016	11	0.0	0.0	5.441	A
C-A	132	33			132				
A-B	225	56			225				
A-C	165	41			165				

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	121	30	451	0.269	122	0.5	0.4	10.947	B
C-AB	9	2	675	0.013	9	0.0	0.0	5.409	A
C-A	108	27			108				
A-B	183	46			183				
A-C	135	34			135				

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	102	25	463	0.220	102	0.4	0.3	9.991	A
C-AB	7	2	676	0.010	7	0.0	0.0	5.380	A
C-A	91	23			91				
A-B	154	38			154				
A-C	113	28			113				

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Maddoxford Lane (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Maddoxford Lane/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.34	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
D14	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Maddoxford Lane (E)		ONE HOUR	✓	225	100.000
B - Oatlands Road		ONE HOUR	✓	171	100.000
C - Maddoxford Lane (W)		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	100	125
	B - Oatlands Road	169	0	2
	C - Maddoxford Lane (W)	155	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Maddoxford Lane (E)	B - Oatlands Road	C - Maddoxford Lane (W)
	A - Maddoxford Lane (E)	0	0	0
	B - Oatlands Road	1	0	0
	C - Maddoxford Lane (W)	1	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	0.42	13.90	0.7	B	157	235
C-AB	0.00	5.03	0.0	A	2	3
C-A					142	213
A-B					92	138
A-C					115	172

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	129	32	469	0.274	127	0.0	0.4	10.479	B
C-AB	2	0.45	718	0.003	2	0.0	0.0	5.027	A
C-A	116	29			116				
A-B	75	19			75				
A-C	94	24			94				

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	154	38	460	0.334	153	0.4	0.5	11.714	B
C-AB	2	0.56	724	0.003	2	0.0	0.0	4.986	A
C-A	139	35			139				
A-B	90	22			90				
A-C	112	28			112				

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	188	47	447	0.421	187	0.5	0.7	13.810	B
C-AB	3	0.72	733	0.004	3	0.0	0.0	4.928	A
C-A	170	42			170				
A-B	110	28			110				
A-C	138	34			138				

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	188	47	447	0.421	188	0.7	0.7	13.897	B
C-AB	3	0.72	733	0.004	3	0.0	0.0	4.929	A
C-A	170	42			170				
A-B	110	28			110				
A-C	138	34			138				

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	154	38	460	0.334	155	0.7	0.5	11.815	B
C-AB	2	0.56	724	0.003	2	0.0	0.0	4.987	A
C-A	139	35			139				
A-B	90	22			90				
A-C	112	28			112				

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	129	32	469	0.274	129	0.5	0.4	10.600	B
C-AB	2	0.45	718	0.003	2	0.0	0.0	5.030	A
C-A	116	29			116				
A-B	75	19			75				
A-C	94	24			94				

Junction 4 - Maddoxford Lane / Winchester Road

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021			
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
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: J4 - Winchester Road - Maddoxford Lane.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\PICADY\J4 - Maddoxford Lane - Winchester Road

Report generation date: 10/12/2025 18:42:06

- »Existing Junction - 2030 Future Year, AM
- »Existing Junction - 2030 Future Year, PM
- »Existing Junction - 2030 + Com, AM
- »Existing Junction - 2030 + Com, PM
- »Existing Junction - 2030 + Com + Dev, AM
- »Existing Junction - 2030 + Com + Dev, PM
- »Existing Junction - 2036 Future Year, AM
- »Existing Junction - 2036 Future Year, PM
- »Existing Junction - 2036 + Com, AM
- »Existing Junction - 2036 + Com, PM
- »Existing Junction - 2036 + Com + Dev, AM
- »Existing Junction - 2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future Year							
Stream B-AC	0.3	12.04	0.24	1.20	0.3	11.99	0.26	1.50
Stream C-AB	0.1	5.02	0.04		0.1	4.84	0.05	
	Existing Junction - 2030 + Com							
Stream B-AC	0.5	17.51	0.32	1.25	0.5	15.05	0.32	1.53
Stream C-AB	0.1	4.63	0.05		0.1	4.63	0.06	
	Existing Junction - 2030 + Com + Dev							
Stream B-AC	1.1	22.54	0.53	2.81	0.7	17.48	0.42	2.56
Stream C-AB	0.3	4.76	0.12		0.5	5.16	0.22	
	Existing Junction - 2036 Future Year							
Stream B-AC	0.3	12.55	0.25	1.25	0.4	12.42	0.28	1.55
Stream C-AB	0.1	4.97	0.04		0.1	4.79	0.06	
	Existing Junction - 2036 + Com							
Stream B-AC	0.5	18.63	0.34	1.34	0.5	15.73	0.34	1.61
Stream C-AB	0.1	4.59	0.06		0.1	4.59	0.07	
	Existing Junction - 2036 + Com + Dev							
Stream B-AC	1.2	24.46	0.56	2.99	0.8	18.44	0.44	2.64
Stream C-AB	0.3	4.62	0.13		0.6	5.07	0.22	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J4 Maddoxford Lane/Winchester Road
Location	Boorley Green
Site number	
Date	07/08/2025
Version	
Status	(new file)
Identifier	J4
Client	Bloor Homes
Jobnumber	2501890
Enumerator	ARDENTCE\Transportation
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
D1	2025 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Existing Junction - 2030 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Arms

Arms

Arm	Name	Description	Arm type
A	Winchester Road (N)		Major
B	Maddoxford Lane		Minor
C	Winchester 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 - Winchester Road (S)	7.20			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Maddoxford Lane	One lane	4.12	33	34

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	562	0.101	0.254	0.160	0.363
B-C	718	0.100	0.254	-	-
C-B	719	0.264	0.264	-	-

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
D3	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	487	100.000
B - Maddoxford Lane		ONE HOUR	✓	86	100.000
C - Winchester Road (S)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	77	410
	B - Maddoxford Lane	68	0	18
	C - Winchester Road (S)	368	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	0	3
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	3	14	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	0.24	12.04	0.3	B	79	118
C-AB	0.04	5.02	0.1	A	24	36
C-A					327	490
A-B					71	106
A-C					376	564

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	65	16	456	0.142	64	0.0	0.2	9.167	A
C-AB	17	4	734	0.023	17	0.0	0.0	5.017	A
C-A	271	68			271				
A-B	58	14			58				
A-C	309	77			309				

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	77	19	430	0.180	77	0.2	0.2	10.192	B
C-AB	22	6	758	0.030	22	0.0	0.0	4.907	A
C-A	321	80			321				
A-B	69	17			69				
A-C	369	92			369				

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	95	24	394	0.240	94	0.2	0.3	12.006	B
C-AB	32	8	792	0.040	32	0.0	0.1	4.750	A
C-A	389	97			389				
A-B	85	21			85				
A-C	451	113			451				

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	95	24	394	0.240	95	0.3	0.3	12.037	B
C-AB	32	8	792	0.040	32	0.1	0.1	4.735	A
C-A	389	97			389				
A-B	85	21			85				
A-C	451	113			451				

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	77	19	430	0.180	78	0.3	0.2	10.228	B
C-AB	22	6	758	0.030	22	0.1	0.0	4.873	A
C-A	321	80			321				
A-B	69	17			69				
A-C	369	92			369				

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	65	16	456	0.142	65	0.2	0.2	9.209	A
C-AB	17	4	735	0.023	17	0.0	0.0	5.000	A
C-A	271	68			271				
A-B	58	14			58				
A-C	309	77			309				

Existing Junction - 2030 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.50	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
D4	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	400	100.000
B - Maddoxford Lane		ONE HOUR	✓	96	100.000
C - Winchester Road (S)		ONE HOUR	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	64	336
	B - Maddoxford Lane	83	0	13
	C - Winchester Road (S)	370	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	2	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	10	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	0.26	11.99	0.3	B	88	132
C-AB	0.05	4.84	0.1	A	34	52
C-A					324	487
A-B					59	88
A-C					308	462

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	72	18	461	0.157	72	0.0	0.2	9.224	A
C-AB	25	6	769	0.032	25	0.0	0.0	4.839	A
C-A	270	67			270				
A-B	48	12			48				
A-C	253	63			253				

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	86	22	438	0.197	86	0.2	0.2	10.225	B
C-AB	33	8	794	0.041	33	0.0	0.1	4.739	A
C-A	319	80			319				
A-B	58	14			58				
A-C	302	76			302				

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	106	26	406	0.260	105	0.2	0.3	11.958	B
C-AB	46	11	830	0.055	45	0.1	0.1	4.602	A
C-A	385	96			385				
A-B	70	18			70				
A-C	370	92			370				

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	106	26	406	0.260	106	0.3	0.3	11.992	B
C-AB	46	11	830	0.055	46	0.1	0.1	4.592	A
C-A	385	96			385				
A-B	70	18			70				
A-C	370	92			370				

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	86	22	438	0.197	87	0.3	0.2	10.263	B
C-AB	33	8	794	0.041	33	0.1	0.1	4.714	A
C-A	319	80			319				
A-B	58	14			58				
A-C	302	76			302				

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	72	18	461	0.157	73	0.2	0.2	9.274	A
C-AB	25	6	769	0.032	25	0.1	0.0	4.826	A
C-A	269	67			269				
A-B	48	12			48				
A-C	253	63			253				

Existing Junction - 2030 + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	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
D5	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	700	100.000
B - Maddoxford Lane		ONE HOUR	✓	88	100.000
C - Winchester Road (S)		ONE HOUR	✓	559	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	84	616
	B - Maddoxford Lane	70	0	18
	C - Winchester Road (S)	545	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	0	2
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	2	14	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	0.32	17.51	0.5	C	81	121
C-AB	0.05	4.63	0.1	A	33	49
C-A					480	720
A-B					77	116
A-C					565	848

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	66	17	395	0.168	65	0.0	0.2	10.904	B
C-AB	22	5	799	0.027	22	0.0	0.0	4.631	A
C-A	399	100			399				
A-B	63	16			63				
A-C	464	116			464				

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	79	20	356	0.222	79	0.2	0.3	12.953	B
C-AB	30	8	838	0.036	30	0.0	0.0	4.470	A
C-A	472	118			472				
A-B	76	19			76				
A-C	554	138			554				

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	97	24	302	0.320	96	0.3	0.5	17.390	C
C-AB	47	12	896	0.052	47	0.0	0.1	4.253	A
C-A	569	142			569				
A-B	92	23			92				
A-C	678	170			678				

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	97	24	302	0.320	97	0.5	0.5	17.507	C
C-AB	47	12	897	0.052	47	0.1	0.1	4.238	A
C-A	569	142			569				
A-B	92	23			92				
A-C	678	170			678				

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	79	20	356	0.222	80	0.5	0.3	13.050	B
C-AB	30	8	839	0.036	31	0.1	0.1	4.429	A
C-A	472	118			472				
A-B	76	19			76				
A-C	554	138			554				

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	66	17	395	0.168	67	0.3	0.2	10.982	B
C-AB	22	5	799	0.027	22	0.0	0.0	4.609	A
C-A	399	100			399				
A-B	63	16			63				
A-C	464	116			464				

Existing Junction - 2030 + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	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
D6	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	526	100.000
B - Maddoxford Lane		ONE HOUR	✓	101	100.000
C - Winchester Road (S)		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	66	460
	B - Maddoxford Lane	88	0	13
	C - Winchester Road (S)	479	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	2	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	10	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	0.32	15.05	0.5	C	93	139
C-AB	0.06	4.63	0.1	A	42	62
C-A					417	626
A-B					61	91
A-C					422	633

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	76	19	423	0.180	75	0.0	0.2	10.318	B
C-AB	29	7	806	0.036	28	0.0	0.0	4.631	A
C-A	348	87			348				
A-B	50	12			50				
A-C	346	87			346				

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	91	23	393	0.231	90	0.2	0.3	11.896	B
C-AB	39	10	840	0.046	39	0.0	0.1	4.504	A
C-A	411	103			411				
A-B	59	15			59				
A-C	414	103			414				

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	111	28	350	0.317	111	0.3	0.5	14.969	B
C-AB	57	14	890	0.064	57	0.1	0.1	4.336	A
C-A	494	123			494				
A-B	73	18			73				
A-C	506	127			506				

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	111	28	350	0.317	111	0.5	0.5	15.048	C
C-AB	57	14	890	0.064	57	0.1	0.1	4.326	A
C-A	493	123			493				
A-B	73	18			73				
A-C	506	127			506				

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	91	23	393	0.231	91	0.5	0.3	11.972	B
C-AB	39	10	840	0.046	39	0.1	0.1	4.475	A
C-A	411	103			411				
A-B	59	15			59				
A-C	414	103			414				

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	76	19	423	0.180	76	0.3	0.2	10.393	B
C-AB	29	7	806	0.036	29	0.1	0.0	4.618	A
C-A	348	87			348				
A-B	50	12			50				
A-C	346	87			346				

Existing Junction - 2030 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		2.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.81	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
D7	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	707	100.000
B - Maddoxford Lane		ONE HOUR	✓	165	100.000
C - Winchester Road (S)		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	91	616
	B - Maddoxford Lane	90	0	75
	C - Winchester Road (S)	545	34	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	0	2
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	2	11	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	0.53	22.54	1.1	C	151	227
C-AB	0.12	4.76	0.3	A	79	119
C-A					452	678
A-B					84	125
A-C					565	848

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	124	31	436	0.285	123	0.0	0.4	11.450	B
C-AB	52	13	808	0.064	52	0.0	0.1	4.756	A
C-A	384	96			384				
A-B	69	17			69				
A-C	464	116			464				

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	148	37	397	0.374	148	0.4	0.6	14.360	B
C-AB	73	18	847	0.086	73	0.1	0.2	4.664	A
C-A	448	112			448				
A-B	82	20			82				
A-C	554	138			554				

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	182	45	341	0.533	180	0.6	1.1	22.020	C
C-AB	112	28	903	0.124	112	0.2	0.3	4.566	A
C-A	525	131			525				
A-B	100	25			100				
A-C	678	170			678				

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	182	45	341	0.533	182	1.1	1.1	22.535	C
C-AB	112	28	904	0.124	112	0.3	0.3	4.557	A
C-A	525	131			525				
A-B	100	25			100				
A-C	678	170			678				

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	148	37	397	0.374	150	1.1	0.6	14.734	B
C-AB	73	18	847	0.086	74	0.3	0.2	4.636	A
C-A	447	112			447				
A-B	82	20			82				
A-C	554	138			554				

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	124	31	435	0.285	125	0.6	0.4	11.630	B
C-AB	52	13	809	0.065	53	0.2	0.1	4.744	A
C-A	384	96			384				
A-B	69	17			69				
A-C	464	116			464				

Existing Junction - 2030 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		2.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.56	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
D8	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	545	100.000
B - Maddoxford Lane		ONE HOUR	✓	133	100.000
C - Winchester Road (S)		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	85	460
	B - Maddoxford Lane	96	0	37
	C - Winchester Road (S)	479	75	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	1	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	6	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	0.42	17.48	0.7	C	122	183
C-AB	0.22	5.16	0.5	A	146	219
C-A					362	543
A-B					78	117
A-C					422	633

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	100	25	433	0.231	99	0.0	0.3	10.748	B
C-AB	101	25	820	0.123	100	0.0	0.2	5.000	A
C-A	316	79			316				
A-B	64	16			64				
A-C	346	87			346				

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	120	30	399	0.299	119	0.3	0.4	12.825	B
C-AB	137	34	853	0.161	136	0.2	0.3	5.042	A
C-A	361	90			361				
A-B	76	19			76				
A-C	414	103			414				

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	146	37	352	0.416	145	0.4	0.7	17.301	C
C-AB	201	50	900	0.223	200	0.3	0.5	5.162	A
C-A	409	102			409				
A-B	94	23			94				
A-C	506	127			506				

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	146	37	352	0.416	146	0.7	0.7	17.485	C
C-AB	201	50	900	0.223	201	0.5	0.5	5.161	A
C-A	409	102			409				
A-B	94	23			94				
A-C	506	127			506				

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	120	30	399	0.300	121	0.7	0.4	12.979	B
C-AB	137	34	853	0.161	138	0.5	0.3	5.036	A
C-A	361	90			361				
A-B	76	19			76				
A-C	414	103			414				

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	100	25	432	0.232	101	0.4	0.3	10.870	B
C-AB	101	25	820	0.124	102	0.3	0.2	5.009	A
C-A	316	79			316				
A-B	64	16			64				
A-C	346	87			346				

Existing Junction - 2036 Future Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	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
D9	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	506	100.000
B - Maddoxford Lane		ONE HOUR	✓	89	100.000
C - Winchester Road (S)		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	80	426
	B - Maddoxford Lane	71	0	18
	C - Winchester Road (S)	382	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	0	3
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	3	13	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	0.25	12.55	0.3	B	82	123
C-AB	0.04	4.97	0.1	A	26	39
C-A					338	508
A-B					73	110
A-C					391	586

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	67	17	450	0.149	66	0.0	0.2	9.371	A
C-AB	18	5	743	0.025	18	0.0	0.0	4.969	A
C-A	280	70			280				
A-B	60	15			60				
A-C	321	80			321				

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	80	20	423	0.189	80	0.2	0.2	10.493	B
C-AB	24	6	767	0.032	24	0.0	0.0	4.859	A
C-A	332	83			332				
A-B	72	18			72				
A-C	383	96			383				

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	98	24	385	0.255	98	0.2	0.3	12.517	B
C-AB	35	9	802	0.043	35	0.0	0.1	4.703	A
C-A	402	101			402				
A-B	88	22			88				
A-C	469	117			469				

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	98	24	385	0.255	98	0.3	0.3	12.555	B
C-AB	35	9	802	0.043	35	0.1	0.1	4.690	A
C-A	402	101			402				
A-B	88	22			88				
A-C	469	117			469				

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	80	20	423	0.189	80	0.3	0.2	10.534	B
C-AB	25	6	767	0.032	25	0.1	0.0	4.827	A
C-A	332	83			332				
A-B	72	18			72				
A-C	383	96			383				

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	67	17	450	0.149	67	0.2	0.2	9.417	A
C-AB	18	5	743	0.025	19	0.0	0.0	4.955	A
C-A	280	70			280				
A-B	60	15			60				
A-C	321	80			321				

Existing Junction - 2036 Future Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	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
D10	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	416	100.000
B - Maddoxford Lane		ONE HOUR	✓	100	100.000
C - Winchester Road (S)		ONE HOUR	✓	406	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	67	349
	B - Maddoxford Lane	86	0	14
	C - Winchester Road (S)	384	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	2	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	9	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	0.28	12.42	0.4	B	92	138
C-AB	0.06	4.79	0.1	A	37	55
C-A					336	504
A-B					61	92
A-C					320	480

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	75	19	457	0.165	75	0.0	0.2	9.389	A
C-AB	26	7	778	0.034	26	0.0	0.0	4.790	A
C-A	279	70			279				
A-B	50	13			50				
A-C	263	66			263				

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	90	22	433	0.208	90	0.2	0.3	10.472	B
C-AB	35	9	804	0.043	35	0.0	0.1	4.690	A
C-A	330	83			330				
A-B	60	15			60				
A-C	314	78			314				

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	110	28	400	0.275	110	0.3	0.4	12.385	B
C-AB	49	12	841	0.058	49	0.1	0.1	4.555	A
C-A	398	100			398				
A-B	74	18			74				
A-C	384	96			384				

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	110	28	400	0.275	110	0.4	0.4	12.425	B
C-AB	49	12	841	0.058	49	0.1	0.1	4.547	A
C-A	398	100			398				
A-B	74	18			74				
A-C	384	96			384				

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	90	22	433	0.208	90	0.4	0.3	10.517	B
C-AB	35	9	804	0.043	35	0.1	0.1	4.668	A
C-A	330	83			330				
A-B	60	15			60				
A-C	314	78			314				

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	75	19	457	0.165	76	0.3	0.2	9.441	A
C-AB	26	7	778	0.034	27	0.1	0.0	4.780	A
C-A	279	70			279				
A-B	50	13			50				
A-C	263	66			263				

Existing Junction - 2036 + Com, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.34	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
D11	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	719	100.000
B - Maddoxford Lane		ONE HOUR	✓	91	100.000
C - Winchester Road (S)		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	87	632
	B - Maddoxford Lane	73	0	18
	C - Winchester Road (S)	559	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	0	2
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	2	13	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	0.34	18.63	0.5	C	84	125
C-AB	0.06	4.59	0.1	A	36	54
C-A					491	736
A-B					80	120
A-C					580	870

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	69	17	388	0.176	68	0.0	0.2	11.195	B
C-AB	24	6	807	0.029	23	0.0	0.0	4.593	A
C-A	409	102			409				
A-B	65	16			65				
A-C	476	119			476				

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	82	20	349	0.235	81	0.2	0.3	13.443	B
C-AB	33	8	848	0.039	33	0.0	0.1	4.433	A
C-A	483	121			483				
A-B	78	20			78				
A-C	568	142			568				

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	100	25	293	0.342	99	0.3	0.5	18.481	C
C-AB	52	13	907	0.057	51	0.1	0.1	4.221	A
C-A	580	145			580				
A-B	96	24			96				
A-C	696	174			696				

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	100	25	293	0.342	100	0.5	0.5	18.628	C
C-AB	52	13	907	0.057	52	0.1	0.1	4.208	A
C-A	580	145			580				
A-B	96	24			96				
A-C	696	174			696				

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	82	20	349	0.235	83	0.5	0.3	13.566	B
C-AB	33	8	848	0.039	33	0.1	0.1	4.396	A
C-A	483	121			483				
A-B	78	20			78				
A-C	568	142			568				

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	69	17	388	0.176	69	0.3	0.2	11.283	B
C-AB	24	6	808	0.029	24	0.1	0.0	4.573	A
C-A	408	102			408				
A-B	65	16			65				
A-C	476	119			476				

Existing Junction - 2036 + Com, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		1.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.61	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
D12	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	542	100.000
B - Maddoxford Lane		ONE HOUR	✓	105	100.000
C - Winchester Road (S)		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	69	473
	B - Maddoxford Lane	91	0	14
	C - Winchester Road (S)	493	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	1	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	9	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	0.34	15.73	0.5	C	96	145
C-AB	0.07	4.59	0.1	A	44	67
C-A					428	642
A-B					63	95
A-C					434	651

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	79	20	419	0.189	78	0.0	0.2	10.522	B
C-AB	30	8	815	0.037	30	0.0	0.1	4.586	A
C-A	357	89			357				
A-B	52	13			52				
A-C	356	89			356				

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	94	24	388	0.243	94	0.2	0.3	12.232	B
C-AB	41	10	850	0.049	41	0.1	0.1	4.462	A
C-A	422	105			422				
A-B	62	16			62				
A-C	425	106			425				

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	116	29	344	0.336	115	0.3	0.5	15.590	C
C-AB	61	15	901	0.068	61	0.1	0.1	4.299	A
C-A	506	126			506				
A-B	76	19			76				
A-C	521	130			521				

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	116	29	344	0.336	116	0.5	0.5	15.733	C
C-AB	61	15	901	0.068	61	0.1	0.1	4.288	A
C-A	506	126			506				
A-B	76	19			76				
A-C	521	130			521				

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	94	24	388	0.243	95	0.5	0.3	12.323	B
C-AB	42	10	850	0.049	42	0.1	0.1	4.438	A
C-A	421	105			421				
A-B	62	16			62				
A-C	425	106			425				

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	79	20	419	0.189	79	0.3	0.2	10.603	B
C-AB	31	8	815	0.037	31	0.1	0.1	4.575	A
C-A	357	89			357				
A-B	52	13			52				
A-C	356	89			356				

Existing Junction - 2036 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	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
D13	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	726	100.000
B - Maddoxford Lane		ONE HOUR	✓	168	100.000
C - Winchester Road (S)		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	94	632
	B - Maddoxford Lane	93	0	75
	C - Winchester Road (S)	559	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	0	2
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	2	6	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	0.56	24.46	1.2	C	154	231
C-AB	0.13	4.62	0.3	A	81	122
C-A					464	695
A-B					86	129
A-C					580	870

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	126	32	429	0.295	125	0.0	0.4	11.772	B
C-AB	53	13	832	0.064	53	0.0	0.1	4.622	A
C-A	394	98			394				
A-B	71	18			71				
A-C	476	119			476				

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	151	38	389	0.388	150	0.4	0.6	15.017	C
C-AB	75	19	869	0.086	75	0.1	0.2	4.536	A
C-A	459	115			459				
A-B	85	21			85				
A-C	568	142			568				

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	185	46	332	0.558	183	0.6	1.2	23.775	C
C-AB	116	29	925	0.125	115	0.2	0.3	4.452	A
C-A	538	135			538				
A-B	103	26			103				
A-C	696	174			696				

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	185	46	332	0.558	185	1.2	1.2	24.455	C
C-AB	116	29	926	0.125	116	0.3	0.3	4.451	A
C-A	538	135			538				
A-B	103	26			103				
A-C	696	174			696				

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	151	38	389	0.388	153	1.2	0.7	15.425	C
C-AB	75	19	870	0.086	76	0.3	0.2	4.528	A
C-A	459	115			459				
A-B	85	21			85				
A-C	568	142			568				

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	126	32	429	0.295	127	0.7	0.4	11.978	B
C-AB	54	13	832	0.064	54	0.2	0.1	4.620	A
C-A	394	98			394				
A-B	71	18			71				
A-C	476	119			476				

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road/Maddoxford Lane	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
D14	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	561	100.000
B - Maddoxford Lane		ONE HOUR	✓	137	100.000
C - Winchester Road (S)		ONE HOUR	✓	569	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	88	473
	B - Maddoxford Lane	99	0	38
	C - Winchester Road (S)	493	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Maddoxford Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	1	0
	B - Maddoxford Lane	0	0	0
	C - Winchester Road (S)	1	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	0.44	18.44	0.8	C	126	189
C-AB	0.22	5.07	0.6	A	150	225
C-A					372	559
A-B					81	121
A-C					434	651

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	103	26	429	0.241	102	0.0	0.3	10.980	B
C-AB	103	26	838	0.123	102	0.0	0.2	4.891	A
C-A	326	81			326				
A-B	66	17			66				
A-C	356	89			356				

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	123	31	394	0.312	123	0.3	0.4	13.229	B
C-AB	140	35	871	0.161	139	0.2	0.3	4.932	A
C-A	372	93			372				
A-B	79	20			79				
A-C	425	106			425				

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	151	38	346	0.436	150	0.4	0.7	18.214	C
C-AB	206	51	918	0.224	205	0.3	0.6	5.059	A
C-A	421	105			421				
A-B	97	24			97				
A-C	521	130			521				

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	151	38	346	0.436	151	0.7	0.8	18.440	C
C-AB	206	52	919	0.224	206	0.6	0.6	5.066	A
C-A	420	105			420				
A-B	97	24			97				
A-C	521	130			521				

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	123	31	394	0.313	124	0.8	0.5	13.410	B
C-AB	140	35	871	0.161	141	0.6	0.4	4.940	A
C-A	371	93			371				
A-B	79	20			79				
A-C	425	106			425				

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	103	26	428	0.241	104	0.5	0.3	11.115	B
C-AB	103	26	838	0.123	104	0.4	0.2	4.904	A
C-A	325	81			325				
A-B	66	17			66				
A-C	356	89			356				

Junction 5 - Winchester Road / Oatlands Road

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J5 - Winchester Road - Oatlands Road.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\PICADY\J5 - Oatlands Road-Winchester Road

Report generation date: 10/12/2025 18:47:05

-
- »Existing Junction - 2030 Future Year, AM
 - »Existing Junction - 2030 Future Year, PM
 - »Existing Junction - 2030 + Com, AM
 - »Existing Junction - 2030 + Com, PM
 - »Existing Junction - 2030 + Com + Dev, AM
 - »Existing Junction - 2030 + Com + Dev, PM
 - »Existing Junction - 2036 Future Year, AM
 - »Existing Junction - 2036 Future Year, PM
 - »Existing Junction - 2036 + Com, AM
 - »Existing Junction - 2036 + Com, PM
 - »Existing Junction - 2036 + Com + Dev, AM
 - »Existing Junction - 2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future Year							
Stream B-AC	0.8	13.38	0.46	3.80	0.3	8.83	0.22	3.04
Stream C-AB	0.9	6.82	0.35		1.1	7.34	0.41	
	Existing Junction - 2030 + Com							
Stream B-AC	1.1	17.26	0.53	3.92	0.3	9.77	0.23	3.06
Stream C-AB	1.7	7.37	0.46		1.7	7.85	0.49	
	Existing Junction - 2030 + Com + Dev							
Stream B-AC	1.4	20.93	0.60	4.72	0.3	10.24	0.26	3.82
Stream C-AB	2.1	8.17	0.52		2.5	9.26	0.58	
	Existing Junction - 2036 Future Year							
Stream B-AC	0.9	14.09	0.48	4.00	0.3	9.03	0.23	3.17
Stream C-AB	1.0	6.99	0.37		1.3	7.55	0.44	
	Existing Junction - 2036 + Com							
Stream B-AC	1.2	18.45	0.55	4.25	0.3	10.00	0.24	3.28
Stream C-AB	1.9	7.75	0.49		1.9	8.28	0.52	
	Existing Junction - 2036 + Com + Dev							
Stream B-AC	1.6	22.18	0.62	5.09	0.4	10.50	0.27	4.20
Stream C-AB	2.4	8.71	0.55		2.8	10.02	0.62	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	J5 Winchester Road/Oatlands Road
Location	Boorley Green
Site number	
Date	07/08/2025
Version	
Status	(new file)
Identifier	J5
Client	Bloor Homes
Jobnumber	2501890
Enumerator	ARDENTCE\Transportation
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
D1	2025 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036 Future Year	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 + Com	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 + Com	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Junction	✓	✓	D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

Existing Junction - 2030 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.80	A

Arms

Arms

Arm	Name	Description	Arm type
A	Winchester Road (N)		Major
B	Oatlands Road		Minor
C	Winchester Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has rightturn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Winchester Road (S)	5.76			153.0	✓	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 - Oatlands Road	One lane	3.06	18	16

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	494	0.092	0.232	0.146	0.332
B-C	638	0.098	0.247	-	-
C-B	663	0.259	0.259	-	-

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
D3	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	432	100.000
B - Oatlands Road		ONE HOUR	✓	210	100.000
C - Winchester Road (S)		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	7	425
	B - Oatlands Road	6	0	204
	C - Winchester Road (S)	374	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	0	3
	B - Oatlands Road	0	0	1
	C - Winchester Road (S)	4	1	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	0.46	13.38	0.8	B	193	289
C-AB	0.35	6.82	0.9	A	214	321
C-A					246	370
A-B					6	10
A-C					390	585

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	158	40	541	0.292	156	0.0	0.4	9.326	A
C-AB	153	38	759	0.202	152	0.0	0.4	5.924	A
C-A	225	56			225				
A-B	5	1			5				
A-C	320	80			320				

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	189	47	524	0.360	188	0.4	0.6	10.703	B
C-AB	203	51	782	0.259	202	0.4	0.5	6.206	A
C-A	249	62			249				
A-B	6	2			6				
A-C	382	96			382				

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	231	58	500	0.462	230	0.6	0.8	13.277	B
C-AB	286	71	816	0.350	285	0.5	0.9	6.774	A
C-A	267	67			267				
A-B	8	2			8				
A-C	468	117			468				

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	231	58	500	0.462	231	0.8	0.8	13.383	B
C-AB	286	72	817	0.351	286	0.9	0.9	6.816	A
C-A	266	67			266				
A-B	8	2			8				
A-C	468	117			468				

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	189	47	524	0.360	190	0.8	0.6	10.815	B
C-AB	203	51	783	0.260	205	0.9	0.6	6.261	A
C-A	248	62			248				
A-B	6	2			6				
A-C	382	96			382				

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	158	40	541	0.292	159	0.6	0.4	9.435	A
C-AB	154	38	759	0.203	155	0.6	0.4	5.978	A
C-A	224	56			224				
A-B	5	1			5				
A-C	320	80			320				

Existing Junction - 2030 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	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
D4	2030 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	353	100.000
B - Oatlands Road		ONE HOUR	✓	102	100.000
C - Winchester Road (S)		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	7	346
	B - Oatlands Road	5	0	97
	C - Winchester Road (S)	368	162	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	14	0
	B - Oatlands Road	0	0	0
	C - Winchester Road (S)	1	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	0.22	8.83	0.3	A	94	140
C-AB	0.41	7.34	1.1	A	262	393
C-A					224	337
A-B					6	10
A-C					317	476

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	77	19	556	0.138	76	0.0	0.2	7.498	A
C-AB	189	47	778	0.243	188	0.0	0.5	6.088	A
C-A	210	52			210				
A-B	5	1			5				
A-C	260	65			260				

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	92	23	541	0.170	92	0.2	0.2	8.006	A
C-AB	248	62	804	0.309	248	0.5	0.6	6.484	A
C-A	228	57			228				
A-B	6	2			6				
A-C	311	78			311				

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	112	28	520	0.216	112	0.2	0.3	8.822	A
C-AB	347	87	840	0.413	345	0.6	1.1	7.288	A
C-A	237	59			237				
A-B	8	2			8				
A-C	381	95			381				

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	112	28	520	0.216	112	0.3	0.3	8.835	A
C-AB	347	87	840	0.413	347	1.1	1.1	7.342	A
C-A	236	59			236				
A-B	8	2			8				
A-C	381	95			381				

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	92	23	541	0.170	92	0.3	0.2	8.027	A
C-AB	249	62	805	0.310	251	1.1	0.7	6.546	A
C-A	227	57			227				
A-B	6	2			6				
A-C	311	78			311				

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	77	19	556	0.138	77	0.2	0.2	7.525	A
C-AB	190	48	779	0.244	191	0.7	0.5	6.148	A
C-A	209	52			209				
A-B	5	1			5				
A-C	260	65			260				

Existing Junction - 2030 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	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
D5	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	638	100.000
B - Oatlands Road		ONE HOUR	✓	210	100.000
C - Winchester Road (S)		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 7 631
B - Oatlands Road	6 0 204
C - Winchester Road (S)	551 128 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 0 2
B - Oatlands Road	0 0 1
C - Winchester Road (S)	3 1 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	0.53	17.26	1.1	C	193	289
C-AB	0.46	7.37	1.7	A	298	447
C-A					325	488
A-B					6	10
A-C					579	869

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	158	40	501	0.316	156	0.0	0.5	10.388	B
C-AB	195	49	819	0.238	193	0.0	0.5	5.746	A
C-A	316	79			316				
A-B	5	1			5				
A-C	475	119			475				

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	189	47	476	0.397	188	0.5	0.6	12.476	B
C-AB	274	68	859	0.319	273	0.5	0.8	6.157	A
C-A	336	84			336				
A-B	6	2			6				
A-C	567	142			567				

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	231	58	440	0.526	230	0.6	1.1	16.996	C
C-AB	422	105	916	0.460	419	0.8	1.6	7.269	A
C-A	326	81			326				
A-B	8	2			8				
A-C	695	174			695				

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	231	58	439	0.526	231	1.1	1.1	17.260	C
C-AB	424	106	918	0.462	424	1.6	1.7	7.372	A
C-A	324	81			324				
A-B	8	2			8				
A-C	695	174			695				

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	189	47	476	0.397	190	1.1	0.7	12.694	B
C-AB	276	69	861	0.321	279	1.7	0.9	6.263	A
C-A	334	84			334				
A-B	6	2			6				
A-C	567	142			567				

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	158	40	501	0.316	159	0.7	0.5	10.547	B
C-AB	197	49	821	0.240	198	0.9	0.6	5.822	A
C-A	314	79			314				
A-B	5	1			5				
A-C	475	119			475				

Existing Junction - 2030 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	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
D6	2030 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	477	100.000
B - Oatlands Road		ONE HOUR	✓	102	100.000
C - Winchester Road (S)		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 7 470
B - Oatlands Road	5 0 97
C - Winchester Road (S)	497 162 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 14 0
B - Oatlands Road	0 0 0
C - Winchester Road (S)	1 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	0.23	9.77	0.3	A	94	140
C-AB	0.49	7.85	1.7	A	327	490
C-A					278	417
A-B					6	10
A-C					431	647

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	77	19	530	0.145	76	0.0	0.2	7.912	A
C-AB	223	56	824	0.271	221	0.0	0.6	5.966	A
C-A	273	68			273				
A-B	5	1			5				
A-C	354	88			354				

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	92	23	510	0.180	91	0.2	0.2	8.594	A
C-AB	305	76	860	0.354	303	0.6	0.9	6.476	A
C-A	288	72			288				
A-B	6	2			6				
A-C	423	106			423				

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	112	28	481	0.233	112	0.2	0.3	9.746	A
C-AB	449	112	913	0.492	446	0.9	1.6	7.744	A
C-A	277	69			277				
A-B	8	2			8				
A-C	517	129			517				

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	112	28	481	0.234	112	0.3	0.3	9.767	A
C-AB	451	113	915	0.493	451	1.6	1.7	7.851	A
C-A	275	69			275				
A-B	8	2			8				
A-C	517	129			517				

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	92	23	510	0.180	92	0.3	0.2	8.618	A
C-AB	307	77	862	0.355	309	1.7	0.9	6.582	A
C-A	286	71			286				
A-B	6	2			6				
A-C	423	106			423				

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	77	19	530	0.145	77	0.2	0.2	7.945	A
C-AB	225	56	825	0.273	226	0.9	0.6	6.045	A
C-A	271	68			271				
A-B	5	1			5				
A-C	354	88			354				

Existing Junction - 2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	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
D7	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	695	100.000
B - Oatlands Road		ONE HOUR	✓	229	100.000
C - Winchester Road (S)		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 7 688
B - Oatlands Road	6 0 223
C - Winchester Road (S)	571 135 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 0 2
B - Oatlands Road	0 0 1
C - Winchester Road (S)	3 1 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	0.60	20.93	1.4	C	210	315
C-AB	0.52	8.17	2.1	A	331	496
C-A					317	475
A-B					6	10
A-C					631	947

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	172	43	491	0.351	170	0.0	0.5	11.158	B
C-AB	213	53	821	0.260	211	0.0	0.6	5.895	A
C-A	318	80			318				
A-B	5	1			5				
A-C	518	129			518				

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	206	51	463	0.444	205	0.5	0.8	13.873	B
C-AB	302	76	862	0.351	301	0.6	1.0	6.433	A
C-A	332	83			332				
A-B	6	2			6				
A-C	618	155			618				

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	252	63	424	0.595	250	0.8	1.4	20.393	C
C-AB	473	118	922	0.513	469	1.0	2.0	7.998	A
C-A	304	76			304				
A-B	8	2			8				
A-C	758	189			758				

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	252	63	424	0.595	252	1.4	1.4	20.934	C
C-AB	476	119	924	0.515	476	2.0	2.1	8.165	A
C-A	301	75			301				
A-B	8	2			8				
A-C	758	189			758				

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	206	51	463	0.444	208	1.4	0.8	14.253	B
C-AB	305	76	865	0.353	309	2.1	1.0	6.583	A
C-A	329	82			329				
A-B	6	2			6				
A-C	618	155			618				

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	172	43	491	0.351	173	0.8	0.6	11.384	B
C-AB	215	54	823	0.262	217	1.0	0.6	5.985	A
C-A	316	79			316				
A-B	5	1			5				
A-C	518	129			518				

Existing Junction - 2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	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
D8	2030 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	501	100.000
B - Oatlands Road		ONE HOUR	✓	110	100.000
C - Winchester Road (S)		ONE HOUR	✓	731	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 7 494
B - Oatlands Road	5 0 105
C - Winchester Road (S)	551 180 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 14 0
B - Oatlands Road	0 0 0
C - Winchester Road (S)	1 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	0.26	10.24	0.3	B	101	151
C-AB	0.58	9.26	2.5	A	397	595
C-A					274	411
A-B					6	10
A-C					453	680

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	83	21	526	0.157	82	0.0	0.2	8.098	A
C-AB	265	66	848	0.313	262	0.0	0.7	6.141	A
C-A	285	71			285				
A-B	5	1			5				
A-C	372	93			372				

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	99	25	504	0.196	99	0.2	0.2	8.871	A
C-AB	367	92	890	0.413	366	0.7	1.2	6.886	A
C-A	290	72			290				
A-B	6	2			6				
A-C	444	111			444				

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	121	30	473	0.256	121	0.2	0.3	10.214	B
C-AB	554	138	951	0.582	549	1.2	2.4	9.015	A
C-A	251	63			251				
A-B	8	2			8				
A-C	544	136			544				

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	121	30	473	0.256	121	0.3	0.3	10.243	B
C-AB	557	139	953	0.584	557	2.4	2.4	9.259	A
C-A	248	62			248				
A-B	8	2			8				
A-C	544	136			544				

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	99	25	504	0.196	99	0.3	0.2	8.903	A
C-AB	371	93	894	0.415	376	2.4	1.2	7.076	A
C-A	286	72			286				
A-B	6	2			6				
A-C	444	111			444				

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	83	21	526	0.158	83	0.2	0.2	8.135	A
C-AB	268	67	850	0.315	270	1.2	0.8	6.251	A
C-A	283	71			283				
A-B	5	1			5				
A-C	372	93			372				

Existing Junction - 2036 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	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
D9	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	449	100.000
B - Oatlands Road		ONE HOUR	✓	218	100.000
C - Winchester Road (S)		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 8 441
B - Oatlands Road	6 0 212
C - Winchester Road (S)	388 133 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 0 3
B - Oatlands Road	0 0 1
C - Winchester Road (S)	4 1 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	0.48	14.09	0.9	B	200	300
C-AB	0.37	6.99	1.0	A	228	342
C-A					250	375
A-B					7	11
A-C					405	607

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	164	41	538	0.305	162	0.0	0.4	9.543	A
C-AB	162	41	763	0.213	161	0.0	0.4	5.969	A
C-A	230	58			230				
A-B	6	2			6				
A-C	332	83			332				

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	196	49	520	0.377	195	0.4	0.6	11.057	B
C-AB	215	54	788	0.274	215	0.4	0.6	6.287	A
C-A	253	63			253				
A-B	7	2			7				
A-C	396	99			396				

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	240	60	495	0.484	239	0.6	0.9	13.950	B
C-AB	306	77	824	0.372	305	0.6	1.0	6.946	A
C-A	268	67			268				
A-B	9	2			9				
A-C	486	121			486				

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	240	60	495	0.484	240	0.9	0.9	14.088	B
C-AB	307	77	824	0.372	307	1.0	1.0	6.995	A
C-A	267	67			267				
A-B	9	2			9				
A-C	486	121			486				

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	196	49	520	0.377	197	0.9	0.6	11.189	B
C-AB	216	54	789	0.274	218	1.0	0.6	6.353	A
C-A	252	63			252				
A-B	7	2			7				
A-C	396	99			396				

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	164	41	538	0.305	165	0.6	0.4	9.666	A
C-AB	163	41	764	0.214	164	0.6	0.4	6.026	A
C-A	229	57			229				
A-B	6	2			6				
A-C	332	83			332				

Existing Junction - 2036 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	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
D10	2036 Future Year	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	368	100.000
B - Oatlands Road		ONE HOUR	✓	106	100.000
C - Winchester Road (S)		ONE HOUR	✓	571	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	8	360
	B - Oatlands Road	5	0	101
	C - Winchester Road (S)	403	168	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	13	0
	B - Oatlands Road	0	0	0
	C - Winchester Road (S)	1	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	0.23	9.03	0.3	A	97	146
C-AB	0.44	7.55	1.3	A	287	430
C-A					237	356
A-B					7	11
A-C					330	496

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	80	20	553	0.144	79	0.0	0.2	7.586	A
C-AB	205	51	793	0.258	203	0.0	0.5	6.089	A
C-A	225	56			225				
A-B	6	2			6				
A-C	271	68			271				

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	95	24	537	0.177	95	0.2	0.2	8.135	A
C-AB	271	68	822	0.330	270	0.5	0.7	6.531	A
C-A	242	61			242				
A-B	7	2			7				
A-C	324	81			324				

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	117	29	515	0.226	116	0.2	0.3	9.024	A
C-AB	383	96	863	0.444	381	0.7	1.2	7.488	A
C-A	246	61			246				
A-B	9	2			9				
A-C	396	99			396				

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	117	29	515	0.227	117	0.3	0.3	9.032	A
C-AB	384	96	864	0.445	384	1.2	1.2	7.553	A
C-A	245	61			245				
A-B	9	2			9				
A-C	396	99			396				

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	95	24	537	0.177	96	0.3	0.2	8.154	A
C-AB	272	68	823	0.331	274	1.2	0.8	6.609	A
C-A	241	60			241				
A-B	7	2			7				
A-C	324	81			324				

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	80	20	553	0.144	80	0.2	0.2	7.617	A
C-AB	206	51	794	0.259	207	0.8	0.5	6.154	A
C-A	224	56			224				
A-B	6	2			6				
A-C	271	68			271				

Existing Junction - 2036 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.25	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
D11	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	655	100.000
B - Oatlands Road		ONE HOUR	✓	218	100.000
C - Winchester Road (S)		ONE HOUR	✓	698	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 8 647
B - Oatlands Road	6 0 212
C - Winchester Road (S)	565 133 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 0 2
B - Oatlands Road	0 0 1
C - Winchester Road (S)	3 1 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	0.55	18.45	1.2	C	200	300
C-AB	0.49	7.75	1.9	A	318	478
C-A					322	483
A-B					7	11
A-C					594	891

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	164	41	498	0.329	162	0.0	0.5	10.657	B
C-AB	207	52	824	0.251	205	0.0	0.6	5.811	A
C-A	319	80			319				
A-B	6	2			6				
A-C	487	122			487				

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	196	49	472	0.415	195	0.5	0.7	12.955	B
C-AB	292	73	865	0.338	291	0.6	0.9	6.287	A
C-A	336	84			336				
A-B	7	2			7				
A-C	582	145			582				

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	240	60	435	0.552	238	0.7	1.2	18.110	C
C-AB	453	113	925	0.490	449	0.9	1.8	7.620	A
C-A	316	79			316				
A-B	9	2			9				
A-C	712	178			712				

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	240	60	435	0.552	240	1.2	1.2	18.453	C
C-AB	456	114	927	0.492	455	1.8	1.9	7.753	A
C-A	313	78			313				
A-B	9	2			9				
A-C	712	178			712				

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	196	49	472	0.415	198	1.2	0.7	13.220	B
C-AB	294	74	867	0.339	298	1.9	1.0	6.410	A
C-A	333	83			333				
A-B	7	2			7				
A-C	582	145			582				

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	164	41	498	0.330	165	0.7	0.5	10.838	B
C-AB	209	52	826	0.253	210	1.0	0.6	5.893	A
C-A	317	79			317				
A-B	6	2			6				
A-C	487	122			487				

Existing Junction - 2036 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	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
D12	2036 + Com	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	492	100.000
B - Oatlands Road		ONE HOUR	✓	106	100.000
C - Winchester Road (S)		ONE HOUR	✓	680	100.000

Origin-Destination Data

Demand (Veh/hr)

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 8 484
B - Oatlands Road	5 0 101
C - Winchester Road (S)	512 168 0

Vehicle Mix

Heavy Vehicle Percentages

	To
From	A - Winchester Road (N) B - Oatlands Road C - Winchester Road (S)
A - Winchester Road (N)	0 13 0
B - Oatlands Road	0 0 0
C - Winchester Road (S)	1 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	0.24	10.00	0.3	A	97	146
C-AB	0.52	8.28	1.9	A	348	522
C-A					276	414
A-B					7	11
A-C					444	666

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	80	20	528	0.151	79	0.0	0.2	8.007	A
C-AB	236	59	829	0.285	234	0.0	0.6	6.039	A
C-A	276	69			276				
A-B	6	2			6				
A-C	364	91			364				

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	95	24	507	0.188	95	0.2	0.2	8.732	A
C-AB	324	81	867	0.373	322	0.6	1.0	6.626	A
C-A	287	72			287				
A-B	7	2			7				
A-C	435	109			435				

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	117	29	477	0.245	116	0.2	0.3	9.974	A
C-AB	481	120	922	0.521	477	1.0	1.8	8.136	A
C-A	268	67			268				
A-B	9	2			9				
A-C	533	133			533				

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	117	29	477	0.245	117	0.3	0.3	9.998	A
C-AB	483	121	924	0.523	483	1.8	1.9	8.276	A
C-A	266	66			266				
A-B	9	2			9				
A-C	533	133			533				

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	95	24	507	0.188	96	0.3	0.2	8.761	A
C-AB	326	82	870	0.375	330	1.9	1.0	6.752	A
C-A	285	71			285				
A-B	7	2			7				
A-C	435	109			435				

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	80	20	528	0.151	80	0.2	0.2	8.042	A
C-AB	238	60	831	0.287	240	1.0	0.7	6.127	A
C-A	274	68			274				
A-B	6	2			6				
A-C	364	91			364				

Existing Junction - 2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	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
D13	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	712	100.000
B - Oatlands Road		ONE HOUR	✓	237	100.000
C - Winchester Road (S)		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	8	704
	B - Oatlands Road	6	0	231
	C - Winchester Road (S)	585	140	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	0	2
	B - Oatlands Road	0	0	0
	C - Winchester Road (S)	3	1	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	22.18	1.6	C	217	326
C-AB	0.55	8.71	2.4	A	353	530
C-A					312	468
A-B					7	11
A-C					646	969

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	178	45	492	0.362	176	0.0	0.6	11.305	B
C-AB	226	56	826	0.273	223	0.0	0.7	5.967	A
C-A	320	80			320				
A-B	6	2			6				
A-C	530	133			530				

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	213	53	464	0.459	212	0.6	0.8	14.223	B
C-AB	322	80	868	0.371	320	0.7	1.1	6.589	A
C-A	330	82			330				
A-B	7	2			7				
A-C	633	158			633				

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	261	65	423	0.617	258	0.8	1.5	21.507	C
C-AB	508	127	931	0.546	503	1.1	2.3	8.482	A
C-A	291	73			291				
A-B	9	2			9				
A-C	775	194			775				

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	261	65	423	0.618	261	1.5	1.6	22.184	C
C-AB	511	128	933	0.548	511	2.3	2.4	8.706	A
C-A	287	72			287				
A-B	9	2			9				
A-C	775	194			775				

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	213	53	464	0.459	216	1.6	0.9	14.671	B
C-AB	325	81	872	0.373	330	2.4	1.2	6.767	A
C-A	326	82			326				
A-B	7	2			7				
A-C	633	158			633				

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	178	45	492	0.362	180	0.9	0.6	11.551	B
C-AB	228	57	828	0.275	230	1.2	0.7	6.068	A
C-A	318	79			318				
A-B	6	2			6				
A-C	530	133			530				

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Winchester 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.

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	Winchester Road/Oatlands Road	T-Junction	Two-way	Two-way	Two-way		4.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.20	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
D14	2036 + Com + Dev	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 (Veh/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	516	100.000
B - Oatlands Road		ONE HOUR	✓	114	100.000
C - Winchester Road (S)		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	8	508
	B - Oatlands Road	5	0	109
	C - Winchester Road (S)	566	186	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Winchester Road (N)	B - Oatlands Road	C - Winchester Road (S)
	A - Winchester Road (N)	0	13	0
	B - Oatlands Road	0	0	0
	C - Winchester Road (S)	1	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	0.27	10.50	0.4	B	105	157
C-AB	0.62	10.02	2.8	B	422	633
C-A					268	402
A-B					7	11
A-C					466	699

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	86	21	523	0.164	85	0.0	0.2	8.199	A
C-AB	280	70	853	0.328	277	0.0	0.8	6.234	A
C-A	286	72			286				
A-B	6	2			6				
A-C	382	96			382				

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	102	26	501	0.205	102	0.2	0.3	9.019	A
C-AB	389	97	897	0.434	387	0.8	1.3	7.084	A
C-A	287	72			287				
A-B	7	2			7				
A-C	457	114			457				

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	126	31	469	0.268	125	0.3	0.4	10.470	B
C-AB	591	148	960	0.616	585	1.3	2.7	9.678	A
C-A	237	59			237				
A-B	9	2			9				
A-C	559	140			559				

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	126	31	468	0.268	126	0.4	0.4	10.503	B
C-AB	595	149	963	0.618	595	2.7	2.8	10.020	B
C-A	233	58			233				
A-B	9	2			9				
A-C	559	140			559				

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	102	26	501	0.205	103	0.4	0.3	9.056	A
C-AB	393	98	901	0.436	399	2.8	1.4	7.323	A
C-A	283	71			283				
A-B	7	2			7				
A-C	457	114			457				

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	86	21	523	0.164	86	0.3	0.2	8.241	A
C-AB	282	71	856	0.330	284	1.4	0.8	6.358	A
C-A	284	71			284				
A-B	6	2			6				
A-C	382	96			382				

Junction 6 - Woodhouse Lane / Botley Bypass / Deer Park Avenue

Junctions 10							
ARCADY 10 - Roundabout Module							
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021							
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
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: J6 Woodhouse Lane - Deer Park Avenue.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\ARCADY\J6 Woodhouse Lane-Deer Park Avenue

Report generation date: 11/12/2025 13:55:19

»2030 Future Year, AM
 »2030 Future Year, PM
 »2030 + Com, AM
 »2030 + Com, PM
 »2030 + Com + Dev, AM
 »2030 + Com + Dev, PM
 »2036 Future Year, AM
 »2036 Future Year, PM
 »2036 + Com, AM
 »2036 + Com, PM
 »2036 + Com + Dev, AM
 »2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2030 Future Year							
1 - Botley Bypass	0.1	2.37	0.11	2.80	0.1	2.14	0.09	2.08
2 - Woodhouse Lane S	0.2	1.45	0.16		0.2	1.42	0.18	
3 - Deer Park Avenue	0.2	3.97	0.14		0.0	3.55	0.03	
4 - Woodhouse Lane N	0.8	3.47	0.43		0.4	2.66	0.29	
	2030 + Com							
1 - Botley Bypass	0.2	2.78	0.17	11.85	0.4	2.96	0.30	6.54
2 - Woodhouse Lane S	1.1	2.57	0.52		1.1	2.79	0.53	
3 - Deer Park Avenue	1.8	20.09	0.65		0.6	14.65	0.40	
4 - Woodhouse Lane N	6.9	25.14	0.88		3.5	12.39	0.78	
	2030 + Com + Dev							
1 - Botley Bypass	0.2	2.91	0.18	19.61	0.5	3.01	0.31	7.27
2 - Woodhouse Lane S	1.2	2.70	0.53		1.3	2.96	0.56	
3 - Deer Park Avenue	2.0	21.96	0.67		0.8	17.70	0.44	
4 - Woodhouse Lane N	13.6	46.23	0.95		4.0	14.00	0.81	
	2036 Future Year							
1 - Botley Bypass	0.1	2.41	0.12	2.87	0.1	2.14	0.09	2.11
2 - Woodhouse Lane S	0.2	1.48	0.16		0.2	1.43	0.19	
3 - Deer Park Avenue	0.2	4.05	0.15		0.0	3.61	0.03	
4 - Woodhouse Lane N	0.8	3.59	0.45		0.4	2.71	0.30	
	2036 + Com							
1 - Botley Bypass	0.2	2.87	0.18	17.53	0.5	3.04	0.31	7.92
2 - Woodhouse Lane S	1.2	2.77	0.54		1.2	2.96	0.55	
3 - Deer Park Avenue	2.4	26.50	0.72		0.8	17.86	0.46	
4 - Woodhouse Lane N	11.2	40.10	0.94		4.6	15.84	0.83	

	2036 + Com + Dev							
1 - Botley Bypass	0.2	2.96	0.18	32.06	0.5	3.10	0.32	9.08
2 - Woodhouse Lane S	1.3	2.83	0.55		1.4	3.15	0.58	
3 - Deer Park Avenue	2.7	29.78	0.74		1.0	22.59	0.51	
4 - Woodhouse Lane N	26.4	80.23	1.01		5.5	18.47	0.85	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	31/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

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

Analysis Options

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	2030 Future Year	AM	ONE HOUR	07:45	09:15	15
D2	2030 Future Year	PM	ONE HOUR	16:45	18:15	15
D3	2030 + Com	AM	ONE HOUR	07:45	09:15	15
D4	2030 + Com	PM	ONE HOUR	16:45	18:15	15
D5	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2036 Future Year	AM	ONE HOUR	07:45	09:15	15
D8	2036 Future Year	PM	ONE HOUR	16:45	18:15	15
D9	2036 + Com	AM	ONE HOUR	07:45	09:15	15
D10	2036 + Com	PM	ONE HOUR	16:45	18:15	15
D11	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 Future Year	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 - Botley Bypass		✓	183	100.000
2 - Woodhouse Lane S		✓	425	100.000
3 - Deer Park Avenue		✓	140	100.000
4 - Woodhouse Lane N		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
From	1 - Botley Bypass	1	0	27	155
	2 - Woodhouse Lane S	64	10	0	351
	3 - Deer Park Avenue	28	70	0	42
	4 - Woodhouse Lane N	240	412	64	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
From	1 - Botley Bypass	0	0	0	3
	2 - Woodhouse Lane S	2	0	0	3
	3 - Deer Park Avenue	4	0	0	5
	4 - Woodhouse Lane N	3	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	138	138
	2 - Woodhouse Lane S	320	320
	3 - Deer Park Avenue	105	105
	4 - Woodhouse Lane N	539	539
08:00-08:15	1 - Botley Bypass	165	165
	2 - Woodhouse Lane S	382	382
	3 - Deer Park Avenue	126	126
	4 - Woodhouse Lane N	644	644
08:15-08:30	1 - Botley Bypass	201	201
	2 - Woodhouse Lane S	468	468
	3 - Deer Park Avenue	154	154
	4 - Woodhouse Lane N	788	788
08:30-08:45	1 - Botley Bypass	201	201
	2 - Woodhouse Lane S	468	468
	3 - Deer Park Avenue	154	154
	4 - Woodhouse Lane N	788	788
08:45-09:00	1 - Botley Bypass	165	165
	2 - Woodhouse Lane S	382	382
	3 - Deer Park Avenue	126	126

	4 - Woodhouse Lane N	644	644
09:00-09:15	1 - Botley Bypass	138	138
	2 - Woodhouse Lane S	320	320
	3 - Deer Park Avenue	105	105
	4 - Woodhouse Lane N	539	539

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.11	2.37	0.1	A
2 - Woodhouse Lane S	0.16	1.45	0.2	A
3 - Deer Park Avenue	0.14	3.97	0.2	A
4 - Woodhouse Lane N	0.43	3.47	0.8	A

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 - Botley Bypass	138	417	1890	0.073	137	0.1	2.106	A
2 - Woodhouse Lane S	320	185	3086	0.104	319	0.1	1.336	A
3 - Deer Park Avenue	105	437	1191	0.088	105	0.1	3.389	A
4 - Woodhouse Lane N	539	130	1887	0.286	537	0.4	2.720	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 - Botley Bypass	165	499	1834	0.090	164	0.1	2.210	A
2 - Woodhouse Lane S	382	222	3055	0.125	382	0.1	1.383	A
3 - Deer Park Avenue	126	522	1145	0.110	126	0.1	3.611	A
4 - Woodhouse Lane N	644	155	1871	0.344	643	0.5	2.994	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 - Botley Bypass	201	611	1758	0.115	201	0.1	2.370	A
2 - Woodhouse Lane S	468	272	3012	0.155	468	0.2	1.453	A
3 - Deer Park Avenue	154	639	1081	0.143	154	0.2	3.970	A
4 - Woodhouse Lane N	788	190	1848	0.427	787	0.8	3.465	A

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 - Botley Bypass	201	612	1758	0.115	201	0.1	2.371	A
2 - Woodhouse Lane S	468	272	3011	0.155	468	0.2	1.454	A
3 - Deer Park Avenue	154	640	1081	0.143	154	0.2	3.971	A
4 - Woodhouse Lane N	788	190	1848	0.427	788	0.8	3.470	A

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 - Botley Bypass	165	501	1833	0.090	165	0.1	2.211	A
2 - Woodhouse Lane S	382	222	3054	0.125	382	0.1	1.384	A

3 - Deer Park Avenue	126	523	1145	0.110	126	0.1	3.613	A
4 - Woodhouse Lane N	644	156	1870	0.344	645	0.5	3.001	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 - Botley Bypass	138	419	1889	0.073	138	0.1	2.109	A
2 - Woodhouse Lane S	320	186	3086	0.104	320	0.1	1.337	A
3 - Deer Park Avenue	105	438	1191	0.089	106	0.1	3.394	A
4 - Woodhouse Lane N	539	130	1887	0.286	540	0.4	2.729	A

2030 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	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)
D2	2030 Future Year	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 - Botley Bypass		✓	148	100.000
2 - Woodhouse Lane S		✓	503	100.000
3 - Deer Park Avenue		✓	26	100.000
4 - Woodhouse Lane N		✓	498	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	7	141
	2 - Woodhouse Lane S	74	6	1	422
	3 - Deer Park Avenue	3	12	0	11
	4 - Woodhouse Lane N	163	320	13	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	4
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	111	111
	2 - Woodhouse Lane S	379	379
	3 - Deer Park Avenue	20	20
	4 - Woodhouse Lane N	375	375
17:00-17:15	1 - Botley Bypass	133	133
	2 - Woodhouse Lane S	452	452
	3 - Deer Park Avenue	23	23
	4 - Woodhouse Lane N	448	448
17:15-17:30	1 - Botley Bypass	163	163
	2 - Woodhouse Lane S	554	554
	3 - Deer Park Avenue	29	29
	4 - Woodhouse Lane N	548	548
17:30-17:45	1 - Botley Bypass	163	163
	2 - Woodhouse Lane S	554	554
	3 - Deer Park Avenue	29	29
	4 - Woodhouse Lane N	548	548
17:45-18:00	1 - Botley Bypass	133	133
	2 - Woodhouse Lane S	452	452
	3 - Deer Park Avenue	23	23
	4 - Woodhouse Lane N	448	448
18:00-18:15	1 - Botley Bypass	111	111
	2 - Woodhouse Lane S	379	379
	3 - Deer Park Avenue	20	20
	4 - Woodhouse Lane N	375	375

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.09	2.14	0.1	A
2 - Woodhouse Lane S	0.18	1.42	0.2	A
3 - Deer Park Avenue	0.03	3.55	0.0	A
4 - Woodhouse Lane N	0.29	2.66	0.4	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 - Botley Bypass	111	265	1993	0.056	111	0.1	1.986	A
2 - Woodhouse Lane S	379	122	3141	0.121	378	0.1	1.302	A
3 - Deer Park Avenue	20	485	1165	0.017	20	0.0	3.142	A

4 - Woodhouse Lane N	375	71	1926	0.195	374	0.2	2.326	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 - Botley Bypass	133	317	1958	0.068	133	0.1	2.047	A
2 - Woodhouse Lane S	452	146	3120	0.145	452	0.2	1.348	A
3 - Deer Park Avenue	23	580	1114	0.021	23	0.0	3.301	A
4 - Woodhouse Lane N	448	85	1916	0.234	447	0.3	2.458	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 - Botley Bypass	163	388	1909	0.085	163	0.1	2.139	A
2 - Woodhouse Lane S	554	179	3092	0.179	554	0.2	1.417	A
3 - Deer Park Avenue	29	710	1043	0.027	29	0.0	3.548	A
4 - Woodhouse Lane N	548	105	1904	0.288	548	0.4	2.663	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 - Botley Bypass	163	389	1909	0.085	163	0.1	2.139	A
2 - Woodhouse Lane S	554	179	3092	0.179	554	0.2	1.418	A
3 - Deer Park Avenue	29	710	1043	0.027	29	0.0	3.548	A
4 - Woodhouse Lane N	548	105	1904	0.288	548	0.4	2.663	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 - Botley Bypass	133	318	1957	0.068	133	0.1	2.050	A
2 - Woodhouse Lane S	452	147	3120	0.145	452	0.2	1.351	A
3 - Deer Park Avenue	23	580	1113	0.021	23	0.0	3.302	A
4 - Woodhouse Lane N	448	85	1916	0.234	448	0.3	2.459	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 - Botley Bypass	111	266	1992	0.056	111	0.1	1.988	A
2 - Woodhouse Lane S	379	123	3141	0.121	379	0.1	1.305	A
3 - Deer Park Avenue	20	486	1164	0.017	20	0.0	3.146	A
4 - Woodhouse Lane N	375	72	1926	0.195	375	0.2	2.331	A

2030 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.85	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.85	B

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	2030 + Com	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 - Botley Bypass		✓	242	100.000
2 - Woodhouse Lane S		✓	1387	100.000
3 - Deer Park Avenue		✓	302	100.000
4 - Woodhouse Lane N		✓	947	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	1	0	27	214
	2 - Woodhouse Lane S	830	10	69	478
	3 - Deer Park Avenue	83	174	0	45
	4 - Woodhouse Lane N	323	546	77	1

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	1
	2 - Woodhouse Lane S	0	0	0	3
	3 - Deer Park Avenue	1	0	0	2
	4 - Woodhouse Lane N	1	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	182	182
	2 - Woodhouse Lane S	1044	1044
	3 - Deer Park Avenue	227	227
	4 - Woodhouse Lane N	713	713
08:00-08:15	1 - Botley Bypass	218	218
	2 - Woodhouse Lane S	1247	1247
	3 - Deer Park Avenue	271	271
	4 - Woodhouse Lane N	851	851
08:15-08:30	1 - Botley Bypass	266	266
	2 - Woodhouse Lane S	1527	1527
	3 - Deer Park Avenue	333	333
	4 - Woodhouse Lane N	1043	1043
08:30-08:45	1 - Botley Bypass	266	266
	2 - Woodhouse Lane S	1527	1527
	3 - Deer Park Avenue	333	333
	4 - Woodhouse Lane N	1043	1043
08:45-09:00	1 - Botley Bypass	218	218
	2 - Woodhouse Lane S	1247	1247
	3 - Deer Park Avenue	271	271
	4 - Woodhouse Lane N	851	851
09:00-09:15	1 - Botley Bypass	182	182
	2 - Woodhouse Lane S	1044	1044
	3 - Deer Park Avenue	227	227
	4 - Woodhouse Lane N	713	713

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.17	2.78	0.2	A
2 - Woodhouse Lane S	0.52	2.57	1.1	A
3 - Deer Park Avenue	0.65	20.09	1.8	C
4 - Woodhouse Lane N	0.88	25.14	6.9	D

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 - Botley Bypass	182	605	1763	0.103	182	0.1	2.297	A
2 - Woodhouse Lane S	1044	240	3039	0.344	1042	0.5	1.819	A
3 - Deer Park Avenue	227	1152	803	0.283	226	0.4	6.258	A

4 - Woodhouse Lane N	713	824	1432	0.498	709	1.0	5.024	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 - Botley Bypass	218	724	1682	0.129	217	0.1	2.478	A
2 - Woodhouse Lane S	1247	287	2998	0.416	1246	0.7	2.074	A
3 - Deer Park Avenue	271	1378	680	0.399	270	0.7	8.807	A
4 - Woodhouse Lane N	851	986	1326	0.642	848	1.8	7.590	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 - Botley Bypass	266	875	1580	0.169	266	0.2	2.764	A
2 - Woodhouse Lane S	1527	351	2943	0.519	1526	1.1	2.563	A
3 - Deer Park Avenue	333	1687	513	0.648	328	1.8	19.178	C
4 - Woodhouse Lane N	1043	1204	1183	0.881	1025	6.3	21.053	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 - Botley Bypass	266	888	1571	0.170	266	0.2	2.782	A
2 - Woodhouse Lane S	1527	352	2942	0.519	1527	1.1	2.569	A
3 - Deer Park Avenue	333	1689	512	0.650	332	1.8	20.094	C
4 - Woodhouse Lane N	1043	1209	1180	0.883	1040	6.9	25.137	D

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 - Botley Bypass	218	742	1670	0.130	218	0.2	2.502	A
2 - Woodhouse Lane S	1247	290	2996	0.416	1248	0.7	2.083	A
3 - Deer Park Avenue	271	1381	679	0.400	276	0.7	9.077	A
4 - Woodhouse Lane N	851	992	1322	0.644	871	1.9	8.440	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 - Botley Bypass	182	611	1758	0.104	182	0.1	2.304	A
2 - Woodhouse Lane S	1044	241	3038	0.344	1045	0.5	1.827	A
3 - Deer Park Avenue	227	1156	801	0.284	228	0.4	6.336	A
4 - Woodhouse Lane N	713	828	1430	0.499	716	1.0	5.145	A

2030 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	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)
D4	2030 + Com	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 - Botley Bypass		✓	485	100.000
2 - Woodhouse Lane S		✓	1324	100.000
3 - Deer Park Avenue		✓	147	100.000
4 - Woodhouse Lane N		✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	54	431
	2 - Woodhouse Lane S	766	6	48	504
	3 - Deer Park Avenue	23	97	0	27
	4 - Woodhouse Lane N	538	367	36	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	4
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	365	365
	2 - Woodhouse Lane S	997	997
	3 - Deer Park Avenue	111	111
	4 - Woodhouse Lane N	710	710
17:00-17:15	1 - Botley Bypass	436	436
	2 - Woodhouse Lane S	1190	1190
	3 - Deer Park Avenue	132	132
	4 - Woodhouse Lane N	848	848
17:15-17:30	1 - Botley Bypass	534	534
	2 - Woodhouse Lane S	1458	1458
	3 - Deer Park Avenue	162	162
	4 - Woodhouse Lane N	1038	1038
17:30-17:45	1 - Botley Bypass	534	534
	2 - Woodhouse Lane S	1458	1458
	3 - Deer Park Avenue	162	162
	4 - Woodhouse Lane N	1038	1038
17:45-18:00	1 - Botley Bypass	436	436
	2 - Woodhouse Lane S	1190	1190
	3 - Deer Park Avenue	132	132
	4 - Woodhouse Lane N	848	848
18:00-18:15	1 - Botley Bypass	365	365
	2 - Woodhouse Lane S	997	997
	3 - Deer Park Avenue	111	111
	4 - Woodhouse Lane N	710	710

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.30	2.96	0.4	A
2 - Woodhouse Lane S	0.53	2.79	1.1	A
3 - Deer Park Avenue	0.40	14.65	0.6	B
4 - Woodhouse Lane N	0.78	12.39	3.5	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 - Botley Bypass	365	380	1915	0.191	364	0.2	2.403	A
2 - Woodhouse Lane S	997	393	2907	0.343	995	0.5	1.880	A
3 - Deer Park Avenue	111	1284	732	0.151	110	0.2	5.785	A

4 - Woodhouse Lane N	710	670	1534	0.463	707	0.9	4.359	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 - Botley Bypass	436	455	1864	0.234	436	0.3	2.609	A
2 - Woodhouse Lane S	1190	470	2840	0.419	1189	0.7	2.180	A
3 - Deer Park Avenue	132	1535	595	0.222	132	0.3	7.760	A
4 - Woodhouse Lane N	848	801	1447	0.586	846	1.4	5.993	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 - Botley Bypass	534	555	1797	0.297	534	0.4	2.951	A
2 - Woodhouse Lane S	1458	575	2749	0.530	1456	1.1	2.781	A
3 - Deer Park Avenue	162	1880	408	0.396	160	0.6	14.432	B
4 - Woodhouse Lane N	1038	980	1330	0.781	1030	3.4	11.773	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 - Botley Bypass	534	559	1794	0.298	534	0.4	2.958	A
2 - Woodhouse Lane S	1458	576	2748	0.530	1458	1.1	2.789	A
3 - Deer Park Avenue	162	1882	407	0.397	162	0.6	14.652	B
4 - Woodhouse Lane N	1038	982	1329	0.781	1038	3.5	12.395	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 - Botley Bypass	436	461	1860	0.234	436	0.3	2.618	A
2 - Woodhouse Lane S	1190	471	2839	0.419	1192	0.7	2.187	A
3 - Deer Park Avenue	132	1538	594	0.223	134	0.3	7.851	A
4 - Woodhouse Lane N	848	804	1446	0.586	856	1.4	6.223	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 - Botley Bypass	365	384	1912	0.191	365	0.2	2.411	A
2 - Woodhouse Lane S	997	394	2905	0.343	998	0.5	1.886	A
3 - Deer Park Avenue	111	1288	730	0.152	111	0.2	5.824	A
4 - Woodhouse Lane N	710	672	1532	0.463	712	0.9	4.429	A

2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	19.61	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.61	C

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	2030 + Com + Dev	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 - Botley Bypass		✓	246	100.000
2 - Woodhouse Lane S		✓	1409	100.000
3 - Deer Park Avenue		✓	302	100.000
4 - Woodhouse Lane N		✓	1023	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	1	0	27	218
	2 - Woodhouse Lane S	830	10	69	500
	3 - Deer Park Avenue	83	174	0	45
	4 - Woodhouse Lane N	335	610	77	1

Vehicle Mix

Heavy Vehicle Percentages

--	--

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	2
	2 - Woodhouse Lane S	6	0	0	2
	3 - Deer Park Avenue	1	0	0	2
	4 - Woodhouse Lane N	3	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	185	185
	2 - Woodhouse Lane S	1061	1061
	3 - Deer Park Avenue	227	227
	4 - Woodhouse Lane N	770	770
08:00-08:15	1 - Botley Bypass	221	221
	2 - Woodhouse Lane S	1267	1267
	3 - Deer Park Avenue	271	271
	4 - Woodhouse Lane N	920	920
08:15-08:30	1 - Botley Bypass	271	271
	2 - Woodhouse Lane S	1551	1551
	3 - Deer Park Avenue	333	333
	4 - Woodhouse Lane N	1126	1126
08:30-08:45	1 - Botley Bypass	271	271
	2 - Woodhouse Lane S	1551	1551
	3 - Deer Park Avenue	333	333
	4 - Woodhouse Lane N	1126	1126
08:45-09:00	1 - Botley Bypass	221	221
	2 - Woodhouse Lane S	1267	1267
	3 - Deer Park Avenue	271	271
	4 - Woodhouse Lane N	920	920
09:00-09:15	1 - Botley Bypass	185	185
	2 - Woodhouse Lane S	1061	1061
	3 - Deer Park Avenue	227	227
	4 - Woodhouse Lane N	770	770

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.18	2.91	0.2	A
2 - Woodhouse Lane S	0.53	2.70	1.2	A
3 - Deer Park Avenue	0.67	21.96	2.0	C
4 - Woodhouse Lane N	0.95	46.23	13.6	E

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 - Botley Bypass	185	652	1731	0.107	185	0.1	2.370	A
2 - Woodhouse Lane S	1061	243	3036	0.349	1059	0.6	1.894	A
3 - Deer Park Avenue	227	1172	792	0.287	226	0.4	6.372	A

4 - Woodhouse Lane N	770	824	1432	0.538	766	1.2	5.444	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 - Botley Bypass	221	780	1644	0.135	221	0.2	2.574	A
2 - Woodhouse Lane S	1267	291	2995	0.423	1266	0.8	2.168	A
3 - Deer Park Avenue	271	1402	668	0.407	270	0.7	9.085	A
4 - Woodhouse Lane N	920	986	1326	0.693	915	2.2	8.804	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 - Botley Bypass	271	934	1540	0.176	271	0.2	2.885	A
2 - Woodhouse Lane S	1551	354	2940	0.528	1550	1.2	2.695	A
3 - Deer Park Avenue	333	1716	497	0.669	328	1.9	20.774	C
4 - Woodhouse Lane N	1126	1204	1184	0.952	1091	11.0	31.816	D

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 - Botley Bypass	271	953	1527	0.177	271	0.2	2.915	A
2 - Woodhouse Lane S	1551	356	2939	0.528	1551	1.2	2.703	A
3 - Deer Park Avenue	333	1718	496	0.670	332	2.0	21.962	C
4 - Woodhouse Lane N	1126	1209	1180	0.954	1116	13.6	46.231	E

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 - Botley Bypass	221	817	1619	0.137	221	0.2	2.623	A
2 - Woodhouse Lane S	1267	295	2991	0.423	1268	0.8	2.178	A
3 - Deer Park Avenue	271	1404	666	0.407	277	0.7	9.404	A
4 - Woodhouse Lane N	920	992	1322	0.696	965	2.4	11.464	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 - Botley Bypass	185	660	1725	0.107	185	0.1	2.380	A
2 - Woodhouse Lane S	1061	244	3035	0.349	1062	0.6	1.900	A
3 - Deer Park Avenue	227	1175	790	0.288	229	0.4	6.458	A
4 - Woodhouse Lane N	770	828	1430	0.539	775	1.2	5.626	A

2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.27	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)
D6	2030 + Com + Dev	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 - Botley Bypass		✓	496	100.000
2 - Woodhouse Lane S		✓	1384	100.000
3 - Deer Park Avenue		✓	147	100.000
4 - Woodhouse Lane N		✓	974	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	54	442
	2 - Woodhouse Lane S	766	6	48	564
	3 - Deer Park Avenue	23	97	0	27
	4 - Woodhouse Lane N	543	393	36	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	3
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	373	373
	2 - Woodhouse Lane S	1042	1042
	3 - Deer Park Avenue	111	111
	4 - Woodhouse Lane N	733	733
17:00-17:15	1 - Botley Bypass	446	446
	2 - Woodhouse Lane S	1244	1244
	3 - Deer Park Avenue	132	132
	4 - Woodhouse Lane N	876	876
17:15-17:30	1 - Botley Bypass	546	546
	2 - Woodhouse Lane S	1524	1524
	3 - Deer Park Avenue	162	162
	4 - Woodhouse Lane N	1072	1072
17:30-17:45	1 - Botley Bypass	546	546
	2 - Woodhouse Lane S	1524	1524
	3 - Deer Park Avenue	162	162
	4 - Woodhouse Lane N	1072	1072
17:45-18:00	1 - Botley Bypass	446	446
	2 - Woodhouse Lane S	1244	1244
	3 - Deer Park Avenue	132	132
	4 - Woodhouse Lane N	876	876
18:00-18:15	1 - Botley Bypass	373	373
	2 - Woodhouse Lane S	1042	1042
	3 - Deer Park Avenue	111	111
	4 - Woodhouse Lane N	733	733

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.31	3.01	0.5	A
2 - Woodhouse Lane S	0.56	2.96	1.3	A
3 - Deer Park Avenue	0.44	17.70	0.8	C
4 - Woodhouse Lane N	0.81	14.00	4.0	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 - Botley Bypass	373	400	1902	0.196	372	0.3	2.416	A
2 - Woodhouse Lane S	1042	401	2900	0.359	1040	0.6	1.933	A
3 - Deer Park Avenue	111	1337	703	0.157	110	0.2	6.065	A

4 - Woodhouse Lane N	733	670	1534	0.478	730	0.9	4.484	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 - Botley Bypass	446	479	1848	0.241	446	0.3	2.635	A
2 - Woodhouse Lane S	1244	480	2831	0.439	1243	0.8	2.266	A
3 - Deer Park Avenue	132	1599	561	0.236	132	0.3	8.383	A
4 - Woodhouse Lane N	876	801	1448	0.605	873	1.5	6.277	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 - Botley Bypass	546	583	1778	0.307	546	0.5	2.997	A
2 - Woodhouse Lane S	1524	587	2738	0.556	1522	1.2	2.956	A
3 - Deer Park Avenue	162	1958	366	0.442	160	0.8	17.308	C
4 - Woodhouse Lane N	1072	980	1330	0.806	1063	3.9	13.085	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 - Botley Bypass	546	588	1774	0.308	546	0.5	3.008	A
2 - Woodhouse Lane S	1524	588	2738	0.557	1524	1.3	2.965	A
3 - Deer Park Avenue	162	1960	365	0.443	162	0.8	17.703	C
4 - Woodhouse Lane N	1072	982	1329	0.807	1072	4.0	13.998	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 - Botley Bypass	446	486	1843	0.242	446	0.3	2.645	A
2 - Woodhouse Lane S	1244	481	2830	0.440	1246	0.8	2.274	A
3 - Deer Park Avenue	132	1602	559	0.236	134	0.3	8.510	A
4 - Woodhouse Lane N	876	804	1445	0.606	885	1.6	6.576	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 - Botley Bypass	373	403	1899	0.197	374	0.3	2.424	A
2 - Woodhouse Lane S	1042	402	2898	0.360	1043	0.6	1.942	A
3 - Deer Park Avenue	111	1341	700	0.158	111	0.2	6.113	A
4 - Woodhouse Lane N	733	672	1532	0.479	736	0.9	4.564	A

2036 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	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)
D7	2036 Future Year	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 - Botley Bypass		✓	190	100.000
2 - Woodhouse Lane S		✓	442	100.000
3 - Deer Park Avenue		✓	146	100.000
4 - Woodhouse Lane N		✓	745	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	1	0	28	161
	2 - Woodhouse Lane S	67	11	0	364
	3 - Deer Park Avenue	29	73	0	44
	4 - Woodhouse Lane N	249	428	67	1

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	3
	2 - Woodhouse Lane S	2	0	0	4
	3 - Deer Park Avenue	3	0	0	5
	4 - Woodhouse Lane N	2	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	143	143
	2 - Woodhouse Lane S	333	333
	3 - Deer Park Avenue	110	110
	4 - Woodhouse Lane N	561	561
08:00-08:15	1 - Botley Bypass	171	171
	2 - Woodhouse Lane S	397	397
	3 - Deer Park Avenue	131	131
	4 - Woodhouse Lane N	670	670
08:15-08:30	1 - Botley Bypass	209	209
	2 - Woodhouse Lane S	487	487
	3 - Deer Park Avenue	161	161
	4 - Woodhouse Lane N	820	820
08:30-08:45	1 - Botley Bypass	209	209
	2 - Woodhouse Lane S	487	487
	3 - Deer Park Avenue	161	161
	4 - Woodhouse Lane N	820	820
08:45-09:00	1 - Botley Bypass	171	171
	2 - Woodhouse Lane S	397	397
	3 - Deer Park Avenue	131	131
	4 - Woodhouse Lane N	670	670
09:00-09:15	1 - Botley Bypass	143	143
	2 - Woodhouse Lane S	333	333
	3 - Deer Park Avenue	110	110
	4 - Woodhouse Lane N	561	561

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.12	2.41	0.1	A
2 - Woodhouse Lane S	0.16	1.48	0.2	A
3 - Deer Park Avenue	0.15	4.05	0.2	A
4 - Woodhouse Lane N	0.45	3.59	0.8	A

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 - Botley Bypass	143	435	1878	0.076	143	0.1	2.127	A
2 - Woodhouse Lane S	333	194	3079	0.108	332	0.1	1.357	A
3 - Deer Park Avenue	110	455	1181	0.093	109	0.1	3.428	A

4 - Woodhouse Lane N	561	136	1883	0.298	559	0.4	2.764	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 - Botley Bypass	171	521	1820	0.094	171	0.1	2.238	A
2 - Woodhouse Lane S	397	232	3046	0.130	397	0.2	1.407	A
3 - Deer Park Avenue	131	544	1133	0.116	131	0.1	3.666	A
4 - Woodhouse Lane N	670	163	1866	0.359	669	0.6	3.061	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 - Botley Bypass	209	638	1740	0.120	209	0.1	2.410	A
2 - Woodhouse Lane S	487	284	3001	0.162	486	0.2	1.482	A
3 - Deer Park Avenue	161	666	1067	0.151	161	0.2	4.052	A
4 - Woodhouse Lane N	820	199	1842	0.445	819	0.8	3.581	A

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 - Botley Bypass	209	639	1740	0.120	209	0.1	2.410	A
2 - Woodhouse Lane S	487	284	3001	0.162	487	0.2	1.482	A
3 - Deer Park Avenue	161	666	1067	0.151	161	0.2	4.055	A
4 - Woodhouse Lane N	820	199	1842	0.445	820	0.8	3.587	A

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 - Botley Bypass	171	522	1819	0.094	171	0.1	2.241	A
2 - Woodhouse Lane S	397	232	3046	0.130	398	0.2	1.409	A
3 - Deer Park Avenue	131	544	1133	0.116	131	0.1	3.671	A
4 - Woodhouse Lane N	670	163	1866	0.359	671	0.6	3.069	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 - Botley Bypass	143	437	1876	0.076	143	0.1	2.129	A
2 - Woodhouse Lane S	333	194	3079	0.108	333	0.1	1.357	A
3 - Deer Park Avenue	110	456	1181	0.093	110	0.1	3.433	A
4 - Woodhouse Lane N	561	136	1883	0.298	561	0.4	2.773	A

2036 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	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)
D8	2036 Future Year	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 - Botley Bypass		✓	154	100.000
2 - Woodhouse Lane S		✓	521	100.000
3 - Deer Park Avenue		✓	28	100.000
4 - Woodhouse Lane N		✓	518	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	8	146
	2 - Woodhouse Lane S	76	6	1	438
	3 - Deer Park Avenue	3	13	0	12
	4 - Woodhouse Lane N	169	333	14	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	3
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	116	116
	2 - Woodhouse Lane S	392	392
	3 - Deer Park Avenue	21	21
	4 - Woodhouse Lane N	390	390
17:00-17:15	1 - Botley Bypass	138	138
	2 - Woodhouse Lane S	468	468
	3 - Deer Park Avenue	25	25
	4 - Woodhouse Lane N	466	466
17:15-17:30	1 - Botley Bypass	170	170
	2 - Woodhouse Lane S	574	574
	3 - Deer Park Avenue	31	31
	4 - Woodhouse Lane N	570	570
17:30-17:45	1 - Botley Bypass	170	170
	2 - Woodhouse Lane S	574	574
	3 - Deer Park Avenue	31	31
	4 - Woodhouse Lane N	570	570
17:45-18:00	1 - Botley Bypass	138	138
	2 - Woodhouse Lane S	468	468
	3 - Deer Park Avenue	25	25
	4 - Woodhouse Lane N	466	466
18:00-18:15	1 - Botley Bypass	116	116
	2 - Woodhouse Lane S	392	392
	3 - Deer Park Avenue	21	21
	4 - Woodhouse Lane N	390	390

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.09	2.14	0.1	A
2 - Woodhouse Lane S	0.19	1.43	0.2	A
3 - Deer Park Avenue	0.03	3.61	0.0	A
4 - Woodhouse Lane N	0.30	2.71	0.4	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 - Botley Bypass	116	276	1985	0.058	116	0.1	1.980	A
2 - Woodhouse Lane S	392	128	3136	0.125	392	0.1	1.311	A
3 - Deer Park Avenue	21	502	1156	0.018	21	0.0	3.172	A

4 - Woodhouse Lane N	390	74	1924	0.203	389	0.3	2.351	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 - Botley Bypass	138	331	1948	0.071	138	0.1	2.045	A
2 - Woodhouse Lane S	468	153	3115	0.150	468	0.2	1.359	A
3 - Deer Park Avenue	25	600	1102	0.023	25	0.0	3.341	A
4 - Woodhouse Lane N	466	88	1915	0.243	465	0.3	2.492	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 - Botley Bypass	170	405	1898	0.089	169	0.1	2.141	A
2 - Woodhouse Lane S	574	187	3085	0.186	573	0.2	1.432	A
3 - Deer Park Avenue	31	735	1029	0.030	31	0.0	3.604	A
4 - Woodhouse Lane N	570	108	1902	0.300	570	0.4	2.712	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 - Botley Bypass	170	405	1898	0.089	170	0.1	2.141	A
2 - Woodhouse Lane S	574	187	3085	0.186	574	0.2	1.432	A
3 - Deer Park Avenue	31	735	1029	0.030	31	0.0	3.605	A
4 - Woodhouse Lane N	570	108	1902	0.300	570	0.4	2.712	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 - Botley Bypass	138	331	1948	0.071	139	0.1	2.047	A
2 - Woodhouse Lane S	468	153	3115	0.150	469	0.2	1.360	A
3 - Deer Park Avenue	25	601	1102	0.023	25	0.0	3.342	A
4 - Woodhouse Lane N	466	88	1915	0.243	466	0.3	2.495	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 - Botley Bypass	116	277	1985	0.058	116	0.1	1.981	A
2 - Woodhouse Lane S	392	128	3136	0.125	392	0.1	1.313	A
3 - Deer Park Avenue	21	503	1155	0.018	21	0.0	3.176	A
4 - Woodhouse Lane N	390	74	1924	0.203	390	0.3	2.356	A

2036 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.53	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.53	C

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	2036 + Com	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 - Botley Bypass		✓	251	100.000
2 - Woodhouse Lane S		✓	1436	100.000
3 - Deer Park Avenue		✓	313	100.000
4 - Woodhouse Lane N		✓	978	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	1	0	28	222
	2 - Woodhouse Lane S	862	11	72	491
	3 - Deer Park Avenue	86	181	0	46
	4 - Woodhouse Lane N	335	562	80	1

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	2
	2 - Woodhouse Lane S	5	0	0	3
	3 - Deer Park Avenue	1	0	0	2
	4 - Woodhouse Lane N	3	2	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	189	189
	2 - Woodhouse Lane S	1081	1081
	3 - Deer Park Avenue	236	236
	4 - Woodhouse Lane N	736	736
08:00-08:15	1 - Botley Bypass	226	226
	2 - Woodhouse Lane S	1291	1291
	3 - Deer Park Avenue	281	281
	4 - Woodhouse Lane N	879	879
08:15-08:30	1 - Botley Bypass	276	276
	2 - Woodhouse Lane S	1581	1581
	3 - Deer Park Avenue	345	345
	4 - Woodhouse Lane N	1077	1077
08:30-08:45	1 - Botley Bypass	276	276
	2 - Woodhouse Lane S	1581	1581
	3 - Deer Park Avenue	345	345
	4 - Woodhouse Lane N	1077	1077
08:45-09:00	1 - Botley Bypass	226	226
	2 - Woodhouse Lane S	1291	1291
	3 - Deer Park Avenue	281	281
	4 - Woodhouse Lane N	879	879
09:00-09:15	1 - Botley Bypass	189	189
	2 - Woodhouse Lane S	1081	1081
	3 - Deer Park Avenue	236	236
	4 - Woodhouse Lane N	736	736

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.18	2.87	0.2	A
2 - Woodhouse Lane S	0.54	2.77	1.2	A
3 - Deer Park Avenue	0.72	26.50	2.4	D
4 - Woodhouse Lane N	0.94	40.10	11.2	E

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 - Botley Bypass	189	625	1749	0.108	188	0.1	2.347	A
2 - Woodhouse Lane S	1081	249	3031	0.357	1079	0.6	1.915	A
3 - Deer Park Avenue	236	1193	781	0.302	234	0.4	6.599	A

4 - Woodhouse Lane N	736	856	1411	0.522	732	1.1	5.379	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 - Botley Bypass	226	747	1666	0.135	225	0.2	2.542	A
2 - Woodhouse Lane S	1291	298	2989	0.432	1290	0.8	2.203	A
3 - Deer Park Avenue	281	1427	654	0.430	280	0.7	9.646	A
4 - Woodhouse Lane N	879	1024	1301	0.676	875	2.1	8.557	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 - Botley Bypass	276	896	1565	0.177	276	0.2	2.841	A
2 - Woodhouse Lane S	1581	363	2933	0.539	1579	1.2	2.763	A
3 - Deer Park Avenue	345	1747	481	0.717	338	2.3	24.445	C
4 - Woodhouse Lane N	1077	1250	1153	0.934	1048	9.4	29.096	D

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 - Botley Bypass	276	914	1553	0.178	276	0.2	2.868	A
2 - Woodhouse Lane S	1581	365	2931	0.539	1581	1.2	2.773	A
3 - Deer Park Avenue	345	1748	480	0.718	344	2.4	26.499	D
4 - Woodhouse Lane N	1077	1256	1149	0.937	1069	11.2	40.101	E

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 - Botley Bypass	226	778	1645	0.137	226	0.2	2.582	A
2 - Woodhouse Lane S	1291	302	2986	0.432	1293	0.8	2.215	A
3 - Deer Park Avenue	281	1429	653	0.431	288	0.8	10.101	B
4 - Woodhouse Lane N	879	1032	1296	0.678	915	2.2	10.539	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 - Botley Bypass	189	632	1744	0.108	189	0.1	2.355	A
2 - Woodhouse Lane S	1081	250	3030	0.357	1082	0.6	1.924	A
3 - Deer Park Avenue	236	1196	779	0.303	237	0.4	6.697	A
4 - Woodhouse Lane N	736	861	1408	0.523	741	1.1	5.545	A

2036 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.92	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)
D10	2036 + Com	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 - Botley Bypass		✓	504	100.000
2 - Woodhouse Lane S		✓	1372	100.000
3 - Deer Park Avenue		✓	153	100.000
4 - Woodhouse Lane N		✓	979	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	56	448
	2 - Woodhouse Lane S	796	6	50	520
	3 - Deer Park Avenue	24	101	0	28
	4 - Woodhouse Lane N	559	380	38	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	4
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	379	379
	2 - Woodhouse Lane S	1033	1033
	3 - Deer Park Avenue	115	115
	4 - Woodhouse Lane N	737	737
17:00-17:15	1 - Botley Bypass	453	453
	2 - Woodhouse Lane S	1233	1233
	3 - Deer Park Avenue	138	138
	4 - Woodhouse Lane N	880	880
17:15-17:30	1 - Botley Bypass	555	555
	2 - Woodhouse Lane S	1511	1511
	3 - Deer Park Avenue	168	168
	4 - Woodhouse Lane N	1078	1078
17:30-17:45	1 - Botley Bypass	555	555
	2 - Woodhouse Lane S	1511	1511
	3 - Deer Park Avenue	168	168
	4 - Woodhouse Lane N	1078	1078
17:45-18:00	1 - Botley Bypass	453	453
	2 - Woodhouse Lane S	1233	1233
	3 - Deer Park Avenue	138	138
	4 - Woodhouse Lane N	880	880
18:00-18:15	1 - Botley Bypass	379	379
	2 - Woodhouse Lane S	1033	1033
	3 - Deer Park Avenue	115	115
	4 - Woodhouse Lane N	737	737

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.31	3.04	0.5	A
2 - Woodhouse Lane S	0.55	2.96	1.2	A
3 - Deer Park Avenue	0.46	17.86	0.8	C
4 - Woodhouse Lane N	0.83	15.84	4.6	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 - Botley Bypass	379	395	1905	0.199	378	0.3	2.440	A
2 - Woodhouse Lane S	1033	408	2893	0.357	1031	0.6	1.930	A
3 - Deer Park Avenue	115	1331	706	0.163	114	0.2	6.077	A

4 - Woodhouse Lane N	737	696	1516	0.486	733	0.9	4.601	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 - Botley Bypass	453	472	1852	0.245	453	0.3	2.663	A
2 - Woodhouse Lane S	1233	489	2824	0.437	1233	0.8	2.261	A
3 - Deer Park Avenue	138	1592	565	0.244	137	0.3	8.408	A
4 - Woodhouse Lane N	880	832	1427	0.617	878	1.6	6.558	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 - Botley Bypass	555	574	1784	0.311	554	0.5	3.030	A
2 - Woodhouse Lane S	1511	598	2729	0.554	1509	1.2	2.947	A
3 - Deer Park Avenue	168	1949	371	0.454	167	0.8	17.446	C
4 - Woodhouse Lane N	1078	1018	1305	0.826	1067	4.4	14.548	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 - Botley Bypass	555	580	1780	0.312	555	0.5	3.042	A
2 - Woodhouse Lane S	1511	599	2728	0.554	1511	1.2	2.956	A
3 - Deer Park Avenue	168	1951	370	0.456	168	0.8	17.862	C
4 - Woodhouse Lane N	1078	1021	1304	0.827	1077	4.6	15.836	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 - Botley Bypass	453	480	1847	0.245	454	0.3	2.677	A
2 - Woodhouse Lane S	1233	490	2822	0.437	1235	0.8	2.272	A
3 - Deer Park Avenue	138	1595	563	0.244	140	0.3	8.544	A
4 - Woodhouse Lane N	880	836	1425	0.618	892	1.7	6.937	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 - Botley Bypass	379	398	1903	0.199	380	0.3	2.449	A
2 - Woodhouse Lane S	1033	410	2892	0.357	1034	0.6	1.939	A
3 - Deer Park Avenue	115	1335	704	0.164	116	0.2	6.129	A
4 - Woodhouse Lane N	737	699	1514	0.487	740	1.0	4.689	A

2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	32.06	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.06	D

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	2036 + Com + Dev	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 - Botley Bypass		✓	255	100.000
2 - Woodhouse Lane S		✓	1458	100.000
3 - Deer Park Avenue		✓	313	100.000
4 - Woodhouse Lane N		✓	1054	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
From	1 - Botley Bypass	1	0	28	226
	2 - Woodhouse Lane S	862	11	72	513
	3 - Deer Park Avenue	86	181	0	46
	4 - Woodhouse Lane N	347	626	80	1

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	2
	2 - Woodhouse Lane S	5	0	0	3
	3 - Deer Park Avenue	1	0	0	2
	4 - Woodhouse Lane N	2	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Botley Bypass	192	192
	2 - Woodhouse Lane S	1098	1098
	3 - Deer Park Avenue	236	236
	4 - Woodhouse Lane N	794	794
08:00-08:15	1 - Botley Bypass	229	229
	2 - Woodhouse Lane S	1311	1311
	3 - Deer Park Avenue	281	281
	4 - Woodhouse Lane N	948	948
08:15-08:30	1 - Botley Bypass	281	281
	2 - Woodhouse Lane S	1605	1605
	3 - Deer Park Avenue	345	345
	4 - Woodhouse Lane N	1160	1160
08:30-08:45	1 - Botley Bypass	281	281
	2 - Woodhouse Lane S	1605	1605
	3 - Deer Park Avenue	345	345
	4 - Woodhouse Lane N	1160	1160
08:45-09:00	1 - Botley Bypass	229	229
	2 - Woodhouse Lane S	1311	1311
	3 - Deer Park Avenue	281	281
	4 - Woodhouse Lane N	948	948
09:00-09:15	1 - Botley Bypass	192	192
	2 - Woodhouse Lane S	1098	1098
	3 - Deer Park Avenue	236	236
	4 - Woodhouse Lane N	794	794

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.18	2.96	0.2	A
2 - Woodhouse Lane S	0.55	2.83	1.3	A
3 - Deer Park Avenue	0.74	29.78	2.7	D
4 - Woodhouse Lane N	1.01	80.23	26.4	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 - Botley Bypass	192	672	1717	0.112	191	0.1	2.401	A
2 - Woodhouse Lane S	1098	252	3029	0.362	1095	0.6	1.934	A
3 - Deer Park Avenue	236	1212	770	0.306	234	0.4	6.727	A

4 - Woodhouse Lane N	794	856	1411	0.562	788	1.3	5.803	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 - Botley Bypass	229	804	1628	0.141	229	0.2	2.618	A
2 - Woodhouse Lane S	1311	301	2986	0.439	1310	0.8	2.232	A
3 - Deer Park Avenue	281	1450	642	0.439	280	0.8	9.979	A
4 - Woodhouse Lane N	948	1024	1301	0.728	942	2.6	10.004	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 - Botley Bypass	281	945	1533	0.183	281	0.2	2.926	A
2 - Woodhouse Lane S	1605	365	2931	0.548	1604	1.3	2.817	A
3 - Deer Park Avenue	345	1775	465	0.741	337	2.6	26.974	D
4 - Woodhouse Lane N	1160	1249	1154	1.006	1100	17.8	45.273	E

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 - Botley Bypass	281	966	1518	0.185	281	0.2	2.960	A
2 - Woodhouse Lane S	1605	367	2929	0.548	1605	1.3	2.828	A
3 - Deer Park Avenue	345	1777	464	0.743	344	2.7	29.779	D
4 - Woodhouse Lane N	1160	1256	1150	1.010	1126	26.4	80.225	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 - Botley Bypass	229	876	1580	0.145	229	0.2	2.713	A
2 - Woodhouse Lane S	1311	309	2979	0.440	1312	0.8	2.248	A
3 - Deer Park Avenue	281	1453	640	0.440	289	0.8	10.535	B
4 - Woodhouse Lane N	948	1033	1295	0.732	1041	2.9	19.673	C

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 - Botley Bypass	192	682	1711	0.112	192	0.1	2.414	A
2 - Woodhouse Lane S	1098	254	3027	0.363	1099	0.6	1.943	A
3 - Deer Park Avenue	236	1216	768	0.307	237	0.4	6.831	A
4 - Woodhouse Lane N	794	861	1408	0.563	800	1.3	6.050	A

2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Botley Bypass - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Woodhouse Lane S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.08	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)
D12	2036 + Com + Dev	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 - Botley Bypass		✓	515	100.000
2 - Woodhouse Lane S		✓	1432	100.000
3 - Deer Park Avenue		✓	153	100.000
4 - Woodhouse Lane N		✓	1010	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
From	1 - Botley Bypass	0	0	56	459
	2 - Woodhouse Lane S	796	6	50	580
	3 - Deer Park Avenue	24	101	0	28
	4 - Woodhouse Lane N	564	406	38	2

Vehicle Mix

Heavy Vehicle Percentages

--	--

	To				
From		1 - Botley Bypass	2 - Woodhouse Lane S	3 - Deer Park Avenue	4 - Woodhouse Lane N
	1 - Botley Bypass	0	0	0	3
	2 - Woodhouse Lane S	0	0	0	0
	3 - Deer Park Avenue	0	0	0	0
	4 - Woodhouse Lane N	1	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Botley Bypass	388	388
	2 - Woodhouse Lane S	1078	1078
	3 - Deer Park Avenue	115	115
	4 - Woodhouse Lane N	760	760
17:00-17:15	1 - Botley Bypass	463	463
	2 - Woodhouse Lane S	1287	1287
	3 - Deer Park Avenue	138	138
	4 - Woodhouse Lane N	908	908
17:15-17:30	1 - Botley Bypass	567	567
	2 - Woodhouse Lane S	1577	1577
	3 - Deer Park Avenue	168	168
	4 - Woodhouse Lane N	1112	1112
17:30-17:45	1 - Botley Bypass	567	567
	2 - Woodhouse Lane S	1577	1577
	3 - Deer Park Avenue	168	168
	4 - Woodhouse Lane N	1112	1112
17:45-18:00	1 - Botley Bypass	463	463
	2 - Woodhouse Lane S	1287	1287
	3 - Deer Park Avenue	138	138
	4 - Woodhouse Lane N	908	908
18:00-18:15	1 - Botley Bypass	388	388
	2 - Woodhouse Lane S	1078	1078
	3 - Deer Park Avenue	115	115
	4 - Woodhouse Lane N	760	760

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Botley Bypass	0.32	3.10	0.5	A
2 - Woodhouse Lane S	0.58	3.15	1.4	A
3 - Deer Park Avenue	0.51	22.59	1.0	C
4 - Woodhouse Lane N	0.85	18.47	5.5	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 - Botley Bypass	388	414	1892	0.205	387	0.3	2.454	A
2 - Woodhouse Lane S	1078	417	2886	0.374	1076	0.6	1.986	A
3 - Deer Park Avenue	115	1384	677	0.170	114	0.2	6.387	A

4 - Woodhouse Lane N	760	696	1516	0.501	756	1.0	4.739	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 - Botley Bypass	463	495	1837	0.252	463	0.3	2.689	A
2 - Woodhouse Lane S	1287	498	2815	0.457	1286	0.8	2.354	A
3 - Deer Park Avenue	138	1656	530	0.260	137	0.3	9.147	A
4 - Woodhouse Lane N	908	832	1427	0.636	905	1.7	6.897	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 - Botley Bypass	567	601	1765	0.321	566	0.5	3.081	A
2 - Woodhouse Lane S	1577	610	2718	0.580	1575	1.4	3.142	A
3 - Deer Park Avenue	168	2027	329	0.512	166	1.0	21.764	C
4 - Woodhouse Lane N	1112	1017	1306	0.852	1098	5.1	16.478	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 - Botley Bypass	567	608	1761	0.322	567	0.5	3.096	A
2 - Woodhouse Lane S	1577	611	2718	0.580	1577	1.4	3.154	A
3 - Deer Park Avenue	168	2029	327	0.515	168	1.0	22.594	C
4 - Woodhouse Lane N	1112	1021	1304	0.853	1111	5.5	18.471	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 - Botley Bypass	463	505	1830	0.253	464	0.3	2.705	A
2 - Woodhouse Lane S	1287	500	2814	0.458	1289	0.8	2.364	A
3 - Deer Park Avenue	138	1659	528	0.261	140	0.4	9.349	A
4 - Woodhouse Lane N	908	837	1424	0.638	923	1.8	7.418	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 - Botley Bypass	388	418	1889	0.205	388	0.3	2.464	A
2 - Woodhouse Lane S	1078	418	2885	0.374	1079	0.6	1.996	A
3 - Deer Park Avenue	115	1389	675	0.171	116	0.2	6.449	A
4 - Woodhouse Lane N	760	699	1514	0.502	764	1.0	4.840	A

*Junction 7 - Woodhouse Lane / Broad Oak / Kings Copse Avenue / Lower Northam
Road / Grange Road*

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J7 Maypole Roundabout.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\ARCADY\J7 Maypole roundabout

Report generation date: 10/12/2025 19:31:16

«Existing Junction - 2036 + Com + Dev, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future							
1 - Broad Oak	1.3	4.98	0.56	7.92	1.2	4.75	0.55	6.29
2 - Kings Copse Avenue	2.6	12.28	0.72		0.8	5.35	0.43	
3 - Lower Northam Road	1.8	13.08	0.64		1.1	7.20	0.52	
4 - Grange Road	1.2	5.93	0.55		2.2	8.11	0.68	
5 - Woodhouse Lane	0.7	4.92	0.42		0.8	5.55	0.45	
	Existing Junction - 2030 + Com							
1 - Broad Oak	1.7	6.45	0.62	11.45	1.3	5.16	0.57	7.75
2 - Kings Copse Avenue	4.9	21.87	0.84		1.0	6.34	0.51	
3 - Lower Northam Road	2.4	17.44	0.71		1.7	9.57	0.62	
4 - Grange Road	1.5	6.73	0.59		2.9	10.67	0.74	
5 - Woodhouse Lane	1.6	7.38	0.62		1.1	6.45	0.52	
	Existing Junction - 2030 + Com + Dev							
1 - Broad Oak	1.9	6.98	0.64	13.81	1.4	5.31	0.57	8.61
2 - Kings Copse Avenue	6.2	27.47	0.87		1.1	6.66	0.53	
3 - Lower Northam Road	2.8	20.34	0.74		1.8	10.14	0.64	
4 - Grange Road	2.0	9.21	0.67		3.7	12.87	0.79	
5 - Woodhouse Lane	2.0	8.52	0.67		1.2	6.81	0.55	
	Existing Junction - 2036 Future							
1 - Broad Oak	1.5	5.45	0.59	9.48	1.4	5.20	0.58	7.05
2 - Kings Copse Avenue	3.5	15.96	0.78		0.9	5.78	0.46	
3 - Lower Northam Road	2.3	16.25	0.70		1.3	8.00	0.56	
4 - Grange Road	1.4	6.55	0.58		2.7	9.49	0.73	
5 - Woodhouse Lane	0.8	5.27	0.45		0.9	6.02	0.48	
	Existing Junction - 2036 + Com							
1 - Broad Oak	2.0	7.27	0.66	15.56	1.6	5.98	0.60	7.52
2 - Kings Copse Avenue	8.0	34.85	0.90		0.5	4.90	0.35	
3 - Lower Northam Road	3.3	23.37	0.77		1.5	8.32	0.59	
4 - Grange Road	1.7	7.51	0.62		2.7	9.63	0.72	
5 - Woodhouse Lane	1.9	8.20	0.65		1.3	7.22	0.56	
	Existing Junction - 2036 + Com + Dev							
1 - Broad Oak	2.2	7.96	0.68	19.35	1.6	5.87	0.61	10.27
2 - Kings Copse Avenue	11.1	47.75	0.94		1.3	7.34	0.56	
3 - Lower Northam Road	4.0	28.33	0.81		2.1	11.77	0.68	
4 - Grange Road	1.8	7.82	0.64		4.9	16.64	0.83	
5 - Woodhouse Lane	2.4	9.70	0.70		1.4	7.61	0.59	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	31/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Junction	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)
D12	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Broad Oak - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - Woodhouse Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.27	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.27	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Broad Oak		
2	Kings Copse Avenue		
3	Lower Northam Road		
4	Grange Road		
5	Woodhouse Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Broad Oak	3.28	8.43	68.0	18.7	60.1	30.0		
2 - Kings Copse Avenue	3.84	7.36	21.0	14.4	60.1	29.2		
3 - Lower Northam Road	2.68	6.40	25.0	18.1	60.1	28.5		
4 - Grange Road	3.78	6.90	50.0	14.9	60.1	25.9		
5 - Woodhouse Lane	3.05	8.00	39.0	23.3	60.1	45.7		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Broad Oak	0.649	2243
2 - Kings Copse Avenue	0.574	1828
3 - Lower Northam Road	0.535	1576
4 - Grange Road	0.595	1929
5 - Woodhouse Lane	0.578	1896

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

Traffic Demand

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 - Broad Oak		✓	887	100.000
2 - Kings Copse Avenue		✓	575	100.000
3 - Lower Northam Road		✓	599	100.000
4 - Grange Road		✓	994	100.000
5 - Woodhouse Lane		✓	609	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Broad Oak	2 - Kings Copse Avenue	3 - Lower Northam Road	4 - Grange Road	5 - Woodhouse Lane
From	1 - Broad Oak	2	180	311	342	52
	2 - Kings Copse Avenue	155	0	43	140	237
	3 - Lower Northam Road	216	47	1	104	231
	4 - Grange Road	470	217	73	0	234
	5 - Woodhouse Lane	54	227	230	98	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Broad Oak	2 - Kings Copse Avenue	3 - Lower Northam Road	4 - Grange Road	5 - Woodhouse Lane
From	1 - Broad Oak	0	2	2	3	2
	2 - Kings Copse Avenue	1	0	2	1	0
	3 - Lower Northam Road	6	2	0	0	0
	4 - Grange Road	4	1	1	0	0
	5 - Woodhouse Lane	0	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Broad Oak	0.61	5.87	1.6	A
2 - Kings Copse Avenue	0.56	7.34	1.3	A
3 - Lower Northam Road	0.68	11.77	2.1	B
4 - Grange Road	0.83	16.64	4.9	C
5 - Woodhouse Lane	0.59	7.61	1.4	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 - Broad Oak	668	669	1808	0.369	665	0.6	3.219	A
2 - Kings Copse Avenue	433	832	1350	0.321	431	0.5	3.935	A
3 - Lower Northam Road	451	769	1164	0.387	448	0.6	5.124	A
4 - Grange Road	748	705	1509	0.496	744	1.0	4.784	A
5 - Woodhouse Lane	458	884	1385	0.331	457	0.5	3.884	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 - Broad Oak	797	801	1722	0.463	796	0.9	3.974	A
2 - Kings Copse Avenue	517	995	1256	0.412	516	0.7	4.890	A
3 - Lower Northam Road	538	921	1083	0.497	537	1.0	6.723	A
4 - Grange Road	894	844	1426	0.627	891	1.7	6.833	A
5 - Woodhouse Lane	547	1059	1284	0.426	546	0.7	4.892	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 - Broad Oak	977	977	1608	0.607	974	1.6	5.786	A
2 - Kings Copse Avenue	633	1217	1129	0.561	631	1.3	7.241	A
3 - Lower Northam Road	660	1126	973	0.678	655	2.1	11.417	B
4 - Grange Road	1094	1031	1315	0.832	1083	4.6	15.123	C
5 - Woodhouse Lane	671	1289	1151	0.582	668	1.4	7.438	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 - Broad Oak	977	983	1604	0.609	977	1.6	5.868	A
2 - Kings Copse Avenue	633	1221	1127	0.562	633	1.3	7.339	A
3 - Lower Northam Road	660	1130	971	0.679	659	2.1	11.773	B
4 - Grange Road	1094	1036	1312	0.834	1093	4.9	16.636	C
5 - Woodhouse Lane	671	1299	1145	0.586	670	1.4	7.609	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 - Broad Oak	797	809	1717	0.464	800	0.9	4.030	A
2 - Kings Copse Avenue	517	1001	1253	0.413	519	0.7	4.955	A
3 - Lower Northam Road	538	926	1080	0.498	543	1.0	6.904	A
4 - Grange Road	894	851	1422	0.628	906	1.8	7.291	A
5 - Woodhouse Lane	547	1074	1276	0.429	550	0.8	4.998	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 - Broad Oak	668	674	1805	0.370	669	0.6	3.250	A
2 - Kings Copse Avenue	433	837	1347	0.321	434	0.5	3.972	A
3 - Lower Northam Road	451	774	1162	0.388	452	0.7	5.202	A
4 - Grange Road	748	710	1506	0.497	751	1.0	4.892	A
5 - Woodhouse Lane	458	892	1380	0.332	460	0.5	3.929	A

Junction 8 - Grange Road / Locke Road

Junctions 10							
ARCADY 10 - Roundabout Module							
Version: 10.0.1.1519							
© Copyright TRL Software Limited, 2021							
For sales and distribution information, program advice and maintenance, contact TRL Software:							
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
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: J8 A334-Locke Road.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\ARCADY\J8 A334-Locke Road

Report generation date: 10/12/2025 19:36:45

«Existing Junction - 2036 + Com + Dev, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future							
1 - Grange Road E	1.7	5.31	0.62	6.93	0.8	3.39	0.44	9.65
2 - Grange Road W	1.6	7.93	0.62		4.1	15.65	0.81	
3 - Locke Road	1.2	9.36	0.55		0.6	7.63	0.37	
	Existing Junction - 2030 + Com							
1 - Grange Road E	1.9	5.64	0.65	7.32	0.8	3.43	0.45	9.75
2 - Grange Road W	1.8	8.52	0.64		4.2	15.90	0.81	
3 - Locke Road	1.2	9.71	0.55		0.6	7.73	0.38	
	Existing Junction - 2030 + Com + Dev							
1 - Grange Road E	2.1	6.14	0.68	7.71	0.9	3.48	0.46	11.85
2 - Grange Road W	1.9	8.87	0.66		5.5	20.04	0.85	
3 - Locke Road	1.3	9.98	0.56		0.6	8.23	0.39	
	Existing Junction - 2036 Future							
1 - Grange Road E	1.9	5.80	0.65	7.62	0.9	3.52	0.46	11.74
2 - Grange Road W	1.9	8.71	0.65		5.4	19.85	0.85	
3 - Locke Road	1.4	10.41	0.58		0.7	8.20	0.40	
	Existing Junction - 2036 + Com							
1 - Grange Road E	2.2	6.25	0.68	8.12	0.9	3.57	0.47	11.89
2 - Grange Road W	2.1	9.41	0.67		5.5	20.24	0.85	
3 - Locke Road	1.4	10.83	0.59		0.7	8.31	0.40	
	Existing Junction - 2036 + Com + Dev							
1 - Grange Road E	2.5	6.81	0.71	8.57	0.9	3.65	0.48	15.27
2 - Grange Road W	2.2	9.86	0.69		7.6	27.01	0.89	
3 - Locke Road	1.5	11.18	0.60		0.7	8.88	0.42	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	31/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
AA	Existing Junction	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)
D12	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Existing Junction - 2036 + Com + Dev, 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	untitled	Standard Roundabout		1, 2, 3	15.27	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.27	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Grange Road E		
2	Grange Road W		
3	Locke Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Grange Road E	5.27	8.76	6.0	23.6	31.8	27.6		
2 - Grange Road W	3.43	4.68	8.0	45.1	31.8	18.4		
3 - Locke Road	3.14	3.87	23.0	50.4	31.8	17.2		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Grange Road E	0.722	1997
2 - Grange Road W	0.611	1379
3 - Locke Road	0.584	1237

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

Traffic Demand

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 - Grange Road E		✓	844	100.000
2 - Grange Road W		✓	980	100.000
3 - Locke Road		✓	265	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Grange Road E	2 - Grange Road W	3 - Locke Road
1 - Grange Road E		3	589	252
2 - Grange Road W		838	1	141
3 - Locke Road		180	83	2

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Grange Road E	2 - Grange Road W	3 - Locke Road
1 - Grange Road E		0	2	0
2 - Grange Road W		2	0	0
3 - Locke Road		0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road E	0.48	3.65	0.9	A
2 - Grange Road W	0.89	27.01	7.6	D
3 - Locke Road	0.42	8.88	0.7	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 - Grange Road E	635	64	1951	0.326	633	0.5	2.767	A
2 - Grange Road W	738	193	1261	0.585	732	1.4	6.852	A
3 - Locke Road	200	629	870	0.229	198	0.3	5.354	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 - Grange Road E	759	77	1942	0.391	758	0.6	3.082	A
2 - Grange Road W	881	231	1238	0.712	877	2.4	10.033	B
3 - Locke Road	238	753	797	0.299	238	0.4	6.432	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 - Grange Road E	929	94	1929	0.482	928	0.9	3.642	A
2 - Grange Road W	1079	283	1206	0.895	1061	7.0	22.784	C
3 - Locke Road	292	912	705	0.414	291	0.7	8.674	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 - Grange Road E	929	95	1929	0.482	929	0.9	3.649	A
2 - Grange Road W	1079	283	1206	0.895	1076	7.6	27.015	D
3 - Locke Road	292	925	697	0.419	292	0.7	8.883	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 - Grange Road E	759	78	1941	0.391	760	0.7	3.093	A
2 - Grange Road W	881	231	1237	0.712	901	2.6	11.483	B
3 - Locke Road	238	774	785	0.304	239	0.4	6.613	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 - Grange Road E	635	65	1951	0.326	636	0.5	2.779	A
2 - Grange Road W	738	194	1260	0.585	742	1.5	7.130	A
3 - Locke Road	200	638	864	0.231	200	0.3	5.424	A

Junction 9 - Grange Road / Wildern Lane / Charles Watts Way / Botley Road

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J9 A334-Botley Road.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\ARCADY\J9 A334-Botley Road

Report generation date: 10/12/2025 19:42:27

-
- »Existing Junction - 2030 Future, AM
 - »Existing Junction - 2030 Future, PM
 - »Existing Junction - 2030 + Com, AM
 - »Existing Junction - 2030 + Com, PM
 - »Existing Junction - 2030 + Com + Dev, AM
 - »Existing Junction - 2030 + Com + Dev, PM
 - »Existing Junction - 2036 Future, AM
 - »Existing Junction - 2036 Future, PM
 - »Existing Junction - 2036 + Com, AM
 - »Existing Junction - 2036 + Com, PM
 - »Existing Junction - 2036 + Com + Dev, AM
 - »Existing Junction - 2036 + Com + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	Existing Junction - 2030 Future							
1 - Grange Road	3.4	8.79	0.77	6.04	1.1	4.35	0.53	4.38
2 - Wildern Lane	0.8	5.87	0.45		0.4	3.84	0.31	
3 - Charles Watts Way	0.6	2.67	0.35		1.3	3.66	0.57	
4 - Botley Road	0.9	4.38	0.46		1.2	6.06	0.54	
	Existing Junction - 2030 + Com							
1 - Grange Road	4.1	10.29	0.80	6.81	1.3	4.76	0.57	4.69
2 - Wildern Lane	0.9	6.27	0.47		0.5	3.96	0.31	
3 - Charles Watts Way	0.6	2.83	0.38		1.4	3.83	0.58	
4 - Botley Road	1.0	4.74	0.49		1.4	6.52	0.57	
	Existing Junction - 2030 + Com + Dev							
1 - Grange Road	4.9	11.92	0.83	7.59	1.4	4.87	0.58	4.87
2 - Wildern Lane	0.9	6.55	0.48		0.5	4.00	0.32	
3 - Charles Watts Way	0.7	2.87	0.39		1.5	4.01	0.60	
4 - Botley Road	1.0	4.80	0.50		1.4	6.86	0.59	
	Existing Junction - 2036 Future							
1 - Grange Road	4.3	10.66	0.81	6.97	1.3	4.65	0.56	4.75
2 - Wildern Lane	0.9	6.41	0.48		0.5	4.02	0.33	
3 - Charles Watts Way	0.6	2.79	0.37		1.5	3.98	0.60	
4 - Botley Road	1.0	4.63	0.49		1.4	6.76	0.58	
	Existing Junction - 2036 + Com							
1 - Grange Road	5.4	12.92	0.84	8.08	1.5	5.12	0.60	5.12
2 - Wildern Lane	1.0	6.88	0.50		0.5	4.14	0.33	
3 - Charles Watts Way	0.7	2.99	0.41		1.6	4.19	0.61	
4 - Botley Road	1.1	5.07	0.52		1.6	7.31	0.61	
	Existing Junction - 2036 + Com + Dev							
1 - Grange Road	6.6	15.54	0.87	9.30	1.6	5.28	0.61	5.34
2 - Wildern Lane	1.1	7.23	0.51		0.5	4.19	0.33	
3 - Charles Watts Way	0.7	3.01	0.41		1.7	4.40	0.63	
4 - Botley Road	1.1	5.14	0.53		1.7	7.75	0.63	

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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\nottinghamlaptop
Description	

Units

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

Analysis Options

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	2030 Future	AM	ONE HOUR	07:45	09:15	15
D2	2030 Future	PM	ONE HOUR	16:45	18:15	15
D3	2030 + Com	AM	ONE HOUR	07:45	09:15	15
D4	2030 + Com	PM	ONE HOUR	16:45	18:15	15
D5	2030 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2030 + Com + Dev	PM	ONE HOUR	16:45	18:15	15
D7	2036 Future	AM	ONE HOUR	07:45	09:15	15
D8	2036 Future	PM	ONE HOUR	16:45	18:15	15
D9	2036 + Com	AM	ONE HOUR	07:45	09:15	15
D10	2036 + Com	PM	ONE HOUR	16:45	18:15	15
D11	2036 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D12	2036 + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Junction	100.000

Existing Junction - 2030 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.04	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Grange Road		
2	Wildern Lane		
3	Charles Watts Way		
4	Botley Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Grange Road	3.50	6.92	86.0	24.3	83.3	16.7		
2 - Wildern Lane	3.60	6.22	48.0	22.3	83.3	10.8		
3 - Charles Watts Way	8.35	8.79	1.0	24.2	83.3	9.6		
4 - Botley Road	3.14	6.73	73.0	17.4	83.3	13.2		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Grange Road	0.534	2088
2 - Wildern Lane	0.509	1893
3 - Charles Watts Way	0.641	2791
4 - Botley Road	0.518	1987

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	2030 Future	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 - Grange Road		✓	1294	100.000
2 - Wildern Lane		✓	462	100.000
3 - Charles Watts Way		✓	708	100.000
4 - Botley Road		✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	66	92	720	416
	2 - Wildern Lane	79	0	118	265
	3 - Charles Watts Way	454	67	27	160
	4 - Botley Road	353	192	115	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	3	2
	3 - Charles Watts Way	6	3	7	6
	4 - Botley Road	5	1	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	974	974
	2 - Wildern Lane	348	348
	3 - Charles Watts Way	533	533
	4 - Botley Road	501	501
08:00-08:15	1 - Grange Road	1163	1163
	2 - Wildern Lane	415	415
	3 - Charles Watts Way	636	636
	4 - Botley Road	598	598
08:15-08:30	1 - Grange Road	1425	1425
	2 - Wildern Lane	509	509
	3 - Charles Watts Way	780	780
	4 - Botley Road	732	732
08:30-08:45	1 - Grange Road	1425	1425
	2 - Wildern Lane	509	509
	3 - Charles Watts Way	780	780
	4 - Botley Road	732	732
08:45-09:00	1 - Grange Road	1163	1163
	2 - Wildern Lane	415	415
	3 - Charles Watts Way	636	636
	4 - Botley Road	598	598
09:00-09:15	1 - Grange Road	974	974
	2 - Wildern Lane	348	348
	3 - Charles Watts Way	533	533
	4 - Botley Road	501	501

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.77	8.79	3.4	A
2 - Wildern Lane	0.45	5.87	0.8	A
3 - Charles Watts Way	0.35	2.67	0.6	A
4 - Botley Road	0.46	4.38	0.9	A

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 - Grange Road	974	305	1926	0.506	970	1.1	3.901	A
2 - Wildern Lane	348	1011	1379	0.252	346	0.3	3.573	A
3 - Charles Watts Way	533	623	2391	0.223	532	0.3	2.046	A
4 - Botley Road	501	520	1718	0.291	499	0.4	3.085	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 - Grange Road	1163	365	1894	0.614	1161	1.6	5.093	A
2 - Wildern Lane	415	1210	1277	0.325	415	0.5	4.279	A
3 - Charles Watts Way	636	746	2313	0.275	636	0.4	2.270	A
4 - Botley Road	598	622	1665	0.359	597	0.6	3.524	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 - Grange Road	1425	446	1850	0.770	1418	3.3	8.527	A
2 - Wildern Lane	509	1479	1141	0.446	507	0.8	5.820	A
3 - Charles Watts Way	780	911	2207	0.353	779	0.6	2.664	A
4 - Botley Road	732	762	1593	0.460	731	0.9	4.363	A

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 - Grange Road	1425	447	1850	0.770	1424	3.4	8.787	A
2 - Wildern Lane	509	1485	1137	0.447	509	0.8	5.873	A
3 - Charles Watts Way	780	915	2205	0.354	780	0.6	2.670	A
4 - Botley Road	732	763	1592	0.460	732	0.9	4.378	A

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 - Grange Road	1163	366	1893	0.614	1170	1.7	5.229	A
2 - Wildern Lane	415	1219	1273	0.326	417	0.5	4.320	A
3 - Charles Watts Way	636	751	2310	0.276	637	0.4	2.276	A
4 - Botley Road	598	624	1664	0.359	599	0.6	3.541	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 - Grange Road	974	306	1925	0.506	977	1.1	3.958	A
2 - Wildern Lane	348	1018	1375	0.253	348	0.3	3.601	A
3 - Charles Watts Way	533	627	2389	0.223	533	0.3	2.053	A
4 - Botley Road	501	522	1717	0.292	501	0.4	3.098	A

Existing Junction - 2030 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	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)
D2	2030 Future	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 - Grange Road		✓	864	100.000
2 - Wildern Lane		✓	379	100.000
3 - Charles Watts Way		✓	1191	100.000
4 - Botley Road		✓	645	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	25	96	389	354
	2 - Wildern Lane	97	0	91	191
	3 - Charles Watts Way	875	134	47	135
	4 - Botley Road	326	180	134	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	3	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	4
	4 - Botley Road	2	2	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	650	650
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	897	897
	4 - Botley Road	486	486
17:00-17:15	1 - Grange Road	777	777
	2 - Wildern Lane	341	341
	3 - Charles Watts Way	1071	1071
	4 - Botley Road	580	580
17:15-17:30	1 - Grange Road	951	951
	2 - Wildern Lane	417	417
	3 - Charles Watts Way	1311	1311
	4 - Botley Road	710	710
17:30-17:45	1 - Grange Road	951	951
	2 - Wildern Lane	417	417
	3 - Charles Watts Way	1311	1311
	4 - Botley Road	710	710
17:45-18:00	1 - Grange Road	777	777
	2 - Wildern Lane	341	341
	3 - Charles Watts Way	1071	1071
	4 - Botley Road	580	580
18:00-18:15	1 - Grange Road	650	650
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	897	897
	4 - Botley Road	486	486

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.53	4.35	1.1	A
2 - Wildern Lane	0.31	3.84	0.4	A
3 - Charles Watts Way	0.57	3.66	1.3	A
4 - Botley Road	0.54	6.06	1.2	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 - Grange Road	650	375	1888	0.344	648	0.5	2.952	A
2 - Wildern Lane	285	716	1529	0.187	284	0.2	2.906	A
3 - Charles Watts Way	897	504	2467	0.363	894	0.6	2.334	A
4 - Botley Road	486	885	1529	0.318	484	0.5	3.506	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 - Grange Road	777	449	1849	0.420	776	0.7	3.416	A
2 - Wildern Lane	341	857	1457	0.234	340	0.3	3.239	A
3 - Charles Watts Way	1071	604	2404	0.445	1070	0.8	2.754	A
4 - Botley Road	580	1058	1439	0.403	579	0.7	4.263	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 - Grange Road	951	549	1795	0.530	950	1.1	4.328	A
2 - Wildern Lane	417	1048	1360	0.307	417	0.4	3.835	A
3 - Charles Watts Way	1311	739	2317	0.566	1309	1.3	3.638	A
4 - Botley Road	710	1295	1316	0.539	708	1.2	6.016	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 - Grange Road	951	550	1795	0.530	951	1.1	4.347	A
2 - Wildern Lane	417	1050	1359	0.307	417	0.4	3.842	A
3 - Charles Watts Way	1311	740	2317	0.566	1311	1.3	3.655	A
4 - Botley Road	710	1297	1315	0.540	710	1.2	6.064	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 - Grange Road	777	451	1848	0.420	778	0.7	3.432	A
2 - Wildern Lane	341	860	1456	0.234	341	0.3	3.249	A
3 - Charles Watts Way	1071	605	2403	0.446	1073	0.8	2.767	A
4 - Botley Road	580	1061	1438	0.403	582	0.7	4.298	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 - Grange Road	650	377	1887	0.345	651	0.5	2.970	A
2 - Wildern Lane	285	719	1527	0.187	286	0.2	2.916	A
3 - Charles Watts Way	897	507	2466	0.364	898	0.6	2.344	A
4 - Botley Road	486	888	1527	0.318	486	0.5	3.529	A

Existing Junction - 2030 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.81	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)
D3	2030 + Com	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 - Grange Road		✓	1349	100.000
2 - Wildern Lane		✓	467	100.000
3 - Charles Watts Way		✓	750	100.000
4 - Botley Road		✓	702	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	66	92	719	472
	2 - Wildern Lane	80	0	121	266
	3 - Charles Watts Way	504	67	27	152
	4 - Botley Road	386	190	121	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	3	2
	3 - Charles Watts Way	5	3	7	6
	4 - Botley Road	4	1	9	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	1016	1016
	2 - Wildern Lane	352	352
	3 - Charles Watts Way	565	565
	4 - Botley Road	529	529
08:00-08:15	1 - Grange Road	1213	1213
	2 - Wildern Lane	420	420
	3 - Charles Watts Way	674	674
	4 - Botley Road	631	631
08:15-08:30	1 - Grange Road	1485	1485
	2 - Wildern Lane	514	514
	3 - Charles Watts Way	826	826
	4 - Botley Road	773	773
08:30-08:45	1 - Grange Road	1485	1485
	2 - Wildern Lane	514	514
	3 - Charles Watts Way	826	826
	4 - Botley Road	773	773
08:45-09:00	1 - Grange Road	1213	1213
	2 - Wildern Lane	420	420
	3 - Charles Watts Way	674	674
	4 - Botley Road	631	631
09:00-09:15	1 - Grange Road	1016	1016
	2 - Wildern Lane	352	352
	3 - Charles Watts Way	565	565
	4 - Botley Road	529	529

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.80	10.29	4.1	B
2 - Wildern Lane	0.47	6.27	0.9	A
3 - Charles Watts Way	0.38	2.83	0.6	A
4 - Botley Road	0.49	4.74	1.0	A

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 - Grange Road	1016	308	1924	0.528	1011	1.2	4.079	A
2 - Wildern Lane	352	1057	1355	0.259	350	0.4	3.669	A
3 - Charles Watts Way	565	666	2364	0.239	563	0.3	2.100	A
4 - Botley Road	529	559	1698	0.311	527	0.5	3.189	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 - Grange Road	1213	368	1892	0.641	1210	1.8	5.467	A
2 - Wildern Lane	420	1265	1249	0.336	419	0.5	4.446	A
3 - Charles Watts Way	674	798	2280	0.296	674	0.4	2.356	A
4 - Botley Road	631	668	1641	0.385	630	0.6	3.701	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 - Grange Road	1485	451	1848	0.804	1476	4.0	9.847	A
2 - Wildern Lane	514	1544	1107	0.464	513	0.9	6.195	A
3 - Charles Watts Way	826	974	2166	0.381	825	0.6	2.818	A
4 - Botley Road	773	818	1564	0.494	771	1.0	4.715	A

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 - Grange Road	1485	451	1848	0.804	1485	4.1	10.288	B
2 - Wildern Lane	514	1552	1103	0.466	514	0.9	6.268	A
3 - Charles Watts Way	826	979	2164	0.382	826	0.6	2.827	A
4 - Botley Road	773	819	1563	0.495	773	1.0	4.736	A

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 - Grange Road	1213	369	1891	0.641	1222	1.9	5.665	A
2 - Wildern Lane	420	1276	1244	0.338	421	0.5	4.500	A
3 - Charles Watts Way	674	804	2276	0.296	675	0.4	2.366	A
4 - Botley Road	631	670	1640	0.385	633	0.7	3.718	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 - Grange Road	1016	309	1924	0.528	1018	1.2	4.150	A
2 - Wildern Lane	352	1064	1352	0.260	352	0.4	3.697	A
3 - Charles Watts Way	565	671	2361	0.239	565	0.3	2.107	A
4 - Botley Road	529	561	1697	0.311	529	0.5	3.208	A

Existing Junction - 2030 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.69	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)
D4	2030 + Com	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 - Grange Road		✓	931	100.000
2 - Wildern Lane		✓	378	100.000
3 - Charles Watts Way		✓	1202	100.000
4 - Botley Road		✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	25	96	405	405
	2 - Wildern Lane	98	0	91	189
	3 - Charles Watts Way	866	139	47	150
	4 - Botley Road	371	191	117	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	3	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	3
	4 - Botley Road	2	2	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	701	701
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	905	905
	4 - Botley Road	515	515
17:00-17:15	1 - Grange Road	837	837
	2 - Wildern Lane	340	340
	3 - Charles Watts Way	1081	1081
	4 - Botley Road	615	615
17:15-17:30	1 - Grange Road	1025	1025
	2 - Wildern Lane	416	416
	3 - Charles Watts Way	1323	1323
	4 - Botley Road	753	753
17:30-17:45	1 - Grange Road	1025	1025
	2 - Wildern Lane	416	416
	3 - Charles Watts Way	1323	1323
	4 - Botley Road	753	753
17:45-18:00	1 - Grange Road	837	837
	2 - Wildern Lane	340	340
	3 - Charles Watts Way	1081	1081
	4 - Botley Road	615	615
18:00-18:15	1 - Grange Road	701	701
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	905	905
	4 - Botley Road	515	515

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.57	4.76	1.3	A
2 - Wildern Lane	0.31	3.96	0.5	A
3 - Charles Watts Way	0.58	3.83	1.4	A
4 - Botley Road	0.57	6.52	1.4	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 - Grange Road	701	374	1889	0.371	699	0.6	3.073	A
2 - Wildern Lane	285	753	1510	0.188	284	0.2	2.949	A
3 - Charles Watts Way	905	542	2443	0.370	903	0.6	2.380	A
4 - Botley Road	515	882	1530	0.337	513	0.5	3.606	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 - Grange Road	837	448	1849	0.453	836	0.8	3.614	A
2 - Wildern Lane	340	902	1434	0.237	340	0.3	3.304	A
3 - Charles Watts Way	1081	648	2375	0.455	1080	0.8	2.833	A
4 - Botley Road	615	1055	1441	0.427	614	0.8	4.445	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 - Grange Road	1025	548	1796	0.571	1023	1.3	4.730	A
2 - Wildern Lane	416	1103	1332	0.312	416	0.5	3.946	A
3 - Charles Watts Way	1323	794	2282	0.580	1321	1.4	3.814	A
4 - Botley Road	753	1292	1318	0.571	751	1.3	6.453	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 - Grange Road	1025	549	1795	0.571	1025	1.3	4.759	A
2 - Wildern Lane	416	1105	1331	0.313	416	0.5	3.955	A
3 - Charles Watts Way	1323	795	2281	0.580	1323	1.4	3.832	A
4 - Botley Road	753	1294	1317	0.572	753	1.4	6.518	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 - Grange Road	837	450	1848	0.453	839	0.8	3.638	A
2 - Wildern Lane	340	905	1433	0.237	340	0.3	3.315	A
3 - Charles Watts Way	1081	650	2374	0.455	1083	0.9	2.850	A
4 - Botley Road	615	1058	1439	0.427	617	0.8	4.487	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 - Grange Road	701	376	1888	0.371	702	0.6	3.095	A
2 - Wildern Lane	285	757	1508	0.189	285	0.2	2.957	A
3 - Charles Watts Way	905	544	2442	0.371	906	0.6	2.392	A
4 - Botley Road	515	886	1529	0.337	516	0.5	3.634	A

Existing Junction - 2030 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.59	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)
D5	2030 + Com + Dev	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 - Grange Road		✓	1395	100.000
2 - Wildern Lane		✓	467	100.000
3 - Charles Watts Way		✓	764	100.000
4 - Botley Road		✓	704	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	66	92	759	478
	2 - Wildern Lane	80	0	121	266
	3 - Charles Watts Way	518	67	27	152
	4 - Botley Road	388	190	121	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	3	2
	3 - Charles Watts Way	5	3	7	6
	4 - Botley Road	4	1	9	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	1050	1050
	2 - Wildern Lane	352	352
	3 - Charles Watts Way	575	575
	4 - Botley Road	530	530
08:00-08:15	1 - Grange Road	1254	1254
	2 - Wildern Lane	420	420
	3 - Charles Watts Way	687	687
	4 - Botley Road	633	633
08:15-08:30	1 - Grange Road	1536	1536
	2 - Wildern Lane	514	514
	3 - Charles Watts Way	841	841
	4 - Botley Road	775	775
08:30-08:45	1 - Grange Road	1536	1536
	2 - Wildern Lane	514	514
	3 - Charles Watts Way	841	841
	4 - Botley Road	775	775
08:45-09:00	1 - Grange Road	1254	1254
	2 - Wildern Lane	420	420
	3 - Charles Watts Way	687	687
	4 - Botley Road	633	633
09:00-09:15	1 - Grange Road	1050	1050
	2 - Wildern Lane	352	352
	3 - Charles Watts Way	575	575
	4 - Botley Road	530	530

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.83	11.92	4.9	B
2 - Wildern Lane	0.48	6.55	0.9	A
3 - Charles Watts Way	0.39	2.87	0.7	A
4 - Botley Road	0.50	4.80	1.0	A

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 - Grange Road	1050	308	1924	0.546	1045	1.2	4.236	A
2 - Wildern Lane	352	1091	1338	0.263	350	0.4	3.734	A
3 - Charles Watts Way	575	671	2361	0.244	574	0.3	2.116	A
4 - Botley Road	530	569	1693	0.313	528	0.5	3.208	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 - Grange Road	1254	368	1892	0.663	1251	2.0	5.814	A
2 - Wildern Lane	420	1306	1229	0.342	419	0.5	4.559	A
3 - Charles Watts Way	687	803	2276	0.302	686	0.5	2.379	A
4 - Botley Road	633	681	1635	0.387	632	0.7	3.731	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 - Grange Road	1536	451	1848	0.831	1525	4.8	11.221	B
2 - Wildern Lane	514	1592	1083	0.475	513	0.9	6.462	A
3 - Charles Watts Way	841	980	2163	0.389	840	0.7	2.859	A
4 - Botley Road	775	833	1556	0.498	774	1.0	4.776	A

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 - Grange Road	1536	451	1848	0.831	1535	4.9	11.923	B
2 - Wildern Lane	514	1602	1078	0.477	514	0.9	6.553	A
3 - Charles Watts Way	841	985	2159	0.390	841	0.7	2.869	A
4 - Botley Road	775	835	1555	0.498	775	1.0	4.798	A

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 - Grange Road	1254	369	1891	0.663	1265	2.1	6.087	A
2 - Wildern Lane	420	1320	1222	0.344	421	0.5	4.626	A
3 - Charles Watts Way	687	810	2272	0.302	688	0.5	2.389	A
4 - Botley Road	633	683	1634	0.387	634	0.7	3.752	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 - Grange Road	1050	309	1924	0.546	1054	1.3	4.319	A
2 - Wildern Lane	352	1099	1334	0.264	352	0.4	3.767	A
3 - Charles Watts Way	575	676	2358	0.244	576	0.3	2.124	A
4 - Botley Road	530	571	1691	0.313	531	0.5	3.228	A

Existing Junction - 2030 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.87	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)
D6	2030 + Com + Dev	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 - Grange Road		✓	950	100.000
2 - Wildern Lane		✓	378	100.000
3 - Charles Watts Way		✓	1240	100.000
4 - Botley Road		✓	690	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	25	96	422	407
	2 - Wildern Lane	98	0	91	189
	3 - Charles Watts Way	904	139	47	150
	4 - Botley Road	377	191	117	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	2	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	3
	4 - Botley Road	2	2	3	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	715	715
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	934	934
	4 - Botley Road	519	519
17:00-17:15	1 - Grange Road	854	854
	2 - Wildern Lane	340	340
	3 - Charles Watts Way	1115	1115
	4 - Botley Road	620	620
17:15-17:30	1 - Grange Road	1046	1046
	2 - Wildern Lane	416	416
	3 - Charles Watts Way	1365	1365
	4 - Botley Road	760	760
17:30-17:45	1 - Grange Road	1046	1046
	2 - Wildern Lane	416	416
	3 - Charles Watts Way	1365	1365
	4 - Botley Road	760	760
17:45-18:00	1 - Grange Road	854	854
	2 - Wildern Lane	340	340
	3 - Charles Watts Way	1115	1115
	4 - Botley Road	620	620
18:00-18:15	1 - Grange Road	715	715
	2 - Wildern Lane	285	285
	3 - Charles Watts Way	934	934
	4 - Botley Road	519	519

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.58	4.87	1.4	A
2 - Wildern Lane	0.32	4.00	0.5	A
3 - Charles Watts Way	0.60	4.01	1.5	A
4 - Botley Road	0.59	6.86	1.4	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 - Grange Road	715	374	1889	0.379	713	0.6	3.098	A
2 - Wildern Lane	285	767	1503	0.189	284	0.2	2.967	A
3 - Charles Watts Way	934	543	2443	0.382	931	0.6	2.425	A
4 - Botley Road	519	911	1516	0.343	517	0.5	3.676	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 - Grange Road	854	448	1849	0.462	853	0.9	3.661	A
2 - Wildern Lane	340	919	1426	0.238	339	0.3	3.330	A
3 - Charles Watts Way	1115	650	2374	0.470	1114	0.9	2.910	A
4 - Botley Road	620	1089	1423	0.436	619	0.8	4.570	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 - Grange Road	1046	548	1796	0.582	1044	1.4	4.840	A
2 - Wildern Lane	416	1124	1321	0.315	416	0.5	3.992	A
3 - Charles Watts Way	1365	796	2281	0.599	1363	1.5	3.990	A
4 - Botley Road	760	1333	1297	0.586	757	1.4	6.783	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 - Grange Road	1046	549	1795	0.583	1046	1.4	4.872	A
2 - Wildern Lane	416	1126	1320	0.315	416	0.5	4.002	A
3 - Charles Watts Way	1365	797	2280	0.599	1365	1.5	4.014	A
4 - Botley Road	760	1336	1295	0.586	760	1.4	6.860	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 - Grange Road	854	450	1848	0.462	856	0.9	3.689	A
2 - Wildern Lane	340	922	1424	0.239	340	0.3	3.339	A
3 - Charles Watts Way	1115	652	2373	0.470	1117	0.9	2.932	A
4 - Botley Road	620	1093	1421	0.436	623	0.8	4.622	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 - Grange Road	715	376	1888	0.379	716	0.6	3.118	A
2 - Wildern Lane	285	771	1501	0.190	285	0.2	2.978	A
3 - Charles Watts Way	934	546	2441	0.382	935	0.6	2.441	A
4 - Botley Road	519	914	1514	0.343	521	0.5	3.708	A

Existing Junction - 2036 Future, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	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)
D7	2036 Future	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 - Grange Road		✓	1353	100.000
2 - Wildern Lane		✓	483	100.000
3 - Charles Watts Way		✓	741	100.000
4 - Botley Road		✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	69	96	753	435
	2 - Wildern Lane	83	0	123	277
	3 - Charles Watts Way	475	70	28	168
	4 - Botley Road	369	201	120	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	2	1
	3 - Charles Watts Way	6	3	7	6
	4 - Botley Road	4	1	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	1019	1019
	2 - Wildern Lane	364	364
	3 - Charles Watts Way	558	558
	4 - Botley Road	523	523
08:00-08:15	1 - Grange Road	1216	1216
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	666	666
	4 - Botley Road	625	625
08:15-08:30	1 - Grange Road	1490	1490
	2 - Wildern Lane	532	532
	3 - Charles Watts Way	816	816
	4 - Botley Road	765	765
08:30-08:45	1 - Grange Road	1490	1490
	2 - Wildern Lane	532	532
	3 - Charles Watts Way	816	816
	4 - Botley Road	765	765
08:45-09:00	1 - Grange Road	1216	1216
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	666	666
	4 - Botley Road	625	625
09:00-09:15	1 - Grange Road	1019	1019
	2 - Wildern Lane	364	364
	3 - Charles Watts Way	558	558
	4 - Botley Road	523	523

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.81	10.66	4.3	B
2 - Wildern Lane	0.48	6.41	0.9	A
3 - Charles Watts Way	0.37	2.79	0.6	A
4 - Botley Road	0.49	4.63	1.0	A

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 - Grange Road	1019	318	1919	0.531	1014	1.2	4.117	A
2 - Wildern Lane	364	1057	1355	0.268	362	0.4	3.683	A
3 - Charles Watts Way	558	651	2373	0.235	557	0.3	2.095	A
4 - Botley Road	523	544	1705	0.307	521	0.5	3.160	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 - Grange Road	1216	381	1885	0.645	1214	1.9	5.552	A
2 - Wildern Lane	434	1265	1250	0.348	434	0.5	4.485	A
3 - Charles Watts Way	666	780	2291	0.291	666	0.4	2.342	A
4 - Botley Road	625	651	1650	0.379	624	0.6	3.650	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 - Grange Road	1490	466	1840	0.810	1480	4.2	10.165	B
2 - Wildern Lane	532	1544	1108	0.480	530	0.9	6.328	A
3 - Charles Watts Way	816	952	2181	0.374	815	0.6	2.786	A
4 - Botley Road	765	797	1575	0.486	764	1.0	4.613	A

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 - Grange Road	1490	467	1839	0.810	1489	4.3	10.658	B
2 - Wildern Lane	532	1552	1103	0.482	532	0.9	6.408	A
3 - Charles Watts Way	816	957	2178	0.375	816	0.6	2.794	A
4 - Botley Road	765	798	1574	0.486	765	1.0	4.632	A

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 - Grange Road	1216	382	1885	0.645	1226	1.9	5.763	A
2 - Wildern Lane	434	1277	1244	0.349	436	0.6	4.545	A
3 - Charles Watts Way	666	786	2287	0.291	667	0.4	2.352	A
4 - Botley Road	625	653	1649	0.379	626	0.6	3.669	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 - Grange Road	1019	320	1918	0.531	1022	1.2	4.191	A
2 - Wildern Lane	364	1064	1352	0.269	364	0.4	3.712	A
3 - Charles Watts Way	558	656	2370	0.235	558	0.3	2.101	A
4 - Botley Road	523	546	1704	0.307	524	0.5	3.174	A

Existing Junction - 2036 Future, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.75	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)
D8	2036 Future	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 - Grange Road		✓	902	100.000
2 - Wildern Lane		✓	395	100.000
3 - Charles Watts Way		✓	1246	100.000
4 - Botley Road		✓	674	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	26	100	406	370
	2 - Wildern Lane	101	0	95	199
	3 - Charles Watts Way	915	140	49	142
	4 - Botley Road	341	188	140	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	3	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	4
	4 - Botley Road	2	2	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	679	679
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	938	938
	4 - Botley Road	507	507
17:00-17:15	1 - Grange Road	811	811
	2 - Wildern Lane	355	355
	3 - Charles Watts Way	1120	1120
	4 - Botley Road	606	606
17:15-17:30	1 - Grange Road	993	993
	2 - Wildern Lane	435	435
	3 - Charles Watts Way	1372	1372
	4 - Botley Road	742	742
17:30-17:45	1 - Grange Road	993	993
	2 - Wildern Lane	435	435
	3 - Charles Watts Way	1372	1372
	4 - Botley Road	742	742
17:45-18:00	1 - Grange Road	811	811
	2 - Wildern Lane	355	355
	3 - Charles Watts Way	1120	1120
	4 - Botley Road	606	606
18:00-18:15	1 - Grange Road	679	679
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	938	938
	4 - Botley Road	507	507

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.56	4.65	1.3	A
2 - Wildern Lane	0.33	4.02	0.5	A
3 - Charles Watts Way	0.60	3.98	1.5	A
4 - Botley Road	0.58	6.76	1.4	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 - Grange Road	679	392	1879	0.361	677	0.6	3.044	A
2 - Wildern Lane	297	747	1513	0.197	296	0.2	2.970	A
3 - Charles Watts Way	938	526	2454	0.382	936	0.6	2.417	A
4 - Botley Road	507	924	1509	0.336	505	0.5	3.652	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 - Grange Road	811	469	1838	0.441	810	0.8	3.562	A
2 - Wildern Lane	355	894	1438	0.247	355	0.3	3.339	A
3 - Charles Watts Way	1120	630	2387	0.469	1119	0.9	2.895	A
4 - Botley Road	606	1106	1415	0.428	605	0.8	4.528	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 - Grange Road	993	573	1783	0.557	991	1.3	4.622	A
2 - Wildern Lane	435	1094	1336	0.325	434	0.5	4.008	A
3 - Charles Watts Way	1372	771	2297	0.597	1369	1.5	3.953	A
4 - Botley Road	742	1353	1286	0.577	740	1.4	6.686	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 - Grange Road	993	575	1782	0.557	993	1.3	4.649	A
2 - Wildern Lane	435	1097	1335	0.326	435	0.5	4.018	A
3 - Charles Watts Way	1372	772	2296	0.597	1372	1.5	3.976	A
4 - Botley Road	742	1355	1285	0.577	742	1.4	6.758	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 - Grange Road	811	471	1837	0.441	813	0.8	3.587	A
2 - Wildern Lane	355	898	1436	0.247	356	0.3	3.351	A
3 - Charles Watts Way	1120	631	2386	0.469	1123	0.9	2.916	A
4 - Botley Road	606	1109	1413	0.429	608	0.8	4.576	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 - Grange Road	679	394	1878	0.362	680	0.6	3.064	A
2 - Wildern Lane	297	751	1511	0.197	298	0.2	2.981	A
3 - Charles Watts Way	938	528	2452	0.383	939	0.6	2.431	A
4 - Botley Road	507	928	1507	0.337	508	0.5	3.683	A

Existing Junction - 2036 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.08	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)
D9	2036 + Com	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 - Grange Road		✓	1408	100.000
2 - Wildern Lane		✓	488	100.000
3 - Charles Watts Way		✓	791	100.000
4 - Botley Road		✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	69	96	752	491
	2 - Wildern Lane	84	0	126	278
	3 - Charles Watts Way	525	70	28	168
	4 - Botley Road	402	199	126	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	2	1
	3 - Charles Watts Way	5	3	7	6
	4 - Botley Road	4	1	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	1060	1060
	2 - Wildern Lane	367	367
	3 - Charles Watts Way	596	596
	4 - Botley Road	551	551
08:00-08:15	1 - Grange Road	1266	1266
	2 - Wildern Lane	439	439
	3 - Charles Watts Way	711	711
	4 - Botley Road	658	658
08:15-08:30	1 - Grange Road	1550	1550
	2 - Wildern Lane	537	537
	3 - Charles Watts Way	871	871
	4 - Botley Road	806	806
08:30-08:45	1 - Grange Road	1550	1550
	2 - Wildern Lane	537	537
	3 - Charles Watts Way	871	871
	4 - Botley Road	806	806
08:45-09:00	1 - Grange Road	1266	1266
	2 - Wildern Lane	439	439
	3 - Charles Watts Way	711	711
	4 - Botley Road	658	658
09:00-09:15	1 - Grange Road	1060	1060
	2 - Wildern Lane	367	367
	3 - Charles Watts Way	596	596
	4 - Botley Road	551	551

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.84	12.92	5.4	B
2 - Wildern Lane	0.50	6.88	1.0	A
3 - Charles Watts Way	0.41	2.99	0.7	A
4 - Botley Road	0.52	5.07	1.1	A

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 - Grange Road	1060	321	1917	0.553	1055	1.3	4.318	A
2 - Wildern Lane	367	1102	1332	0.276	366	0.4	3.783	A
3 - Charles Watts Way	596	695	2346	0.254	594	0.4	2.158	A
4 - Botley Road	551	583	1686	0.327	549	0.5	3.292	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 - Grange Road	1266	384	1883	0.672	1262	2.1	5.997	A
2 - Wildern Lane	439	1319	1222	0.359	438	0.6	4.670	A
3 - Charles Watts Way	711	832	2258	0.315	711	0.5	2.445	A
4 - Botley Road	658	697	1626	0.405	657	0.7	3.864	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 - Grange Road	1550	470	1837	0.844	1538	5.2	12.028	B
2 - Wildern Lane	537	1608	1075	0.500	536	1.0	6.770	A
3 - Charles Watts Way	871	1014	2141	0.407	870	0.7	2.976	A
4 - Botley Road	806	853	1546	0.521	804	1.1	5.044	A

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 - Grange Road	1550	471	1837	0.844	1549	5.4	12.919	B
2 - Wildern Lane	537	1619	1069	0.502	537	1.0	6.884	A
3 - Charles Watts Way	871	1020	2137	0.408	871	0.7	2.987	A
4 - Botley Road	806	854	1545	0.522	806	1.1	5.072	A

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 - Grange Road	1266	386	1883	0.672	1279	2.2	6.323	A
2 - Wildern Lane	439	1335	1214	0.361	440	0.6	4.746	A
3 - Charles Watts Way	711	840	2253	0.316	712	0.5	2.458	A
4 - Botley Road	658	699	1625	0.405	660	0.7	3.888	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 - Grange Road	1060	323	1916	0.553	1064	1.3	4.407	A
2 - Wildern Lane	367	1111	1328	0.277	368	0.4	3.822	A
3 - Charles Watts Way	596	700	2342	0.254	596	0.4	2.168	A
4 - Botley Road	551	585	1684	0.327	552	0.5	3.311	A

Existing Junction - 2036 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.12	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)
D10	2036 + Com	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 - Grange Road		✓	969	100.000
2 - Wildern Lane		✓	394	100.000
3 - Charles Watts Way		✓	1257	100.000
4 - Botley Road		✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	26	100	422	421
	2 - Wildern Lane	102	0	95	197
	3 - Charles Watts Way	906	145	49	157
	4 - Botley Road	386	199	123	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	3	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	3
	4 - Botley Road	2	2	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	730	730
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	946	946
	4 - Botley Road	537	537
17:00-17:15	1 - Grange Road	871	871
	2 - Wildern Lane	354	354
	3 - Charles Watts Way	1130	1130
	4 - Botley Road	641	641
17:15-17:30	1 - Grange Road	1067	1067
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	1384	1384
	4 - Botley Road	785	785
17:30-17:45	1 - Grange Road	1067	1067
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	1384	1384
	4 - Botley Road	785	785
17:45-18:00	1 - Grange Road	871	871
	2 - Wildern Lane	354	354
	3 - Charles Watts Way	1130	1130
	4 - Botley Road	641	641
18:00-18:15	1 - Grange Road	730	730
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	946	946
	4 - Botley Road	537	537

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.60	5.12	1.5	A
2 - Wildern Lane	0.33	4.14	0.5	A
3 - Charles Watts Way	0.61	4.19	1.6	A
4 - Botley Road	0.61	7.31	1.6	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 - Grange Road	730	391	1880	0.388	727	0.6	3.173	A
2 - Wildern Lane	297	785	1494	0.199	296	0.2	3.016	A
3 - Charles Watts Way	946	563	2430	0.390	944	0.6	2.467	A
4 - Botley Road	537	922	1510	0.356	535	0.6	3.757	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 - Grange Road	871	468	1839	0.474	870	0.9	3.781	A
2 - Wildern Lane	354	939	1415	0.250	354	0.3	3.408	A
3 - Charles Watts Way	1130	674	2359	0.479	1129	0.9	2.983	A
4 - Botley Road	641	1103	1416	0.453	640	0.8	4.723	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 - Grange Road	1067	572	1783	0.598	1065	1.5	5.085	A
2 - Wildern Lane	434	1149	1309	0.332	433	0.5	4.130	A
3 - Charles Watts Way	1384	825	2262	0.612	1381	1.6	4.158	A
4 - Botley Road	785	1350	1288	0.609	782	1.6	7.212	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 - Grange Road	1067	574	1782	0.599	1067	1.5	5.123	A
2 - Wildern Lane	434	1152	1307	0.332	434	0.5	4.142	A
3 - Charles Watts Way	1384	827	2261	0.612	1384	1.6	4.187	A
4 - Botley Road	785	1352	1287	0.610	785	1.6	7.311	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 - Grange Road	871	470	1838	0.474	873	0.9	3.813	A
2 - Wildern Lane	354	943	1413	0.251	355	0.3	3.419	A
3 - Charles Watts Way	1130	677	2357	0.479	1133	0.9	3.007	A
4 - Botley Road	641	1106	1414	0.453	644	0.9	4.785	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 - Grange Road	730	393	1879	0.388	731	0.7	3.197	A
2 - Wildern Lane	297	789	1492	0.199	297	0.3	3.030	A
3 - Charles Watts Way	946	566	2428	0.390	947	0.7	2.482	A
4 - Botley Road	537	926	1508	0.356	538	0.6	3.788	A

Existing Junction - 2036 + Com + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.30	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)
D11	2036 + Com + Dev	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 - Grange Road		✓	1454	100.000
2 - Wildern Lane		✓	488	100.000
3 - Charles Watts Way		✓	797	100.000
4 - Botley Road		✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	69	96	792	497
	2 - Wildern Lane	84	0	126	278
	3 - Charles Watts Way	539	70	28	160
	4 - Botley Road	404	199	126	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	3	2	5	3
	2 - Wildern Lane	4	0	2	1
	3 - Charles Watts Way	5	3	7	6
	4 - Botley Road	4	1	10	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Grange Road	1095	1095
	2 - Wildern Lane	367	367
	3 - Charles Watts Way	600	600
	4 - Botley Road	553	553
08:00-08:15	1 - Grange Road	1307	1307
	2 - Wildern Lane	439	439
	3 - Charles Watts Way	716	716
	4 - Botley Road	660	660
08:15-08:30	1 - Grange Road	1601	1601
	2 - Wildern Lane	537	537
	3 - Charles Watts Way	878	878
	4 - Botley Road	808	808
08:30-08:45	1 - Grange Road	1601	1601
	2 - Wildern Lane	537	537
	3 - Charles Watts Way	878	878
	4 - Botley Road	808	808
08:45-09:00	1 - Grange Road	1307	1307
	2 - Wildern Lane	439	439
	3 - Charles Watts Way	716	716
	4 - Botley Road	660	660
09:00-09:15	1 - Grange Road	1095	1095
	2 - Wildern Lane	367	367
	3 - Charles Watts Way	600	600
	4 - Botley Road	553	553

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.87	15.54	6.6	C
2 - Wildern Lane	0.51	7.23	1.1	A
3 - Charles Watts Way	0.41	3.01	0.7	A
4 - Botley Road	0.53	5.14	1.1	A

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 - Grange Road	1095	321	1917	0.571	1089	1.4	4.493	A
2 - Wildern Lane	367	1137	1315	0.279	366	0.4	3.854	A
3 - Charles Watts Way	600	699	2343	0.256	599	0.4	2.167	A
4 - Botley Road	553	593	1680	0.329	551	0.5	3.312	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 - Grange Road	1307	384	1883	0.694	1303	2.3	6.413	A
2 - Wildern Lane	439	1360	1201	0.365	438	0.6	4.795	A
3 - Charles Watts Way	716	837	2255	0.318	716	0.5	2.459	A
4 - Botley Road	660	709	1620	0.407	659	0.7	3.897	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 - Grange Road	1601	470	1837	0.871	1585	6.3	14.022	B
2 - Wildern Lane	537	1655	1051	0.511	535	1.0	7.082	A
3 - Charles Watts Way	878	1020	2137	0.411	877	0.7	2.999	A
4 - Botley Road	808	868	1538	0.526	806	1.1	5.112	A

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 - Grange Road	1601	471	1837	0.871	1600	6.6	15.540	C
2 - Wildern Lane	537	1669	1044	0.515	537	1.1	7.229	A
3 - Charles Watts Way	878	1027	2133	0.411	877	0.7	3.012	A
4 - Botley Road	808	870	1537	0.526	808	1.1	5.143	A

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 - Grange Road	1307	386	1883	0.694	1324	2.4	6.897	A
2 - Wildern Lane	439	1380	1191	0.368	441	0.6	4.893	A
3 - Charles Watts Way	716	847	2248	0.319	717	0.5	2.472	A
4 - Botley Road	660	712	1618	0.408	662	0.7	3.923	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 - Grange Road	1095	323	1916	0.571	1099	1.4	4.602	A
2 - Wildern Lane	367	1146	1310	0.280	368	0.4	3.894	A
3 - Charles Watts Way	600	705	2339	0.257	601	0.4	2.176	A
4 - Botley Road	553	595	1679	0.329	553	0.5	3.334	A

Existing Junction - 2036 + Com + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Grange Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Wildern Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Botley Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	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)
D12	2036 + Com + Dev	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 - Grange Road		✓	988	100.000
2 - Wildern Lane		✓	394	100.000
3 - Charles Watts Way		✓	1295	100.000
4 - Botley Road		✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
From	1 - Grange Road	26	100	439	423
	2 - Wildern Lane	102	0	95	197
	3 - Charles Watts Way	944	145	49	157
	4 - Botley Road	392	199	123	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Grange Road	2 - Wildern Lane	3 - Charles Watts Way	4 - Botley Road
	1 - Grange Road	4	0	3	1
	2 - Wildern Lane	0	0	0	1
	3 - Charles Watts Way	2	1	2	3
	4 - Botley Road	2	2	2	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Grange Road	744	744
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	975	975
	4 - Botley Road	541	541
17:00-17:15	1 - Grange Road	888	888
	2 - Wildern Lane	354	354
	3 - Charles Watts Way	1164	1164
	4 - Botley Road	646	646
17:15-17:30	1 - Grange Road	1088	1088
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	1426	1426
	4 - Botley Road	792	792
17:30-17:45	1 - Grange Road	1088	1088
	2 - Wildern Lane	434	434
	3 - Charles Watts Way	1426	1426
	4 - Botley Road	792	792
17:45-18:00	1 - Grange Road	888	888
	2 - Wildern Lane	354	354
	3 - Charles Watts Way	1164	1164
	4 - Botley Road	646	646
18:00-18:15	1 - Grange Road	744	744
	2 - Wildern Lane	297	297
	3 - Charles Watts Way	975	975
	4 - Botley Road	541	541

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Grange Road	0.61	5.28	1.6	A
2 - Wildern Lane	0.33	4.19	0.5	A
3 - Charles Watts Way	0.63	4.40	1.7	A
4 - Botley Road	0.63	7.75	1.7	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 - Grange Road	744	391	1880	0.396	741	0.7	3.214	A
2 - Wildern Lane	297	799	1487	0.200	296	0.2	3.034	A
3 - Charles Watts Way	975	565	2429	0.401	972	0.7	2.517	A
4 - Botley Road	541	950	1495	0.362	539	0.6	3.831	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 - Grange Road	888	468	1839	0.483	887	0.9	3.847	A
2 - Wildern Lane	354	956	1407	0.252	354	0.3	3.436	A
3 - Charles Watts Way	1164	676	2357	0.494	1163	1.0	3.072	A
4 - Botley Road	646	1137	1398	0.462	645	0.9	4.859	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 - Grange Road	1088	572	1783	0.610	1085	1.6	5.234	A
2 - Wildern Lane	434	1170	1298	0.334	433	0.5	4.181	A
3 - Charles Watts Way	1426	827	2261	0.631	1423	1.7	4.369	A
4 - Botley Road	792	1391	1267	0.625	788	1.7	7.627	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 - Grange Road	1088	574	1782	0.610	1088	1.6	5.278	A
2 - Wildern Lane	434	1173	1297	0.335	434	0.5	4.193	A
3 - Charles Watts Way	1426	829	2259	0.631	1426	1.7	4.404	A
4 - Botley Road	792	1394	1265	0.626	792	1.7	7.746	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 - Grange Road	888	470	1837	0.483	891	1.0	3.882	A
2 - Wildern Lane	354	960	1405	0.252	355	0.3	3.450	A
3 - Charles Watts Way	1164	679	2356	0.494	1167	1.0	3.096	A
4 - Botley Road	646	1141	1396	0.463	650	0.9	4.936	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 - Grange Road	744	393	1879	0.396	745	0.7	3.239	A
2 - Wildern Lane	297	803	1485	0.200	297	0.3	3.046	A
3 - Charles Watts Way	975	568	2427	0.402	976	0.7	2.533	A
4 - Botley Road	541	954	1493	0.363	543	0.6	3.867	A

Junction 10 - Charles Watts Way / Tollbar Way / Turnpike Way

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.1.1519		
© Copyright TRL Software Limited, 2021		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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: J10 A334-Tollbar Way.j10

Path: Y:\ARDENT PROJECTS\2501890_A - Holly Tree Farm (02-167)\Transport\ARCADY\J10 A334-Tollbar Way

Report generation date: 10/12/2025 19:46:47

-
- »Existing Junction - 2030 Future, AM
 - »Existing Junction - 2030 Future, PM
 - »Existing Junction - 2030 + Com, AM
 - »Existing Junction - 2030 + Com, PM
 - »Existing Junction - 2030 + Com + Dev, AM
 - »Existing Junction - 2030 + Com + Dev, PM
 - »Existing Junction - 2036 Future, AM
 - »Existing Junction - 2036 Future, PM
 - »Existing Junction - 2036 + Com, AM
 - »Existing Junction - 2036 + Com, PM
 - »Existing Junction - 2036 + Com + Dev, AM
 - »Existing Junction - 2036 + Com + Dev, PM